



**City Council Workshop Agenda
Monday, May 15, 2023, 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 www.cityofcamas.us/meetings and click "Watch Livestream" (left on page)

To participate in the meeting (able to public comment)

- go to <https://us06web.zoom.us/j/83893779103>

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

CALL TO ORDER

ROLL CALL

PUBLIC COMMENTS

WORKSHOP TOPICS

1. [Six-Year Transportation Improvement Program](#)
[Presenter: James Carothers, Engineering Manager](#)
[Time Estimate: 10 minutes](#)
2. [Weakley Annexation](#)
[Presenter: Robert Maul, Planning Manager](#)
[Time Estimate: 15 minutes](#)
3. Camas-Washougal Fire Department Interlocal Agreement (ILA) Discussion
Presenter: Steve Hogan, Mayor
Time Estimate: 20 Minutes
4. Staff Miscellaneous Updates
Presenter: Doug Quinn, City Administrator
Time Estimate: 10 minutes

COUNCIL COMMENTS AND REPORTS

PUBLIC COMMENTS

CLOSE OF MEETING



Staff Report

May 15, 2023 Council Workshop Meeting

Six-Year Transportation Improvement Program
Presenter: James Carothers, Engineering Manager
Time Estimate: 10 minutes

Phone	Email
360.817.7230	jcarothers@cityofcamas.us

BACKGROUND: The Six Year Transportation Improvement Program (TIP), also known as the Six Year Street Plan, is updated each year prior to commencement of the Washington State fiscal year of July 1 per the requirements of the Revised Code of Washington (RCW) 35.77.010. This year's program is for calendar years 2024 through 2029. Projects that have obligated (committed) construction funding are pulled from the list each year.

SUMMARY: In accordance with the RCW, the purpose of the Plan is to assure that each city shall perpetually have available advanced plans looking to the future for not less than six years as a guide in carrying out a coordinated transportation program. Most of the projects on the list do not currently have a funding source. The project list is much larger than available funding sources. Some grant sources require a project to be on the agency's Six Year Street Plan to be eligible for funding. Typically, the priority number assigned is only for broader community planning purposes and is not necessarily of importance for reasons of timing or eligibility of funding.

Staff is proposing only minor changes to the 2023 through 2028 plan from last year. The main change on the attached draft is as follows:

- NW 38th Avenue NW Parker to Grass Valley Park has been removed as construction funding will be obligated in 2023.

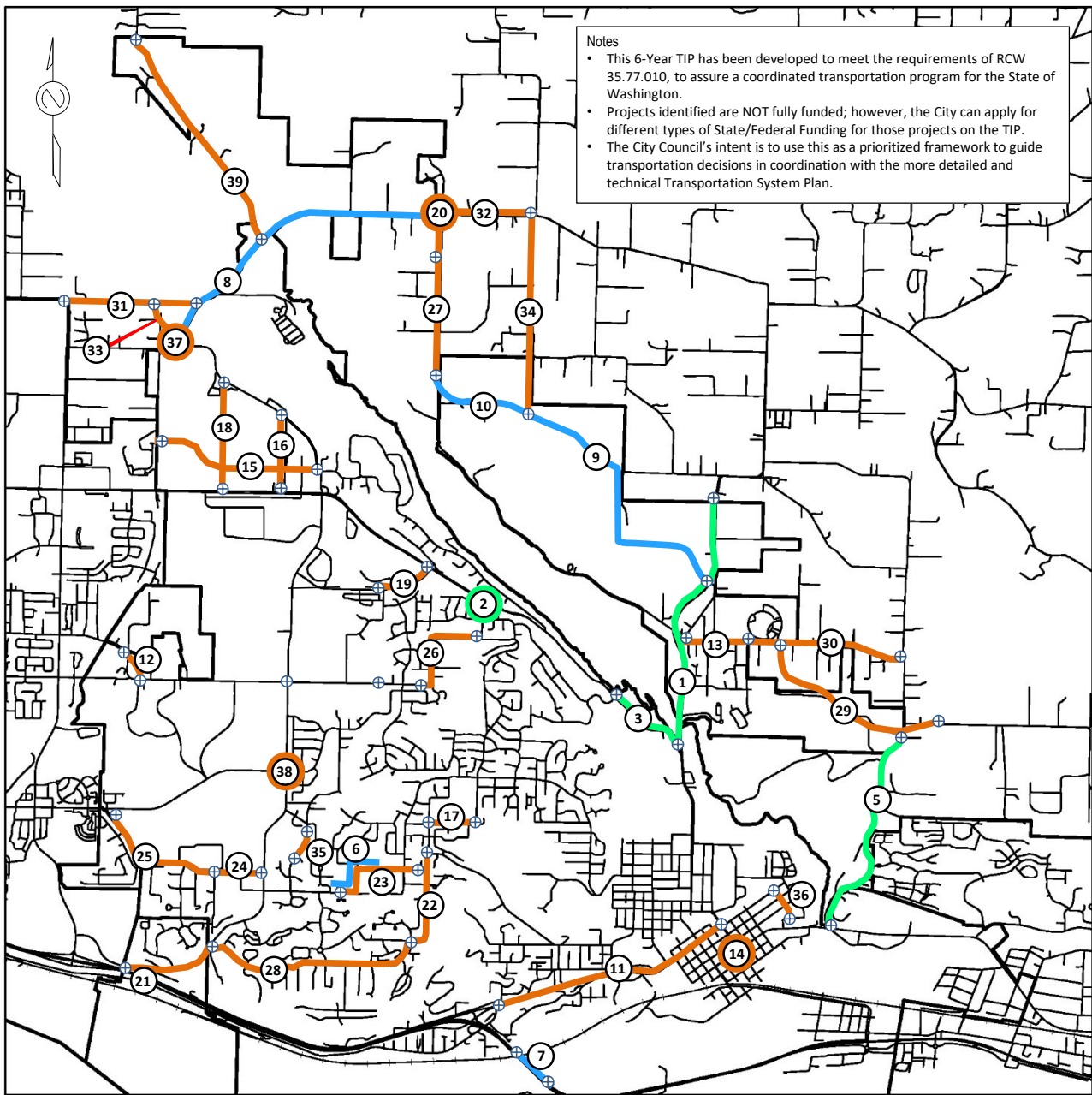
The plan consists of the list, map and appendices. The drafts are attached to this agenda item. The public hearing for this plan is scheduled for June 5 and resolution adoption is slated for the June 20 meeting.

