



City Council Workshop Agenda
Monday, June 15, 2026, 4:30 PM
Council Chambers, 616 NE 4th AVE

NOTE: The City welcomes public meeting citizen participation. TTY Relay Service: 711. In compliance with the ADA, if you need special assistance to participate in a meeting, contact the City Clerk's office at (360) 834-6864, 72 hours prior to the meeting so reasonable accommodations can be made (28 CFR 35.102-35.104 ADA Title 1)

To observe the meeting (no public comment ability)

- go to <https://vimeo.com/event/5981028>

To participate in the meeting (able to public comment)

- go to <https://cityofcamas-us.zoom.us/j/84310812974>

(public comments may be submitted to publiccomments@cityofcamas.us)

CALL TO ORDER

ROLL CALL

PUBLIC COMMENTS

WORKSHOP TOPICS

1. [Professional Services Agreement Amendment #2 343 Reservoir Design](#)
[Presenter: Justin Monsrud, Project Manager](#)
[Time Estimate: 10 minutes](#)
2. [Professional Services Agreement Contract Amendment #2 Lake Road Booster Station](#)
[Presenter: Scott Collins, Public Works Director](#)
[Time Estimate: 10 minutes](#)
3. [NE Dallas Street Loading Zone Space Request](#)
[Presenter: James Carothers, Engineering Manager](#)
[Time Estimate: 5 minutes](#)
4. [E-Bikes in Parks](#)
[Presenter: Chris Witkowski, Parks & Recreation Director](#)
[Time Estimate: 15 minutes](#)
5. Staff Miscellaneous Updates
Presenter: Doug Quinn, City Administrator
Time Estimate: 10 minutes

PUBLIC COMMENTS

COUNCIL COMMENTS AND REPORTS

CLOSE OF MEETING



Staff Report

June 15th, 2026 Council Workshop Meeting

Professional Services Agreement Amendment #2 343 Reservoir Design
Presenter: Justin Monsrud, Project Manager (Public Works)
Time Estimate: 10 minutes

Phone	Email
360.817.7232	jmonsurd@cityofcamas.us

BACKGROUND: The Camas Water System Plan identifies replacement of the existing Butler Reservoir as a critical long-term capital improvement project. Butler Reservoir, which serves much of Downtown Camas, was constructed in 1923 and has exceeded its useful service life. In 2023, RH2 Engineers completed a reservoir siting analysis to identify potential replacement locations.

In 2024, the City solicited consultants with expertise in Reservoir design and selected Gray & Osborne, Inc. (G&O) based on overall qualifications. G&O was scoped to complete preliminary engineering efforts, including review of the previous siting analysis, topographic survey, geotechnical and archaeological investigations, and evaluation of reservoir alternatives. The purpose of this work was to confirm the preferred reservoir location, storage capacity, and reservoir type needed to meet current and future water system demands while improving system reliability and seismic resilience.

The alternatives analysis has now been completed. Based on the findings, a preferred reservoir site and reservoir configuration have been identified for advancement into final design. The City has selected to install a welded steel standpipe (similar to NW 18th AVE reservoir designed in 2014) utilizing City owned property north of the Camas Cemetery.

SUMMARY: The Professional Services Agreement (PSA) Amendment before Council will build upon the preliminary engineering and alternatives analysis previously completed by G&O Inc. and advance the Butler Reservoir Replacement Project into final design. The PSA amendment is \$664,200.

The preferred alternative identified during preliminary engineering includes construction of a new 1.9-million-gallon reservoir on City-owned property located north of Camas Cemetery. The new reservoir will provide reliable water storage capacity to support existing customers and anticipate community growth beyond the current 20-year planning horizon while replacing the existing Butler Reservoir, which has exceeded its useful life.

The project also includes transmission and distribution system improvements necessary to convey water to and from the reservoir and meet system capacity requirements. These

improvements include installation of a new water main connecting the reservoir site to the existing distribution system near NE 22nd Avenue west and south of Doc Harris Stadium. The project will also accommodate future City needs by providing infrastructure to support a mower wash station serving Camas Cemetery and Parks and Recreation operations.

This amendment authorizes final design services necessary to prepare the project for construction, including completion of plans, specifications, and engineer's estimate (PS&E) documents; supplemental survey, geotechnical, environmental, and cultural resource investigations; permitting support; public outreach and visual renderings; coordination with City staff and stakeholders; and bidding assistance. Completion of this work will position the project for future construction bidding in coming years.

It is important to note the total cost of the 343-reservoir contract \$664,200 is lower than the NW 18th AVE reservoir scoped in 2014 (\$552,000) escalated to current year using 4.2% cost increase year to year. In today's dollars prior reservoir design cost was \$870,000. Savings are contributed to utilizing similar design concepts and components previously constructed with the same consulting firm (G&O inc.)



Preliminary site layout from alternative analysis phase North of Camas Cemetery

BENEFITS TO THE COMMUNITY: This project will benefit customers by improving distribution capacity and service for current and future generations. With early stages of the North Shore Subarea (990 Acres) this asset will provide long-term storage and distribution to a potential heavy demand area.

STRATEGIC PLAN: This project aligns with stewardship of City Assets replacing the obsolete butler reservoir with a new maintenance friendly facility.

POTENTIAL CHALLENGES: This project will require public engagement to address any concerns on tank aesthetics and view obstructions. Currently staff has scoped renderings of the tank which will assist in informing stakeholders. Furthermore as project design advances we will need to engage stakeholders early. Staff will keep council informed on design progress and public feedback as engagements kicks off.

BUDGET IMPACT: The proposed Professional Services Agreement Amendment No. 2 in the amount of \$664,200 will be funded through the Water Fund.

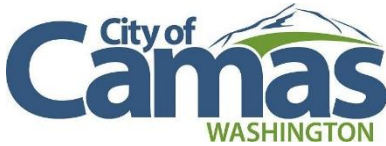
The 2026 Capital Budget includes \$654,000 for the Zone 343 Reservoir Project. Included within this budget is approximately \$38,800 in unexpended funds from the completed siting analysis and preliminary engineering phase. G&O is currently finalizing an associated report and may utilize a small portion of the remaining balance. Any unused funds will remain available for the project.

<u>Budget:</u>	
<i>Zone 343 Reservoir (2026 Capital Budget)</i>	<i>\$654,000</i>

<i>Estimated Expenses</i>	
<i>G&O PSA Amend #2</i>	<i>\$664,200</i>

The project design effort is anticipated to extend into 2027. As a result, not all costs associated with Amendment No. 2 are expected to be incurred during the current fiscal year. Any funding required beyond the available 2026 budget authority will be incorporated into the 2027 Capital Budget through the Water Fund.

RECOMMENDATION: Staff recommend this item be placed on the July 6,2026 regular meeting for Councils’ consideration.



**CITY OF CAMAS
PROFESSIONAL SERVICES AGREEMENT
Amendment No. 2**

616 NE 4th Avenue
Camas, WA 98607

Project No. WTR23002

343 ZONE (BUTLER REPLACEMENT) RESERVOIR DESIGN

THIS AMENDMENT (“Amendment”) to Professional Services Agreement is made as of the _____ day of _____, 202____, by and between the **City of Camas**, a municipal corporation, hereinafter referred to as "the City", and **Gray and Osborne Inc.** hereinafter referred to as the "Consultant", in consideration of the mutual benefits, terms, and conditions hereinafter specified. The City and Consultant may hereinafter be referred to collectively as the “Parties.”

The Parties entered into an Original Agreement dated October 25, 2024 by which Consultant provides professional services in support of the Project identified above. Except as amended herein, the Original Agreement shall remain in full force and effect.

1. Scope of Services. Consultant agrees to perform additional services as identified on **Exhibit “A”** (Amended Scope of Services) attached hereto, including the provision of all labor, materials, equipment, supplies and expenses, for an amount not-to-exceed **\$664,200**.
 - a. Unchanged from Original/Previous Contract
2. Time for Performance. Consultant shall perform all services and provide all work product required pursuant to this Amendment by:
 - a. Extended to **December 31, 2027**.
 - b. Unchanged from Original/Previous Contract date of _____, 20____
Unless an additional extension of such time is granted in writing by the City, or the Agreement is terminated by the City in accordance with Section 18 of the Original Agreement.
3. Payment. Based on the Scope of Services and assumptions noted in **Exhibit “A”**, Consultant proposes to be compensated on a time and material basis per **Exhibit “B”** (Costs for Scope of Services) with a total estimated not to exceed fee of:
 - a. Previous not to exceed fee: \$157,097.00
 - b. Amendment No. 2 \$664,200
 - c. **Total: \$821,297**
 - d. Consultant billing rates:
 - Modification to Consultant Billing Rates per **Exhibit “C”** attached herein
 - Unchanged from Original/Previous Contract

4. Counterparts. Each individual executing this Agreement on behalf of the City and Consultant represents and warrants that such individual is duly authorized to execute and deliver this Agreement. This Agreement may be executed in any number of counter-parts, which counterparts shall collectively constitute the entire Agreement.