BENEFITS TO THE COMMUNITY: This plan allows projects to be eligible for various grants. These grants benefit all citizens in general by providing completed projects with sources that offset local funding.

This plan is being posted on the website and there is an upcoming Public Hearing. Public comments will be provided to Council for consideration.

POTENTIAL CHALLENGES: Limited funding is available for projects.

RECOMMENDATION: A public hearing is scheduled for 7 p.m. June 5, 2023 at the City Council's Regular Meeting.



Notes

- This 6-Year TIP has been developed to meet the requirements of RCW 35.77.010, to assure a coordinated transportation program for the State of Washington.
- Projects identified are NOT fully funded; however, the City can apply for different types of State/Federal Funding for those projects on the TIP.
- The City Council's intent is to use this as a prioritized framework to guide transportation decisions in coordination with the more detailed and technical Transportation System Plan.

City of Camas 2024 – 2029 Six Year Street Priorities

- 1 SR 500 (Everett St/Rd)
- 2 Lake Rd. & NW Sierra St. Signal
- 3 NW Lake Rd.
- 4 ADA Access Upgrades Citywide
- 5 SE Crown Rd
- 6 16th Ave/ Hood / 18th Ave Path
- 7 SR 14 - West Camas Slough Bridge
- 8 NE Goodwin Rd/28th St
- 9 North Shore East/West Arterial
- 10 NE North Shore Blvd.
- 11 NW/NE 6th Ave Corridor Imp
- 12 Bybee Rd
- 13 NE 43rd Ave
- 14 Downtown Infrastructure
- 15 Street "B" (North Dwyer Creek Area)
- 16 NW Payne St.
- 17 NW 23rd Ave
- 18 Street "A" (North Dwyer Creek Area)
- 19 NW Leadbetter Dr Path
- 20 NE 28th St & NE 232nd Ave Intersection Imp.
- 21 NW Brady Rd Ped & Bike Improvements
- 22 NW Astor St.
- 23 NW 16th Ave/Hood/18th Ave
- 24 NW 18th Ave
- 25 NW 18th Ave/Payne Rd
- 26 NW Astor St. /43rd Ave
- 27 NE 232nd Ave
- 28 NW McIntosh Rd
- 29 NE Woodburn Dr.
- 30 SE 15th St./Norse Rd
- 31 NE 18th St (192nd to Goodwin)
- 32 NE 28th St (232nd to 242nd)
- 33 NW Camas Meadows Dr (West)
- 34 NE 242nd Ave
- 35 NW Maryland St
- 36 NE Nevada St.
- 37 NE Goodwin / Camas Meadows Signal
- 38 NW Pacific Rim / Parker St. Signal
- 39 NE Ingle Rd to N City Limits

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Six Year Street Plan Map 2023-2028 D3 (File 2023-2028 STIP)

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Washington State Department of Transportation
 Agency: City of Camas
 Co. No.: 06 Co. Name: Clark Co.
 City No.: 0145 MPO/RTPO: RTC

Six Year Transportation Improvement Program Item 1.

FROM: 2024 TO: 2029
 Hearing Date: 6/5/2023 Adoption Date: 6/20/2023
 Amend Date: Resolution No:

Functional Class	Priority Number	Project Identification A. Pin/Project No. B. STIP ID C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description G. Structure ID	Improvement Type(s)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars									Expenditure Schedule (Local Agency)				Federally Funded Projects Only	
							Project Phase	Phase Start (yyyy)	Fund Source Information						1st	2nd	3rd	4th thru 6th	Envir. Type	R/W Required	
									Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
16	1	SR-500 (Everett St./Rd.) NW Lake Rd. to SE 4th St. from: to: Widen with bike lanes, sidewalks, illumination, bridge replacement	03	P	1.08		ALL	6/1/2023						45700	1000	2000	10000	32700			
Totals									0	0		0	0	45700	1000	2000	10000	32700			
16	2	NW Lake Road @ NW Sierra St. from: to: Traffic signal	24	P	00		ALL	1/1/2024						500	500	0					
Totals									0	0		0	0	500	500	0	0				
16	3	Lake Road NW Lacamas Lane to Lacamas Lake Lodge from: to: Widening, sidewalk	03	P	0.45		ALL	6/1/2025						3600		3600					
Totals									0	0		0	0	3600	0	3600	0	0			
14	4	ADA Access Upgrades from: Citywide to: (Ongoing)	28	P	0.00		ALL	1/1/2024						720	120	120	120	360			
Totals									0	0		0	0	720	120	120	120	360			
16	5	Crown Road from: SE 23rd St. to NE 3rd Ave. Multimodal, turn lanes and intersection improvements	04	P	1.3		ALL	1/1/2027						11700				11700			
Totals									0	0		0	0	11700	0	0	0	11700			

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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
16	6	NW 18th Ave., et al. Path NW Astor to NW 16th, include NW Hood from: _____ to: _____ Pedestrian Path	28	P	0.40		ALL	1/1/2026						270			70	200			
Totals									0	0		0	0	270	0	0	70				
12	7	SR-14 West Camas Slough Bridge from: _____ to: _____ Widen to 4 lanes NOTE: PE phase began 1/2006	03	P	2.25		ALL	1/1/2027			WSDOT	45000		45000				45000			
Totals									0	0		45000	0	45000	0	0	0	45000			
17	8	NE Goodwin Road/28th Street NW Camas Meadows Dr. to NE 232nd Ave. from: _____ to: _____ Widen to 5 lanes with bike lanes, sidewalk west of Ingle Widen to 3 lanes with bike lanes, sidewalk east of Ingle	15	P	1.72		ALL	1/1/2027						27130				27130			
Totals									0	0		0	0	27130	0	0	0	27130			
16	9	New North Shore E/W Arterial NE North Shore Blvd. to Everett Rd. from: _____ to: _____ New construction Includes Critical Areas and Alignment Investigation	01	P	2.00		ALL	6/1/2026						18200			2000	16200			
Totals									0	0		0	0	18200	0	0	2000	16200			
00	10	NE Northshore Blvd. NE 232nd Ave. to NE 242nd Ave. from: _____ to: _____ New construction Includes Critical Areas and Alignment Investigation	15	P	0.50		ALL	6/1/2027						5900				5900			
Totals									0	0		0	0	5900	0	0	0	5900			
14	11	NW/NE 6th Avenue Corridor Improvements NW Norwood to NE Garfield from: _____ to: _____ Access and multimodal upgrades	24	P	1.70		ALL	1/1/2026						240				240			
Totals									0	0		0	0	240	0	0	0	240			