DATED this _____ day of _____, 20__.

CITY OF CAMAS:

CONSULTANT:

Authorized Representative

By: _____

By: _____

Print Name: _____

Print Name: _____

Title: _____

Title: _____

Date: _____

EXHIBIT "A"
AMENDED SCOPE OF SERVICES

EXHIBIT A
SCOPE OF WORK
CITY OF CAMAS
343 ZONE RESERVOIR DESIGN

PROJECT UNDERSTANDING

The City of Camas (City) desires to construct a new reservoir near the cemetery to serve the 343 Zone. This tank is intended to eventually replace the Butler Reservoir. Gray & Osborne was previously contracted to provide an alternatives analysis and project report for selecting the site and the size of the reservoir. The final project report is expected to be completed in early summer 2026.

Based on the findings of the alternatives analysis, the City has chosen to install a welded steel standpipe at the site north of the cemetery. The minimum effective storage required for the reservoir is 1.3 million gallons (MG), but the City has indicated they would like to include storage to meet the expected growth beyond the 20-year planning period, so a reservoir with 1.9 MG of effective storage is proposed. The proposed reservoir will be approximately 150 feet tall with a diameter of 86 feet, with a total volume of 6.4 MG. The reservoir is anticipated to be an anchored reservoir with a dome roof and with seal welding on all interior surfaces. The reservoir design will conform to American Water Works Association (AWWA) and City standards and the International Building Code (IBC). The reservoir will have accessories such as a spiral staircase, interior platform, handrails, roof vent, and sample taps. The inlet and outlet will be located at separate locations to facilitate mixing and a passive mixing system, such as a Tideflex Technologies system, will be considered to maintain water quality in the tank. The inlet and outlet plumbing will be designed with flexible fittings to accommodate seismic movement.

The reservoir will be connected to the 343 Zone piping with a transmission main to the existing 18-inch main that is aligned up the cemetery drive and to the west to 22nd Avenue. The transmission main and connection are included in this design Scope of Work.

In addition to the reservoir, the City has indicated that a mower wash facility will be included at the site as part of the project.

The Contract Documents for the new 6.4 MG 343 Zone Reservoir Design Project will include Plans, CSI format Specifications, and a Cost Estimate. The Contract Documents will be prepared to include comments from the City and the Washington State Department of Health (DOH) reviews for bidding and constructing the project. Assistance will be provided during the bidding and awarding of the project.

Some of the preliminary engineering and site items were either completed or partially completed during the Project Report Scope of Work. A summary of these items follows.

Site Survey

A site survey of the parcel to the north of the cemetery was conducted including the location of the 18-inch transmission main. No further survey is expected unless the City decides to connect the reservoir to a different location in the distribution system, in which case, additional survey can be provided under a separate Scope of Work.

Cultural Resource Assessment

An initial Cultural Resource Assessment of the reservoir site was conducted, and a small artifact was discovered, which necessitated more fieldwork. The additional fieldwork was conducted under the initial budget and revealed no further artifacts. The Archaeologist is still required to provide a report. The effort to provide the report is included in this Scope of Work since it was outside the original Scope of Services from the Project Report.

There may be a need for some additional Cultural Assessment and Monitoring Tasks during construction. These have not been included in this Scope of Work and will be determined prior to construction under a separate Contract.

Geotechnical Report

A draft geotechnical report was prepared for the site including boreholes and pits. This Scope of Work includes some additional geotechnical work related to the specific design of the foundation. A final geotechnical report will be issued after the reservoir foundation design has been reviewed by the Geotechnical Engineer.

Environmental Review

A Phase 1 Environmental Assessment was conducted in March 2026 and indicated no apparent environmental issues with the proposed reservoir site.

Predesign Report

A project report fulfilling the requirements of Washington Administrative Code (WAC) 246-290-110 outlining the design parameters is being prepared under a previous Contract so no further project report tasks are included in this Scope of Work.

SCOPE OF WORK

Task 1 – Project Management

Provide overall project management and oversight of resources and deliverables to ensure timely delivery and coordination of project elements. Work includes procuring and maintaining sufficient resources, overseeing budget and schedule, and assisting in the timely delivery of engineering products per the Contract.

Task 2 – Additional Cultural Resource Work

Perform additional archaeological work to address the discovery of a pre-contact artifact found in the previous work. This work will include the boundary delineation of the archaeological discovery and the required reporting to the Washington State Department of Archaeology and Historic Preservation (DAHP). This work will be performed by Archaeological Investigations Northwest, Inc. as a subconsultant to Gray & Osborne.

Task 3 – Finalize Geotechnical Report

Review the final foundation design and provide a final geotechnical report for the project based on the geotechnical field work and draft report provided under the previous Contract. The geotechnical work will be completed by PanGEO, Inc. as a Subconsultant to Gray & Osborne.

Task 4 – Design Engineering Services

Complete civil, electrical, and structural engineering design of the 343 Cemetery Reservoir. This task includes completing the engineering analysis and calculations necessary to complete the design. This task also includes the preparation of detailed Plans, Specifications, and Cost Estimates to adequately describe the work for a public works contractor under a competitive bid. Gray & Osborne will provide the following services to complete this Task.

- A. Prepare 50 Percent Plans and Cost Estimate – Prepare 50 Percent Plans and Construction Cost Estimates for the project. Plans will include Preliminary Civil, Mechanical, and Structural Sheets, including Building Civil, Mechanical, and Structural Plans and Preliminary Details. A Specification outline will be submitted. 50 Percent Plans and Cost Estimates will be submitted to the City for review and comment. Gray & Osborne will meet with City staff to complete a facilitated review of the Plans.

- B. Prepare 90 Percent Plans and Cost Estimate – Prepare 90 Percent Plans, Specifications, and Construction Cost Estimates for the project. City comments from the 50 Percent Submittal will be addressed. Plans and Specifications, including electrical, will be near completion. Specifications will be prepared in CSI format with applicable City Contract forms. 90 Percent Plans, Specifications, and Cost Estimates will be submitted to the City for review and comment. Gray & Osborne will meet with City staff to review any comments.
- C. Prepare Final Plans, Specifications, and Cost Estimate – Prepare Final Plans, Specifications, and Construction Cost Estimates for the project. City comments from the 90 Percent Submittal will be addressed. Plans and Specifications will be suitable for Public Works bid. Specifications will be prepared in CSI format with applicable City General Conditions and Contract forms. Final Plans, Specifications, and Cost Estimates will be submitted to the City for regulatory approval and distribution to Contractors.

Task 5 – Complete Quality Assurance/Quality Control Review

Conduct quality assurance/quality control reviews (50 percent and 90 percent completion levels) of the Design Documents to review critical project milestones, constructability, deliverables, permitting issues, regulatory approvals, cost, methods, and materials to be employed during construction and environmental concerns. Provide this review by both project and non-project engineers, experienced in the design of similar project facilities. Document the review comments and revise the Design Documents to incorporate these comments.

Task 6 – Prepare Permit Applications

Gray & Osborne will assist the City in the preparation of permit applications for the project including the following items.

- A. Washington State Department of Health Construction Document review and approval.
- B. City of Camas Clearing, Grading, and Building Permit.
- C. City of Camas Conditional Use Permit.
- D. Washington State Department of Ecology Construction Stormwater General Permit.

It is also anticipated that some public outreach may be required. Gray & Osborne will assist in public outreach by preparing three renderings of the finished reservoir to provide a visual representation of three possible paint schemes.

Task 7 – Bid and Award Assistance

Assist the City with the bid and award process for the project. Participate in a pre-bid walkthrough. Respond to bidder inquiries. Prepare addenda as necessary. Review bid results and bidder qualifications. Prepare an Award for Recommendation for the City.

Task 8 – Meetings and Site Visits

Attend onsite meetings with City staff and stakeholders during development of Plans and Specifications to discuss project issues and review draft deliverables. Prepare exhibits for communication with the public and stakeholders.

- A. Project Kickoff Meeting.
- B. 50 Percent Design Review Meeting.
- C. 90 Percent Design Review Meeting.

In addition to the aforementioned design team meetings listed, it is anticipated that the Project Manager and two other engineering staff will participate in twelve 1-hour remote checkin meetings during design, for a total of twelve meetings for three people.

DELIVERABLES

The following deliverables shall be provided to the City for review and approval.

- 1. Plans and Specifications – Five paper copies (half-size Plans) of each submittal as well as electronic files.

ASSUMPTIONS

- 1. No further survey is required.
- 2. No further cultural resource sitework will be required.
- 3. All Permit costs will be borne by the City.
- 4. Construction management services have not been included in this Proposal. An amendment to this agreement for construction management services will be negotiated with the City after design services are

complete, and will be prepared for review and approval, if desired by the City.

BUDGET

The maximum amount payable to the Engineer for completion of all work associated with this Scope of Work, including contingencies, salaries, overhead, direct non-salary costs, and net fee shall be as shown in the attached Exhibit B. This amount shall not be exceeded without prior written authorization of the City.