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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
17	12	Bybee Road Realignment SE 15th St. to SE 20th St. from: _____ to: _____ New construction		01	P	0.05		ALL	1/1/2028					1900				1900			
Totals										0	0	0	0	1900	0	0	0	1900			
17	13	NE 43rd Avenue from: SR-500 to: East City Limits Widen to 3 lanes with bike lanes, sidewalk		03	P	0.36		ALL	1/1/2029					6000				6000			
Totals										0	0	0	0	6000	0	0	0	6000			
00	14	Downtown Infrastructure NE 3rd to NE 7th, NE Adams to NE Garfield from: _____ to: _____ Pavement and sidewalk Rehab, ADA upgrades		06	P	0	SWPO	ALL	1/1/2026					1610				1610			
Totals										0	0	0	0	1610	0	0	0	1610			
00	15	North Dwyer Creek Master Plan Street "B" NW Friberg St./Strunk to NW Larkspur St. from: _____ to: _____ New construction		15	P	0.90		PE	1/1/2028					5				5			
Totals										0	0	0	0	5	0	0	0	5			
19	16	NW Payne Street NW Lake Rd. to NW Camas Meadows Dr. from: _____ to: _____ Widening, bike lanes, sidewalk		03	P	0.40		PE	1/1/2029					5				5			
Totals										0	0	0	0	5	0	0	0	5			

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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
17	17	NW 23rd Avenue Nw Astor to NW Sierra from: _____ to: _____ Widening, sidewalk		04	P	0.23		ALL	1/1/2027						560						
Totals										0	0	0	0	560	0	0	0	0	560		
00	18	North Dwyer Creek Master Plan Street "A" NW Lake Rd. to NW Camas Meadows Dr. from: _____ to: _____ New construction		15	P	0.64		PE	1/1/2024					5	5						
Totals										0	0	0	0	5	5	0	0	0	0		
17	19	NW Leadbetter Drive NW Lake Rd. to NW Fremont St. from: _____ to: _____ Sidewalk		28	P	0.15		CN	1/1/2027					200							
Totals										0	0	0	0	200	0	0	0	0	200		
17	20	NE 28th Street & NE 232nd Avenue from: _____ to: _____ Intersection improvements		24	P	0.00		ALL	6/1/2027					184							
Totals										0	0	0	0	184	0	0	0	0	184		
16	21	Brady Road McIntosh to West City Limits from: _____ to: _____ Bike & Pedestrian Improvements		04	P	.50		PE	1/1/2027					5							
Totals										0	0	0	0	5	0	0	0	5			
17	22	NW Astor Street/NW 11th Avenue NW 16th Ave. to McIntosh Rd. from: _____ to: _____ Widening, bike lanes, sidewalk		03	P	0.62		PE	1/1/2027					145							
								RW	1/1/2028					145							
								CN	6/1/2029					2290							
Totals										0	0	0	0	2580	0	0	0	2580			

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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
16	23	NW 18th Avenue, et al NW Astor to NW 16th, include NW Hood from: to: Widen curb, sidewalk		03	P	0.51		PE	1/1/2027						5						
Totals										0	0		0	0	5	0	0	0	0	5	
16	24	NW 18th Avenue NW Whitman St. to NW Brady Rd. from: to: New construction with bike lanes		01	P	0.26		PE	1/1/2027						5						
Totals										0	0		0	0	5	0	0	0	0	5	
16	25	NW 18th Avenue NW Whitman St. to West City Limits from: to: Widening, bike lanes		03	P	0.40		PE	1/1/2027						5						
Totals										0	0		0	0	5	0	0	0	0	5	
16	26	NW 43rd/NW Astor - NW Sierra to NW 38th Impr. from: to: Widening, bike lanes, sidewalk		03	P	.50		PE	1/1/2029						5						
Totals										0	0		0	0	5	0	0	0	0	5	
17	27	NE 232nd Avenue NE 28th to NE North Shore Blvd. from: to: Widen to 3 lanes with bike lanes, sidewalk		15	P	0.97		PE	1/1/2029						5						
Totals										0	0		0	0	5	0	0	0	0	5	
17	28	NW McIntosh Road NW Brady Rd. to NW 11th Ave. from: to: Widening, bike lanes, sidewalk		15	P	1.2		PE	1/1/2029						5						
Totals										0	0		0	0	5	0	0	0	0	5	