EXHIBIT "B"
AMENDED COSTS FOR SCOPE OF SERVICES

EXHIBIT B

**ENGINEERING SERVICES
SCOPE AND ESTIMATED COST**

CITY OF CAMAS - 343 ZONE RESERVOIR DESIGN

Tasks	Principal Hours	Project Manager Hours	Project Engineer Hours	Civil Engineer Hours	Structural Engineer Hours	Electrical Engineer Hours	Engineer-In-Training Hours	AutoCAD/ GIS Technician/ Engineer Intern Hours
1 Project Management	8	80						
2 Additional Cultural Resource Work			2	2				
3 Finalize Geotechnical Report		2	2	2	12			
4 Design Engineering Services								
A. Prepare 50 Percent Design Submittal	12	80	200	240	180	60	120	400
B. Prepare 90 Percent Design Submittal	8	60	100	120	120	120	120	400
C. Prepare Final Design Submittal	32	32	44	36	40	22	40	120
5 Complete QA/QC Review	12	12	12	12	12	8		
6 Prepare Permit Applications	12	36	56	84	120		40	24
7 Bid and Award Assistance		12	16	16	8	8		12
8 Meetings and Site Visits		36	24	24	8	4		
Hour Estimate:	84	350	456	536	500	222	320	956
Fully Burdened Billing Rate Range:*	\$170 to \$270	\$170 to \$270	\$150 to \$210	\$140 to \$190	\$120 to \$245	\$120 to \$245	\$110 to \$180	\$70 to \$190
Estimated Fully Burdened Billing Rate:*	\$265	\$260	\$205	\$180	\$225	\$225	\$145	\$145
Fully Burdened Labor Cost:	\$22,260	\$91,000	\$93,480	\$96,480	\$112,500	\$49,950	\$46,400	\$138,620

Total Fully Burdened Labor Cost: \$ 650,690

Direct Non-Salary Cost:

 Mileage & Expenses (Mileage @ current IRS rate) \$ 814

Subconsultant:

 Archaeological Investigations Northwest, Inc. \$ 9,042

 PanGEO, Inc. \$ 2,500

 Subconsultant Overhead (10%) \$ 1,154

TOTAL ESTIMATED COST: \$ 664,200

* Actual labor cost will be based on each employee's actual rate. Estimated rates are for determining total estimated cost only. Fully burdened billing rates include direct salary cost, overhead, and profit.

**EXHIBIT “C”
CONSULTANT BILLING RATES**

EXHIBIT "C"

GRAY & OSBORNE, INC.

**PROFESSIONAL ENGINEERING SERVICES CONTRACT
FULLY BURDENED BILLING RATES*
THROUGH JUNE 30, 2027****

<u>Employee Classification</u>	<u>Fully Burdened Billing Rates</u>		
AutoCAD/GIS Technician/Engineering Intern	\$ 75.00	to	\$198.00
Electrical Engineer	\$125.00	to	\$255.00
Structural Engineer	\$125.00	to	\$250.00
Environmental Technician/Specialist	\$105.00	to	\$190.00
Engineer-In-Training	\$115.00	to	\$180.00
Civil Engineer	\$145.00	to	\$195.00
Project Engineer	\$155.00	to	\$220.00
Project Manager	\$165.00	to	\$283.00
Principal-in-Charge	\$180.00	to	\$283.00
Field Inspector	\$125.00	to	\$205.00
Field Survey Member	\$85.00	to	\$160.00
Professional Land Surveyor	\$150.00	to	\$230.00
Secretary/Word Processor***	N/A		

* Fully Burdened Billing Rates include overhead and profit.

** Updated annually, together with the overhead.

All actual out-of-pocket expenses incurred directly on the project are added to the billing. The billing is based on direct out-of-pocket expenses; meals, lodging, laboratory testing and transportation. The transportation rate is \$0.70 per mile or the current maximum IRS rate without receipt IRS Section 162(a).

*** Administration expenses include secretarial and clerical work; GIS, CADD, and computer equipment; owned survey equipment and tools (stakes, hubs, lath, etc. – Note: mileage billed separately at rate noted); miscellaneous administration tasks; facsimiles; telephone; postage; and printing costs, which are less than \$150.



Staff Report

June 15, 2026 Council Workshop Meeting

Professional Services Agreement Contract Amendment #2 Lake Road Booster Station

Presenter: Scott Collins, Public Works Director

Time Estimate: 10 minutes

Phone	Email
360.817.7899	scollins@cityofcamas.us

BACKGROUND: In November of 2024, Council approved a contract with Mackay and Sposito in the amount of \$411,067.50 to advanced improvements in the Water System Master Plan. The original scope included evaluating alternatives and developing a preferred solution to increase water supply and system reliability for the growing 544 pressure zone west of Lacamas Lake, as well as improvements to the existing Angelo Booster Station.

In October 2025, Council approved Amendment No. 1 in an amount of \$1,538,509 to complete the design and permitting of the preferred alternative identified during Phase I. The amendment included engineering design, environmental review, surveying, land use permitting, public outreach, and preparation of construction documents for a new booster station near Lake Road and approximately 15,600 linear feet of transmission main improvements extending from the City's wellfield to the northwest portion of the community.

As project design advanced, additional permitting requirements and project coordination opportunities were identified that were not anticipated during the original scope development. In addition, multiple capital improvement projects are planned along the NW Lake Road corridor over the next several years, including the Lake Road Safety Improvements, Lake Road/Sierra Street Roundabout, Camas Pedestrian Crossing Improvements, and the proposed water transmission main. Given the size of the transmission main, anticipated trench widths, and the resulting pavement impacts associated with construction, staff determined it would be prudent to utilize available pavement preservation funding to restore and overlay the remaining roadway width concurrently with these improvements.

As the project has progressed, additional conflicts with utilities at the roundabout at Lake and Everett require additional potholing of utilities to determine how the new water line can align with existing utilities. A task within this scope of work will cover the potholing and detailed traffic control that will be required to perform this work in and around the travel lanes of the Lake Road to Everett Street.

SUMMARY:

Amendment No. 2 includes several scope additions identified during project permitting and coordination efforts. The proposed booster station site is located on City-owned property that is currently zoned residential. The project originally anticipated completion of a rezone through the Comprehensive Plan process; however, delays to that process require the project to obtain a Conditional Use Permit (CUP) to allow development of the booster station and maintain the project schedule.

During the City's pre-application review, staff also determined that a Critical Aquifer Recharge Area (CARA) permit and supporting hydrogeologic assessment would be required to demonstrate protection of underlying groundwater resources and compliance with City critical area regulations.

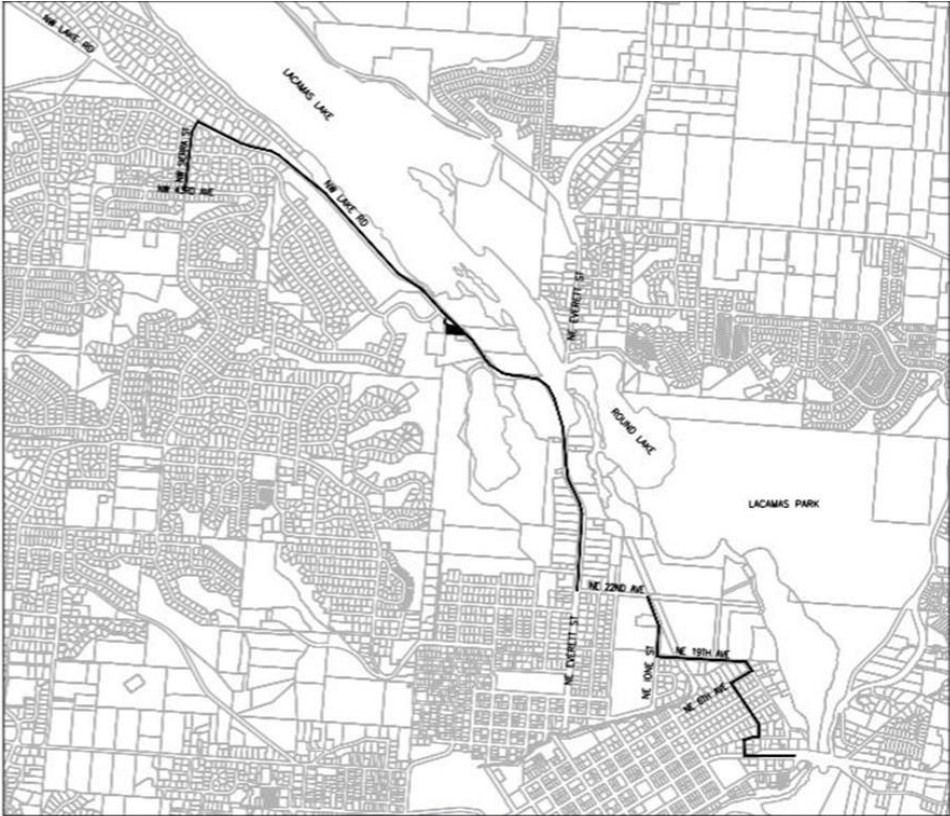
In addition, the amendment includes geotechnical investigations, pavement evaluations, roadway design, and preparation of plans, specifications, and estimates for approximately 1.2 miles of pavement restoration and overlay improvements along NW Lake Road. There is also potholing required at the southwest corner of the roundabout of Lake and Everett due to utility conflicts with the proposed water transmission line. This work will require extensive traffic control by the contractor to manage traffic at this busy intersection.