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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
00	29	NE Woodburn Drive SE 283rd Ave. to SE 15th St. from: _____ to: _____ New construction Includes 23rd St. realignment		01	P	.70		ALL	1/1/2029					6587				6587			
Totals										0	0	0	0	6587.26	0	0	0	6587.26			
07	30	SE 15th Street/Nourse Road from: Camas High School to: NE 283rd Ave. Widen to 3 lanes with bike lanes, sidewalk		15	P	0.59		PE	1/1/2029					5				5			
Totals										0	0	0	0	5	0	0	0	5			
00	31	NE 18th Street NE 192nd Ave. to NE Goodwin Rd. from: _____ to: _____ New construction (potential alternate alignment)		15	P	0.67		PE	1/1/2029					5				5			
Totals										0	0	0	0	5	0	0	0	5			
17	32	NE 28th Street NE 232nd Ave. to NE 242nd Ave. from: _____ to: _____ Widen to 3 lanes with bike lanes		15	P	0.50		PE	1/1/2029					5				5			
Totals										0	0	0	0	5	0	0	0	5			
16	33	NW Camas Meadows Drive NE 13th St. to NE 18th St. from: _____ to: _____ New construction (potential alternate alignment)		15	P	0.20		PE	1/1/2029					5				5			
Totals										0	0	0	0	5	0	0	0	5			
00	34	NE 242nd Avenue NE 28th St. to NE North Shore Blvd. from: _____ to: _____ Widen to 3 lanes with bike lanes, sidewalk		15	P	0.70		PE	1/1/2029					5				5			
Totals										0	0	0	0	5	0	0	0	5			

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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
19	35	NW Maryland Street NW 19th to NW 24th from: New construction to:		01	P	0.25		ALL	6/1/2029					302				302			
Totals										0	0	0	0	302	0	0	0	302			
19	36	NE Nevada Street NE 3rd to NE 6th from: Reconstruct to:		04	P	0.17		ALL	6/1/2029					302				302			
Totals										0	0	0	0	302	0	0	0	302			
00	37	NE Goodwin Road @ NW Camas Meadows Drive from: Traffic signal to:		24	P	00		ALL	6/1/2029					600				600			
Totals										0	0	0	0	600	0	0	0	600			
16	38	NW Pacific Rim @ Parker Street from: Traffic signal to:		15	P	00		PE	6/1/2029					5				5			
Totals										0	0	0	0	5	0	0	0	5			
17	39	NE Ingle Road-NE Goodwin to N City Limits Goodwin to N City Limits from: widen to 3 lanes with bike lanes, sidewalk to:		03	P	1.30		PE	6/1/2029					5				5			
Totals										0	0	0	0	5	0	0	0	5			
00	40	NE Ingle Road Extension Goodwin to 232nd Ave from: New construction to:		15	P	1.00		PE	6/1/2029					5				5			
Totals										0	0	0	0	5	0	0	0	5			

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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
16	41	SR-500 @ Leadbetter Road from: _____ to: _____ Access Control		15	P	00		PE	1/1/2029					5				5			
Totals										0	0	0	0	5	0	0	0	5			
16	42	SR-500 @ New E/W Arterial from: _____ to: _____ Intersection improvements		15	P	00		PE	1/1/2029					5				5			
Totals										0	0	0	0	5	0	0	0	5			
16	43	NE 28th Street @ 242nd Avenue from: _____ to: _____ Intersection improvements		15	P	00		PE	1/1/2029					5				5			
Totals										0	0	0	0	5	0	0	0	5			
16	44	SR-500 @ NE 14th Ave. from: _____ to: _____ Controlled Access		24	P	00		PE	1/1/2029					5				5			
Totals										0	0	0	0	5	0	0	0	5			
00	45	NE 232nd Avenue @ Ingle Extension from: _____ to: _____ Roundabout		15	P	00		PE	1/1/2029					5				5			
Totals										0	0	0	0	5	0	0	0	5			
00	46	Pavement Treatments (maintenance & preservation) from: _____ to: _____ Overlays, surface treatments		47	P	00		CN	6/1/2024					5760	960	960	960	2880			
Totals										0	0	0	0	5760	960	960	960	2880			

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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
00	47	Reconstructs from: Citywide to:		04	P	00		ALL	1/1/2024	CDBG	250				1500	250	250	250	750		
Totals										0	250		0	0	1500	250	250	250	750		
00	48	Sidewalk Projects from: Sidewalk installations Citywide, including curb ramps to:		28	P	00		ALL	1/1/2024					150	25	25	25	75			
Totals										0	0		0	0	150	25	25	25	75		
0	49	Shared Path Improvements Citywide from: to:		28	P	00		ALL	1/1/2026					200			50	150			
Totals										0	0		0	0	200	0	0	50	150		
00	50	Safety Projects from: Future safety projects to: Includes traffic revisions, NW Fargo Curve Safety Analysis, City Wide Horizontal Curves Safety Improvements		21	S	00		RW	1/1/2024	HSIP	20			20	20						
								CN	7/1/2024	HSIP	260		300	560	310	50	50	150			
Totals										0	280		0	300	580	330	50	50	150		