The amendment also includes these services and will allow the City to develop bid-ready construction documents and coordinate roadway improvements with planned utility and transportation investments within the corridor.

The negotiated fee for Amendment No. 2 is \$174,957.75, increasing the total contract amount to a not-to-exceed \$2,124,534.25. As part of its review, staff negotiated the removal of \$19,856 in proposed costs that were determined to be unnecessary, reducing the consultant's original fee proposal prior to execution of the amendment.



Figure 1: City of Camas Residential Parcel for booster station requiring CUP due to current R-10 zoning



SITE MAP
NTS

Fig 2 Overall Water Transmission Project

BENEFITS TO THE COMMUNITY: This project will allow additional water to be delivered from well sources to the northwest portion of the city, where growth is putting pressure on water distribution.

STRATEGIC PLAN: This project aligns with Stewardship of City Assets and Economic Prosperity.

POTENTIAL CHALLENGES: There is a significant amount of coordination of work that will need to be managed by the city by late summer of 2027 to allow the waterline installation, paving of Lake Road, Lake Road Safety Improvements, Lake Road/Sierra Street Roundabout, and Camas Pedestrian Crossing Improvements.. There will also be significant delays to the public for all this work. A well thought out detour plan and good communication with the public will also be required to manage these large scale projects.

BUDGET IMPACT: The Lake Road Booster Station and Transmission Main Project is funded through the Water Capital Fund and has an approved 2026 Capital Budget of \$1,433,729. Amendment No. 2 with MacKay Sposito is not to exceed \$174,957.75.

Of the amendment amount, \$51,361 will be funded through the 2026 Pavement Preservation Project, which has sufficient budget authority to cover these costs. The remaining \$123,956.75 will be funded through the Water Capital Fund and included as part of the Spring Budget Omnibus. The pavement design costs are being shared between the utility project and pavement preservation program, as the transmission main installation will require restoration of approximately one-half of the roadway width.

RECOMMENDATION: Staff would recommend that this item be placed on the July 6, 2026, Council Regular consent agenda for council's consideration.



Vancouver Office

18405 SE Mill Plain Boulevard, Suite 100, Vancouver, WA 98683

May 19, 2026
Revised June 08, 2026
Revised June 10, 2026

Rob Charles
City of Camas
616 NE 4th Avenue
Camas, WA 98607


Re: Lake Road Booster Station - Contract Amendment 2

Dear Rob,

Enclosed you will find our proposed Scope and Fee for Amendment 2. This Amendment covers work needed to cover additional professional services related to the Conditional Use Permit, CARA Permit, underground utility location verification, and pavement overlay design work.

Please contact me with any questions.

Sincerely,



Chad McMurry, PE
Utilities Manager
MacKay
(360) 713-6251
cmcmurry@gomackay.com

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INTRODUCTION

Thank you for selecting the MacKay team to partner with the City of Camas on the Lake Road Booster Station improvements. Following the selection of the preferred alternative and subsequent discussion, additional tasks were identified that were not anticipated in the original scoping discussions. The following amendment outlines those additional services.

GENERAL PROJECT DESCRIPTION/BACKGROUND

The Angelo Booster Pump Station (BPS) currently moves water from the City's 343 Pressure Zone to the 544 Zone. Its capacity is not sufficient to meet increasing demand, so the City and the MacKay team are working together to design a new booster station and transmission mains to provide the additional capacity needed.

The existing scope includes land surveying, land use planning, design, public communication, archaeological, and geotechnical services in support of the project. Recent discussions with the City and changes in Clark County's schedule for revisions to their Comprehensive Plan result in the following revisions to the project:

- **Addition of a Conditional Use Permit for placing the proposed use in a residential zone.** As part of the original project discussions, the property on which the new station will be constructed was to be rezoned to allow the use without a Conditional Use Permit. Clark County's process has been delayed and won't be completed in time to allow this project to proceed. As a result, a Conditional Use Permit will need to be prepared and submitted with the other Land Use applications.
- **Addition of a Critical Aquifer Recharge Area (CARA) Permit to the project scope.** At the pre-application conference, we were informed that a CARA Permit will be required to ensure that the project protects drinking water aquifers below the project.
- **Addition of a Pavement Overlay project to the project scope.** The Lake Road BPS project team met with other City project managers regarding the timing of proposed improvements along NW Lake Road through the project site. One of the outcomes of this and subsequent discussions is the addition of a pavement overlay design project to the scope of the water main project. This project will cover pavement repair and overlay to improve the structural condition and driveability of NW Lake Road from the NW Lake Road/Everett Street roundabout to the limits of the proposed NW Lake Road/Sierra Street Roundabout project, totaling approximately 1.2 miles of roadway.
- **Addition of utility potholing services to the project scope.** As the design effort has moved from the 30% to the 60% effort, several areas have been identified where conflicts with other buried utilities are driving decisions regarding the vertical alignment of the pipe. To address these locations, we recommend excavating to those utilities with hydro-excavation techniques to confirm their elevations, limiting potential construction conflicts.

The additional out-of-scope work included in this amendment also includes additional project management, subconsultant coordination, and schedule management due to the increased project scope.

General Assumptions

1. See tasks for specific task-related assumptions and exclusions.
2. Testing to proceed as soon as practicable following approval of this Amendment.
3. All funding will be local, with no federal, WSDOH, or WSDOT funding
4. City of Camas design requirements and standards apply.
5. All submittals will be made electronically with no paper copies.

Exclusions

1. Bidding and construction phase services
2. Pre and post-construction record of survey

SCOPE OF WORK

(Exhibit "A")
City of Camas
Engineering Design and Pavement Evaluation, Lake Road Booster Station

1.0 PROJECT MANAGEMENT

1.1 PROJECT ADMINISTRATION

- Extend review of subconsultant invoices and incorporate progress on these tasks into monthly progress reports
- Subconsultant coordination

1.2 PROJECT SCHEDULING

- Provide up to (1) additional update to the schedule to reflect project milestones and timeline changes.

1.4 SUBCONSULTANT COORDINATION

- General coordination and management of the subconsultant team including contracting, invoicing, schedule, and deliverables.

DELIVERABLES

- *Monthly Invoices and Progress Reports*
- *Project Schedule Updates*
- *Meeting Agendas and Minutes*

ASSUMPTIONS

- Project duration remains unchanged by this Amendment.

4.0 LAND USE PLANNING AND PERMITTING

The previously contracted scope of work included the preparation and submittal of a Site Plan Application, a Shorelines Conditional Use Permit, Major Design Review, Archaeological Review, and Critical Area Reviews for Shorelines and Wetlands. In addition to those, a Conditional Use Permit has been added in order to ensure that project timelines can be met.

4.5 CONDITIONAL USE PERMIT APPLICATION (MACKAY)

- Design Review / Site Design Coordination
 - Prepare design review exhibits illustrating site layout, circulation, fencing, screening, and site features in support of compliance with Camas development and design standards.
 - Coordinate with the internal landscape architect to ensure consistency between site and landscape elements for inclusion in design review materials.
 - Compile and finalize graphic and narrative materials for the Design Review Committee.
 - Attend and present at the Camas Design Review Committee meeting, as required.
- Land Use Applications
 - Conditional Use Permit: Develop and submit a Type III Conditional Use Permit application pursuant to CMC 18.43, including a detailed narrative responding to each approval criterion in CMC 18.43.050 (A–F). The narrative will include compatibility analysis, surrounding development pattern analysis, adjacent property photo documentation, and comprehensive plan consistency findings. Guide the application through the public hearing process before the Hearings Examiner.
 - Shoreline Conditional Use Permit: Coordinate preparation and submittal of a Shoreline Conditional Use Permit application demonstrating compliance with the Camas Shoreline Master Program.
 - Design Review: Prepare and coordinate Design Review submittal materials that address Camas design guidelines and support architectural, landscape, and site design consistency throughout the review process.
 - Lot Consolidation: Coordinate preparation and submittal of a lot consolidation application to unify the project parcels, if pursued.
 - Critical Area Review Applications: Assemble and submit required Critical Area Review applications for CARA, Fish and Wildlife Habitat Conservation Areas, Shorelines, and Wetlands, incorporating technical reports prepared by the MSI environmental team.
- Land Use Planning
- Prepare consolidated findings of fact narrative demonstrating compliance with Conditional Use Permit criteria, zoning standards, and design requirements.
- Coordinate with Environmental planners to incorporate SEPA, Shoreline, and Critical Areas materials into the land use application package.
- Coordinate with the City of Camas Planning Department to confirm required submittal items, public notice requirements, mailing labels, and on-site notice signage obligations.

- Prepare and coordinate public notice materials, including property owner mailing labels and required sign copy information.
- Procure and install public notice signage (through subcontractor to-be selected)
- Conduct internal QA/QC review of all application materials and ensure consistency between exhibits, forms, and narratives.
- Assemble and submit a complete consolidated Type III land use application package.
- Coordinate consolidated processing of Conditional Use Permit, Shoreline CUP, Design Review, and Critical Area Review applications.
- Monitor the City's completeness and technical review processes and respond to requests for additional information.
- Review the City's draft Staff Report and proposed Conditions of Approval and debrief with client.
- Provide support for presentation of the project to the Hearings Examiner.
- Review and debrief the Hearings Examiner's final decision and advise client regarding conditions of approval.
- Participate in up to four (4) virtual project meetings, including coordination sessions with City staff and the project team.

DELIVERABLES

- *Conditional Use Permit application package*

4.6 CRITICAL AQUIFER RECHARGE AREA PERMIT APPLICATION

Section 16.55 of the Camas Municipal Code requires that any permitted activity complete a Critical Area Report. For the proposed use, a Level One Hydrogeologic Assessment is required. The following tasks are required for the assessment report:

- Review available GIS records within 1300' of pipeline and booster site
 - Clark County GIS
 - Springs
 - Wells
 - Washington Dept. of Ecology
 - Wells
- Discuss potential impacts to critical areas identified in the Critical Areas Report
- Research geologic conditions
 - Review the Washington State Department of Natural Resources' Clark County Geology Map
 - Discuss w/project Geotechnical Engineer
- Review available water quality data for Lacamas Lake/Fallen Leaf Lake/Round Lake, Lacamas Creek, Columbia River
- Review the list of Best Management Practices to be implemented to protect water quality
- Prepare report and package for submittal to the City of Camas

DELIVERABLES

- *Level One Hydrogeologic Assessment Report*

ASSUMPTIONS

- Spring and well information reviewed will be limited to that provided on Clark County GIS and the Washington State Department of Ecology's site
- Geologic conditions discussions will be based on publicly available studies of Clark County prepared by the Department of Natural Resources
- Water Quality Data will be taken from the Department of Ecology's *Freshwater Information Network* application and the City of Camas/Clark County Lake Management Plan for Lacamas, Round, and Fallen Leaf Lakes

4.7 SIGNAGE INSTALLATION

MacKay to procure and install public notice signage (through subcontractor (Sub-13) to-be selected). Costs are estimated in Appendix A.

12.0 NW LAKE ROAD PAVEMENT RESTORATION/OVERLAY

NW Lake Road is in need of surface improvements prior to the safety projects planned in the summer of 2027. In order to accomplish this, the City determined that the most effective path forward is to add testing and design services into this contract. In general, the following tasks are anticipated:

- Project management & subconsultant management & coordination
- Evaluation of the existing pavement structure and identification of recommended restoration approaches and pavement sections
- Determination of the NW Lake Road centerline and right-of-way
- Design of the pavement restoration project, including plans, specifications, estimates, and quantities for bid purposes

More specifically, the additional tasks identified for this portion of the project are described as follows:

12.1 GEOTECHNICAL INVESTIGATION & REHABILITATION RECOMMENDATIONS

See attached proposal from sub-consultant Columbia West Engineering (CWE).

12.2 CIVIL DESIGN AND CONSTRUCTION DOCUMENT PREPARATION

- 90% CIVIL DESIGN
 - Prepare for and attend early design development meetings with the project team.
 - Respond to inquiries and needs identified by the City and/or Project Stakeholders.
 - Evaluation of existing guardrail based on WSDOT's Field Guide for Guardrail Condition Assessment
 - Coordination with utility purveyors
 - 90% roadway/pavement restoration design including roadway channelization and pavement markings.
 - Erosion and sediment control design.

- Prepare 90% design plans, see sheet list Table 1 for anticipated plan sheets.
- 90% estimate of probable construction cost
- 90% specifications
- Transmit 90% design plans, Engineer's opinion of construction cost, and specifications to the City for review and approval.
- Attend one (1) virtual meeting with the City to review the 90% transmittal package.
- 100% CIVIL DESIGN
 - Incorporate comments from 90% of the design
 - Progress to Final plans, specifications, and estimate.
- QA/QC
 - Perform quality assurance/quality control reviews at each of the design submittals (assumed at 90% and Final submittals). Hours/fees included under the pertinent design tasks above.

DELIVERABLES

- 90% plan set in PDF format as listed in Table 1
- 90% estimate of probable construction cost in Microsoft Excel format
- 90% specifications in Microsoft Word format
- 100% plan set in PDF format as listed in Table 1
- 100% specifications in Microsoft Word format
- 100% estimate of probable construction cost in Microsoft Excel format

Table 1 - List of Plan Sheets Deliverables at each Design Stage				
Plan Sheet Description	Scale	No. of Sheets	90% Plan Sheets	100% Plan Sheets
Cover Sheet with Vicinity Map and Sheet Index	Included under previous amendment			
Legend & General Notes	Included under previous amendment			
Typical Roadway Sections	TBD	2	X	X
Erosion and Sediment Control Plans	20	8	X	X
Paving/Pavement Markings/Guardrail Plans	20	8	X	X
Project Details	TBD	3	X	X
Traffic Control Plan	TBD	2	X	X
Traffic Control Plan Details	TBD	4	X	X
Totals		27	27	27

ASSUMPTIONS

- No roadway profiles are required.
- Area of replaced pavement (to base course or lower) will be below the Redevelopment threshold defined in the Stormwater Management Manual for Western Washington. No stormwater treatment or quantity control design is included.
- The project will disturb less than 1 (one) acre and a Construction Stormwater General Permit (CSWGP) will not be required.
- Proposed improvements will be located within the City of Camas right-of-way.
- Contract documents will be prepared by the City.
- Plan sheets will be set up following City of Camas Standards on full-size 22x34 sheets with scale as shown on Table 1.
- Traffic control plans will include signage and detours for pedestrians, bicycle and vehicular movements during construction.
- Project Special Provisions will be based on the current Washington State Department of Transportation Standard Specifications for Road, Bridge, and Municipal Construction and City of Camas Amendments to those specifications. The City will be responsible for preparing the Division 1 specifications; MacKay will provide Divisions 2-9 with input from the City of Camas.
- Estimates of probable construction cost will be prepared at the 90% and 100% design stages. The cost analysis will be based on unit prices from recent similar projects.

Exclusions:

- Stormwater design and associated hydraulics and hydrology calculations and reports.
- Curb ramp design
- SWPPP report

14.0 UNDERGROUND UTILITY LOCATION

Riparia Environmental, a subsidiary of MacKay, will utilize hydro-excavation techniques to expose buried utilities (approximately 15 locations are estimated). Hydro-excavation is a safe, non-destructive excavation technique that uses high pressure water and vacuum to excavate the earth around underground utilities, exposing them to the air. There is no risk of utility strikes as with traditional heavy equipment, allowing the utilities to be safely exposed to the air so measurements and depths can be verified prior to larger scale excavation.

If pothole locations are in areas of asphalt or concrete, Riparia will utilize diamond blade core bits to cut a core through the asphalt/concrete, remove the core, and then hydro-excavate the earth to expose utility. Once the utility is exposed, MacKay survey crew will collect horizontal and vertical measurements of the utility.

After data is collected, Riparia crew will backfill the hole according to City or WSDOT standards and restore the surface via approved methods which may include cold patch, HMA, concrete/grout, landscaping restoration, etc. This task includes traffic control services complying with City and WSDOT standards.

14.1 HYDRO-EXCAVATION

- Hydro-excavation on an estimated 15 utility locations

APPENDICES

APPENDIX A: MACKAY FEE SHEET

APPENDIX B: MACKAY RATE TABLE

APPENDIX C: GEOTECHNICAL - (COLUMBIA WEST ENGINEERING - CWE)



EXHIBIT A

Fee Sheet Estimate

MackKay



Project Name: LAKE ROAD BOOSTER STATION - AMENDMENT II Project Manager: Chad McMurry MSI Job No.: 8887 Date: June 10, 2026 REV-2													Total Budget Amount
		Project Manager - Civil	Project Engineer	Engineer II	Design Technician III	Project Coordinator I	Senior Planner	Planner III	Riparia Environmental NTE	Total	Columbia West Engineers SUB-9	General Signage Installation SUB-13	
1.0 - Project Management	1.1 Project Administration	11	4			1				\$3,634			\$3,634
	1.2 Project Scheduling	7								\$1,666			\$1,666
	1.4 Subconsultant Coordination	6	2			2				\$2,152			\$2,152
	Project Management Subtotal	24	6	0	0	3	0	0	0	\$7,452			\$7,452
4.0 - Land Use Planning & Permitting	4.5 Continual Use Permit Application (MackKay)							6	2	\$1,552			\$1,552
	4.6 Critical Aquifer Recharge Area Permit Application							6	2	\$1,552			\$1,552
	4.7 Signage Installation - GENERAL (SUB 13) (includes 5% markup)										\$1,680.00	\$1,680.00	\$1,680
	Land Use Planning & Permitting Subtotal	0	0	0	0	0	12	4	\$3,104				\$4,784
12.0 - NW Lake Road Pavement Restoration/Overlay	12.1 Geotechnical Investigation & Rehabilitation Recommendation - COLUMBIA WEST ENGINEERS (SUB 9) (includes 5% markup)										\$34,749.75	\$34,749.75	\$34,749.75
	12.2 Civil Design & Construction Document Preparation	46	77	117	122	9				\$67,972			\$67,972
	NW Lake Road Pavement Restoration/Overlay Subtotal	46	77	117	122	9	0	0	\$67,972				\$102,722
14.0 - Underground Utility Location	14.1 Hydro-Excavation								1	\$60,000			\$60,000
	Project Management Subtotal	0	0	0	0	0	0	0	0	\$60,000			\$60,000
		Hours	70	83	117	122	12	12	4	1			
		Rate	238.00	218.00	166.00	160.00	144.00	200.00	176.00	60,000.00			
		TOTAL	\$16,660.00	\$18,094.00	\$19,422.00	\$19,520.00	\$1,728.00	\$2,400.00	\$704.00	\$60,000.00	\$138,528.00	\$36,429.75	\$174,957.75

Current Rates = 2026 SW Washington



EXHIBIT B

Rate Table

MacKay

2026 HOURLY RATE SCHEDULE

Southern Washington

Title	Regular	Title	Regular
Senior Principal	\$374	Natural Resource Specialist III	\$156
Principal	\$306	Natural Resource Specialist II	\$140
Engineering Manager	\$268	Natural Resource Specialist I	\$126
Project Manager II - Civil	\$252	Survey Manager	\$238
Project Manager I - Civil	\$238	Project Manager II - Survey	\$228
Project Engineer II	\$226	Project Manager I - Survey	\$220
Project Engineer I	\$218	Land Surveyor IV	\$202
Engineer IV	\$200	Land Surveyor III	\$188
Engineer III	\$182	Land Surveyor II	\$174
Engineer II	\$166	Land Surveyor I	\$160
Engineer I	\$148	Survey Technician IV	\$158
Design Technician IV	\$174	Survey Technician III	\$142
Design Technician III	\$160	Survey Technician II	\$128
Design Technician II	\$144	Survey Technician I	\$114
Design Technician I	\$128	Survey Aid	\$100
Landscape Manager	\$228	Chief of Parties	\$188
Project Manager II - Landscape	\$210	Senior Party Chief	\$178
Project Manager I - Landscape	\$194	Senior Party Chief - Out of Town	\$184
Landscape Architect II	\$174	Survey Party Chief	\$170
Landscape Architect I	\$154	Survey Party Chief - Out of Town	\$176
Landscape Designer IV	\$158	Senior Instrument Person	\$130
Landscape Designer III	\$144	Senior Instrument Person - Out of Town	\$136
Landscape Designer II	\$132	Survey Instrument Person	\$120
Landscape Designer I	\$120	Survey Instrument Person - Out of Town	\$126
Land Development Manager	\$272	UAV Pilot	\$174
Planning Manager	\$248	GIS Mapping Specialist II	\$178
Project Manager II - Planning	\$236	GIS Mapping Specialist I	\$170
Project Manager I - Planning	\$224	Stormwater Analyst	\$158
Senior Planner	\$200	Project Controls Manager	\$264
Planner IV	\$188	Contract Administrator	\$198
Planner III	\$176	Project Coordinator II	\$158
Planner II	\$162	Project Coordinator I	\$144
Planner I	\$148	Accounting Manager	\$234
Planning Technician	\$136	Project Accountant	\$162
Land Development Assistant	\$124	Administrative Manager	\$162
Environmental Manager II	\$214	Administrative Assistant	\$124
Environmental Manager I	\$188	Clerical	\$104
Natural Resource Specialist IV	\$170		

The above rates cover salaries, overhead and profit. All other materials and expenses will be billed on an actual cost plus 10% basis. Overtime rates will be 1.5 times unless otherwise negotiated. These rates will be adjusted annually or as necessary to reflect market conditions. Sub-Consultants costs will be on actual cost plus 10% to compensate MacKay Sposito for Business Occupation Tax and administrative costs.

Per diem rates for travel within the continental United States will be billed in accordance with the rates published by the Office of Governmentwide Policy, General Services Administration (GSA) for the applicable fiscal year. Mileage will be billed in accordance with standard mileage rates published by the Internal Revenue Service.

Engineering categories are in accordance with ASCE Classifications. Rates detailed above do not apply to Federal or State contracts with specific Wage Determinations or mandated prevailing wage/fringe benefits minimum. %



EXHIBIT C

Geotechnical

Columbia West Engineering

Lake Road Pavement Overlay/Rehabilitation (Geotechnical)

Understanding

The project consists of approximately 7,000 linear feet of roadway asphalt concrete overlay/surface improvements between the intersections of NW Lake Road/SW Sierra Street and NW Lake Road/NE Everett Street.

Background

According to the Geologic Map of the Camas Quadrangle, Clark County Washington and Multnomah County, Oregon the near-surface geologic conditions along the project alignment are primarily mapped as a combination of conglomerate (QTc), the hyaloclastic sandstone member of the Pliocene and Miocene-aged Troutdale Formation (Qtfh), recent alluvium (Qa), and landslide deposits (Qls).

Based on experience in the area, shallow subsurface conditions along the roadway alignment will be variable and could consist of silt, sand, clay, and gravel. Static groundwater along the alignment will likely vary but be less than 15 feet below ground surface (BGS) with perched groundwater potentially above static groundwater.

Approach

In order to evaluate existing pavement and subgrade conditions and provide recommendations for overlays/surface improvements, a geotechnical investigation will be conducted.

Field investigation will include subsurface exploration using soil borings that extend 5 and 10 feet below ground surface (BGS). Based on correspondence with the City of Camas, explorations at 1,000 foot spacings are sufficient for the project.

Pavement cores and in-situ soil samples will be collected from relevant lithologic horizons and submitted for laboratory analysis for particle-size gradation, plasticity, and classification. Lithologic profiles will be logged and classified in accordance with USCS and AASHTO specifications. Subsurface exploration equipment will consist of a truck- or - trailer mounted, solid or hollow-stem auger drill rig. Explorations will be backfilled with bentonite and patched with asphalt concrete upon completion.

Findings will be summarized and overlay/rehabilitation recommendations will be presented in a geotechnical report. Asphalt concrete pavement design recommendations, will be prepared in general accordance with Clark County guidelines, the *1993 AASHTO Flexible Pavement Design Manual*, the *WSDOT Pavement Design Guide*, and the *WSDOT Geotechnical Design Manual*.

Scope

- Review information available in Columbia West's files from previous geological and geotechnical studies conducted at and in the vicinity of the site.
- Coordinate and manage the field exploration, including public and private utility locates, and scheduling our subcontractors and staff.
- Acquire right-of-way and traffic control permits from the City of Camas to facilitate subsurface exploration within the Blair Road right-of-way. We have assumed that right-of-way permit fees will be waived by the City of Camas.

- Provide traffic control services which will include submission of an approved traffic control plan for permitting purposes and providing traffic control personnel onsite during subsurface exploration activity.
- Drill eight (8) borings to depths between 5 of 10 feet BGS, or refusal if encountered earlier. We have assumed that the borings can be completed in approximately 1.5 to 2 days of drilling. We will maintain continuous logs of the borings and collect soil samples at representative intervals. Soil cuttings and drilling byproducts will be drummed and hauled offsite.
- Complete DCPT testing in select borings to determine existing resilient moduli of the existing aggregate base and subgrade.
- Perform laboratory tests on select samples collected from the borings. The specific tests will be selected based on the geologic material encountered and may consist of natural moisture content, particle-size analysis, AASHTO/USCS soil classification, and Atterberg limits.
- Prepare a draft geotechnical report for the project that includes the following:
 - Summary of pavement, soil, and groundwater conditions along the alignment
 - Recommendations for pavement overlay/rehabilitation
 - Recommendations for site preparation, grading and drainage, stripping depths, fill type for imported material, compaction criteria, trench excavation and backfill, use of on-site soil, and wet/dry weather earthwork
 - Recommendations for managing identified groundwater conditions that may affect the performance of structures and roadway improvements
 - Recommendations for general pavement construction
- Prepare a final geotechnical report for the project based on comments from the City and design team.

Schedule

Columbia West will schedule contractors upon notice to proceed. The boring will require up to 3 days to complete. We will complete and submit a draft report within four weeks of completing the fieldwork. The final report will be provided within 2 weeks of all review comments. Pertinent information will be provided to the design and construction team after the fieldwork and before the report is prepared to assist in design of the project.

Fee

A spreadsheet with costs for the project has been included.

Our fee assumes the following:

- Site access will be arranged by others.
- Contaminated soil will not be encountered in the explorations.

Base Scope - Total Costs

Project Name: Project Manager: NNP CWE Job No.: Client Job No.: Date:		Columbia West Engineering										Total Budget Amount
		ESTIMATED HOURS AND EXPENSES										
		Principal Engineer	Associate Engineer	Senior Project Engineer	Project Engineer	Senior Staff Engineer	Staff Engineer	Laboratory Manager	Senior Technical Editor	Expenses (See expense tab)	Total	
Geotechnical	Field Investigation					16				\$21,300.00	\$23,524.00	\$23,524.00
	Laboratory Testing									\$1,650.00	\$1,650.00	\$1,650.00
	Analysis and Report	3		14		5		10		\$0.00	\$5,477.00	\$5,477.00
	PM and support	2		3		8				\$150.00	\$2,444.00	\$2,444.00
	Subtotal									\$0.00	\$0.00	\$0.00
											\$0.00	\$0.00
											\$0.00	\$0.00
											\$0.00	\$0.00
											\$0.00	\$0.00
	Subtotal									\$0.00	\$0.00	\$0.00
TOTAL HOURS		5	0	17	0	0	29	0	10	22,950.00		
RATE		\$ 258.00		\$ 222.00			\$ 139.00	\$ -	\$ 90.00			
TOTAL DOLLARS		\$1,290.00	\$0.00	\$3,774.00	\$0.00	\$0.00	\$4,031.00	\$0.00	\$900.00	\$23,100.00	\$33,095.00	\$33,095.00

revised_CWE_06/01/25

Base Scope - Expenses

Project Name: Project Manager: NNP CWE Job No.: Client Job No.:		Columbia West Engineering					
		ESTIMATED HOURS AND EXPENSES					
		Vehicle Fee	DCPT	Lab			Expenses
Geotechnical	Field Investigation	2	2				\$400.00
	Laboratory Testing			1			\$1,650.00
	Analysis and Report						\$0.00
	PM and support	2					\$150.00
							\$0.00
	Subtotal						\$2,200.00
Environmental							\$0.00
							\$0.00
	Subtotal						\$0.00

	Number of Units	4	2	1	0	0	0	
	RATE	\$ 75.00	\$ 125	1,650.00				
	TOTAL DOLLARS	\$300.00	\$250.00	\$1,650.00	\$0.00	\$0.00	\$0.00	\$2,200.00

Contingency Scope - Expenses

Project Name: Project Manager: NNP CWE Job No.: Client Job No.: Date:		Columbia West					
		Expenses					Total Budget Amount
		Private Locate	Driller	Flaggers	Traffic Control Plans	Total	
Geo Subs	Field Investigation	1.00	1.00	1.00	\$1.00	\$20,900.00	\$20,900.00
	Laboratory Testing					\$0.00	\$0.00
	Analysis and Report					\$0.00	\$0.00
	PM and support					\$0.00	\$0.00
						\$0.00	\$0.00
	Subtotal					\$20,900.00	\$20,900.00

	Number of Units	1	1	1	1		
	RATE	\$ 1,000.00	\$ 14,000.00	5,000.00	900.00		
	TOTAL DOLLARS	\$1,000.00	\$14,000.00	\$5,000.00		\$20,900.00	\$20,900.00



Staff Report

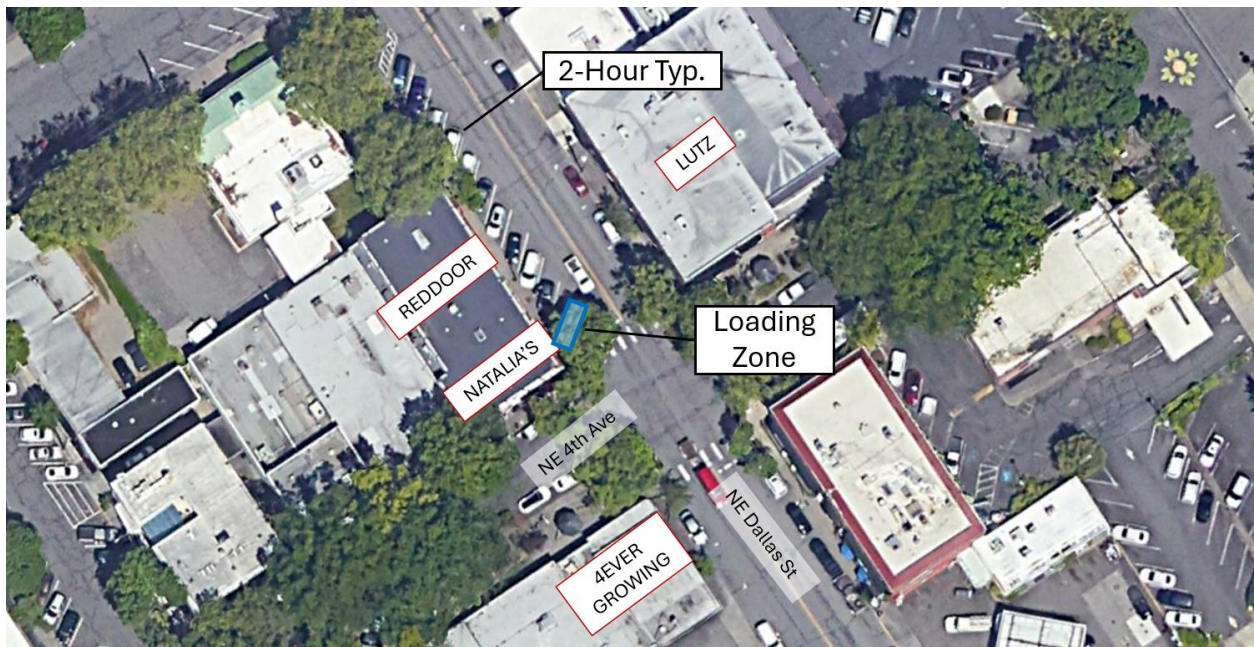
June 15, 2026 Council Workshop Meeting

NE Dallas Street Loading Zone Space Request
Presenter: James Carothers, Engineering Manager
Time Estimate: 5 minutes

Phone	Email
360.817.7230	jcarothers@cityofcamas.us

BACKGROUND: Liz Pike, RedDoor Gallery Owner, at 411 NE Dallas St, is requesting a 24-hour, 7 days per week loading zone on the west side of NE Dallas Street in the angled parking space adjacent to Natalias’s Cafe and just north of NE 4th Avenue as depicted below. The requested change aims to benefit neighboring local businesses, including Natalia’s Café, Forever Growing Kids, and RedDoor Gallery. On-street parking on NE Dallas Street between NE 4th and 5th Avenue is generally designated as 2-Hour Parking. Staff reached out to the Downtown Camas Association and the businesses along NE Dallas for comment. The Parking Advisory Committee reviewed this request and comments during the May 12 meeting.

SUMMARY: The Parking Advisory Committee has recommended designating the requested parking spot as a Loading Zone from 9 a.m. to 6 p.m. Monday through Friday. This timeframe is in line with other Loading Zone stalls at various locations downtown.



Request to Change One Spot from 2-Hour Parking to a Loading Zone

BENEFITS TO THE COMMUNITY: The Loading Zone parking may better serve some adjacent businesses and their patrons.

BUDGET IMPACT: There would be a nominal cost of labor and materials from existing Street Operations budget for implementing a signage change if the requested change is implemented.

RECOMMENDATION: Staff is seeking consensus from Council to have the city attorney prepare a resolution to designate the requested space as a loading zone from 9 a.m. to 6 p.m. Monday through Friday, if so desired. Staff would bring the resolution before Council for adoption at an upcoming Council Meeting.

411 NE DALLAS STREET / CAMAS, WASHINGTON 98607

January 12, 2026
Parking Commission
City of Camas

To Whom It May Concern,

I am writing to respectfully request that the City of Camas designate a 24-hour loading zone for the closest angle parking space near Natalia's Cafe on NE Dallas Street next to the intersection of NE 4th Avenue. A diagram is attached.

This single parking space would greatly benefit several neighboring local businesses, including Natalia's Cafe, Forever Growing Kids, and RedDoor Gallery.

Natalia's Cafe is open seven days a week and regularly loads in its own grocery deliveries by its restaurant staff nearly every day. Having a nearby loading zone on Dallas Street would significantly improve safety and efficiency during these frequent deliveries.

Forever Growing Kids is a consignment shop where customers continually bring in large totes of children's toys, clothing and equipment. A designated loading area would make these frequent transactions much safer and more convenient for Camas families and staff alike.

RedDoor Gallery artists and clientele routinely load and unload large-format paintings and artwork nearly every day. Artwork is often oversized and fragile, making close and reliable access essential for both safety and preservation of the fine art.

Currently, all three businesses would benefit greatly from a single 24-hour loading zone at this specific location. This small change would provide meaningful support to local businesses, improve traffic flow by reducing double-parking, and enhance pedestrian safety at this busy intersection.

Thank you very much for considering this request and for your continued support of small businesses in downtown Camas. I would be happy to provide any additional information if needed.

Sincerely,
Liz Pike
Owner, RedDoor Gallery

CC: Council Members at City of Camas

Chris Lopez

From: Carrie Schulstad <director@downtowncamas.com>
Sent: Tuesday, May 5, 2026 8:56 PM
To: Chris Lopez
Subject: Re: Loading Zone Request next to Natalia's

WARNING: This message originated outside the City of Camas Mail system. [DO NOT CLICK](#) on links or open [attachments](#) unless you recognize the sender and are expecting the content. If you recognize the sender as a city employee and you see this message this email is a phishing email. If you are unsure, click the Phish Alert button to redirect the email for ITD review.

Hi Chris,
Thanks so much for keeping us in the loop. Why are they asking for all hours every day of the week? That takes away evening and weekend parking. Can it be 9am-6pm as the other locations?

Carrie Schulstad
Downtown Camas Association
360-904-0218
director@downtowncamas.com

On May 5, 2026, at 5:05 PM, Chris Lopez <CLopez@cityofcamas.us> wrote:

Carrie,

We have sent notification letter to the businesses along Dallas. Just wanted to keep you in the loop and see if you have any comments.

Let me know if you have any questions.

Thanks

[<image001.jpg>](#) | **Chris Lopez** (He/Him/His)
Engineer II - Public Works
Desk 360-817-7236 | Cell 360-842-9082
www.cityofcamas.us | clopez@cityofcamas.us

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<Notice Letter.pdf>



Staff Report

June 15, 2026 Council Workshop Meeting

E-Bikes in Parks
Presenter: Chris Witkowski, Parks & Recreation Director
Time Estimate: 15 minutes

Phone	Email
360.817.7037	cwitkowski@cityofcamas.us

BACKGROUND: Electric bikes and motorcycles, more commonly referred to as e-bikes and e-motorcycles, are a growing trend in parks & recreation as well as alternative transportation programs. These motorized devices are used by residents of all ages and skill sets and are fast becoming an alternate means of recreational travel. In the State of Washington, e-bikes are classified into three categories, as per RCW 46.04.169:

- **Class 1:** electric-assisted bicycle in which the motor provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of twenty miles per hour.
- **Class 2:** electric-assisted bicycle in which the motor may be used exclusively to propel the bicycle and is not capable of providing assistance when the bicycle reaches the speed of twenty miles per hour
- **Class 3:** electric-assisted bicycle in which the motor provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of twenty-eight miles per hour and is equipped with a speedometer.

In addition to defining various classes of e-bikes, the State also restricts some use of class 3 e-bikes. Per RCW 46.61.710, class 3 e-bikes are not allowed on shared-use paths unless a local jurisdiction otherwise permits.

Currently, there is no standard definition for an e-motorcycle but motorcycle is deemed to be powered by a motor, regardless of whether the motor is battery powered or powered by fuel. Also, a motorcycle does not have pedals and is equipped instead with foot pegs. In the last state legislative session, the legislature directed the Department of Licensing to form a work group to return with an interim report related to rules of the road and other enforcement measures for electric motorcycle use.

In Camas, certain prohibitions already exist in the Camas Municipal Code (CMC) for use of motorized foot scooters and motor driven vehicles in parks. However, the code does not encompass the use and operation of any electric-assisted bicycle or electric motorcycle. CMC Section 12.32.110G currently states that it is unlawful for any person to

“Operate any vehicle in any manner in any park property which results in excessive noise or disturbs the peace of other persons using the area.”

SUMMARY: With the proliferation of e-bike and e-motorcycle use in our community, particularly in city parks, there have been elevated safety concerns voiced by residents. These bikes and motorcycles that are travelling at high speeds through the parks are creating an increased risk of higher-speed bicycle and pedestrian collisions. The City of Camas, particularly Police Department and Parks & Recreation Department, has received multiple statements of concern related to electric-assisted bicycle and electric motorcycle use in parks and trails.

To align the CMC with state statutes and further clarify allowable and prohibited uses in city parks, staff proposes to amend CMC Section 12.32.110. The proposed changes are:

- **Amend section 12.32.110G** to state that it is unlawful for any person to “Operate any vehicle, including any motor or electric driven vehicle or personal transportation device of any type, in a manner within any park which results in excessive noise, disturbs the peace of other persons using the area, or which endangers, or is likely to endanger, property or another person.”
- **Add subsection 12.32.110H** to read, “For purposes of this Section 12.32.110, ‘motor driven vehicle’ shall include class 3 electric-assisted bicycles as defined under RCW 46.04.169(3).”

Although e-motorcycles aren’t specifically addressed in the ordinance amendment, they are already classified as motor driven vehicles and subsequently prohibited in parks. Amending Section 12.32.110G with “electric driven vehicle” further clarifies this point.

Upon completion of the State Department of Licensing’s report on electric motorcycle use, the City may seek to further amend the CMC to be in alignment with any new state statutes regarding this issue, if applicable.

BENEFITS TO THE COMMUNITY: This proposed code change clarifies the use of the various classes of e-bikes in City parks and trails, as well as providing more leverage for Camas Police Department to enforce the prohibition of class 3 e-bikes and e-motorcycles. With a better understanding of allowed and prohibited uses, along with enhanced enforcement mechanisms, the risk of higher-speed collisions between e-bikes and pedestrians is reduced.

STRATEGIC PLAN: This proposed ordinance aligns with the strategic goal of Safe & Accessible Community. It aims to foster a safer space for park patrons and increase educational awareness for e-bike and e-motorcycle users.

POTENTIAL CHALLENGES: The primary challenge to implementation of this ordinance is enforcement. Residents will expect most, if not all, infractions to be ticketed. However, Camas Police Department needs to see the violation occur in order to enforce. Though patrols have recently increased their focus on e-bike and e-motorcycle enforcement, it is unreasonable to expect every infraction to be caught across our multiple parks and trails.

Another challenge will be educational messaging. Signs will be placed in parks and trails to explain e-bike classifications and rules. However, the various classes of e-bikes aren't widely known and some users may not be aware of the class they are using. The City will also have to communicate that some areas, such as Lacamas Regional Park and school grounds, are not City parks. Consequently, this ordinance will not pertain to those locations.

BUDGET IMPACT: There is no impact to Operating or Capital budgets for this ordinance.

RECOMMENDATION: Staff recommends this Ordinance be placed on the July 6, 2026 Council Regular Meeting Agenda for Council's consideration.

E-Bikes in Parks

CITY COUNCIL WORKSHOP

JUNE 15, 2026

Objective

Objective: Clarify use of e-bikes and e-motorcycles in Camas Parks through an amendment to Camas Municipal Code 12.32.110

Strategic Priority: Safe & Accessible Community

Classifications

E-Bike Classifications (RCW 46.04.169):

Class 1: Electric-assisted bicycle in which the *motor provides assistance only when the rider is pedaling* and ceases to provide assistance when the bicycle reaches the speed of *twenty miles per hour*

Class 2: Electric-assisted bicycle in which the *motor may be used exclusively to propel the bicycle* and is not capable of providing assistance when the bicycle reaches the speed of *twenty miles per hour*

Class 3: Electric-assisted bicycle in which the *motor provides assistance only when the rider is pedaling* and ceases to provide assistance when the bicycle reaches the speed of *twenty-eight miles per hour and is equipped with a speedometer*

E-Motorcycles are equipped with *battery powered motors and foot pegs* (no pedals)

Camas Municipal Code 12.32.110

Current Camas Municipal Code Section 12.32.110 – Motor driven vehicles.

It is unlawful for any person to:

- A. Operate a motor-driven vehicle of any kind in any park except on roads or designated parking areas;
- B. Operate a motor-driven vehicle in any park at a speed exceeding ten miles per hour;
- C. Operate any motor-driven sled or snowmobile on any park property except where permitted by posted notice;
- D. Drive a motor-driven vehicle in any park for the purpose of having a speed contest. This section does not apply to any event for which a permit has been applied for and granted by the city;
- E. Operate a motor vehicle in any park without having a valid operator’s license and motor vehicle registration;
- F. Operate any vehicle in any park contrary to posted traffic signs, symbols, rules or regulations;
- G. Operate any vehicle in any manner in any park property which results in excessive noise or disturbs the peace of other persons using the area.

Proposed Ordinance

Proposed Amendments to Camas Municipal Code 12.32.110:

Amend Subsection 12.32.110G to state that it is unlawful for any person to “Operate any vehicle, including any motor or electric driven vehicle or personal transportation device of any type, in a manner within any park which results in excessive noise, disturbs the peace of other persons using the area, or which endangers, or is likely to endanger, property or another person.”

Add Subsection 12.32.110H to read, “For purposes of this Section 12.32.110, ‘motor driven vehicle’ shall include class 3 electric-assisted bicycles as defined under RCW 46.04.169(3).”

Benefits & Challenges

Benefits:

- Clarifies use of e-bikes & e-motorcycles in parks
- Provides Police with more leverage for enforcement
- Reduces risk of pedestrian/motorized bike collisions

Challenges:

- Difficult to enforce
- Public messaging

Recommendation

Staff recommends this Ordinance be placed on the July 6, 2026 Council Regular Meeting Agenda for Council's consideration.