Appendices

Six Year Form Coding Instructions

Heading

Agency	Enter name of the sponsoring agency.
County No.	Enter the assigned number (see LAG Appendix 21.44).
City No.	Enter the assigned number (see LAG Appendix 21.45).
MPO/RTPO	Enter the name of the associated MPO (if located within urbanized area) or RTPO (if located in a rural area).
Hearing Date	Enter the date of the public hearing.
Adoption Date	Enter the date this program was adopted by council or commission.
Resolution No.	Enter Legislative Authority resolution number (if applicable.)
Amendment Date	Enter the date this program was amended by council or commission.

Column Number

1. **Functional Classification.** Enter the appropriate 2-digit code denoting the Federal Functional Classification. (**Note:** The Federal Functional Classification must be one approved by FHWA.)

Description

00- No Classification

Rural (< 5000 pop.)

- 01 - Interstate
- 02 - Principal Arterials
- 06 - Minor Arterials
- 07 - Major Collector
- 08 - Minor Collector
- 09 - Local Access

Urban (> 5000 pop.)

- 11 - Interstate
- 12 - Freeways & Expressways
- 14 - Other Principal Arterials
- 16 - Minor Arterial
- 17 - Collector
- 19 - Local Access

1. **Priority Numbers.** Enter local agency number identifying agency project priority (optional).

2. **Project Identification.** Enter (a) Federal Aid Number if previously assigned; (b) Bridge Number; (c) Project Title; (d) Street/Road Name or Number/Federal Route Number; (e) Beginning and Ending Termini (milepost or street names); and (f) Describe the Work to be Completed.

4. **Improvement Type Codes.** Enter the appropriate federal code number.

SEE APPENDIX A

5. **Funding Status.** Enter the funding status for the entire project or phase that describes the current status.

S - Project is 'selected' by the appropriate selection body and funding has been secured by the lead agency.

P - Project is subject to selection by an agency other than the lead and is listed for planning purposes. (Funding has **not** been determined.)

6. **Total Length.** Enter project length to the nearest hundredth (or code "00" if not applicable).

7. **Utility Code(s).** Enter the appropriate code letter(s) for the utilities that need to be relocated or are impacted by the construction project.

- C - Cable TV
- O - Other
- S - Sewer (other than agency-owned)
- W - Water
- G - Gas
- P - Power
- T - Telephone

8. **Project Phase.** Select the appropriate phase code of the project.

- PE** - Preliminary Engineering, including Design (or Planning)
- RW** - Right of Way or land acquisition
- CN** - Construction only (**or transit planning or equipment purchase**)
- ALL** - All Phases: from Preliminary Engineering through Construction

9. **Phase Start Date.** Enter the **month/day/year** in MM/DD/YY format that the selected phase of the project is **actually** expected to start.

10. **Federal Fund Code.** Enter the Federal Fund code from the table.

See Source of Funds Appendix F

11. **Federal Funds.** Enter the total federal cost (**in thousands**) of the phase regardless of when the funds will be spent.

12. **State Fund Code.** Enter the appropriate code for any of the listed state funds to be used on this project.

See Source of Funds Appendix F

13. **State Funds.** Enter all funds from the State Agencies (**in thousands**) of the phase regardless of when the funds will be spent.

14. **Local Funds.** Enter all the funds from Local Agencies (**in thousands**) of the phase regardless of when the funds will be spent.

15. **Total Funds.** Enter the sum of columns 10, 12, and 14. (Auto-calculation in the “STIP Too” program.)

16-19. **Expenditure Schedule - (1st, 2nd, 3rd, 4th thru 6th years).** Enter the estimated expenditures (**in thousands**) of dollars by year. (***For Local Agency use.***)

20. **Environmental Data Type.** Enter the type of environmental assessment that will be required for this project. (This is “***required***” for ***Federally funded projects***, but may be filled in for state or locally funded projects.)

EIS - Environmental Impact Statement

EA - Environmental Assessment

CE - Categorical Exclusion

21. **R/W Certification.** Click **Y** if Right of Way acquisition is or will be required. If yes, enter R/W Certification Date, if known. (This is “***required***” for ***Federally funded projects***)

APPENDIX A
IMPROVEMENT TYPE CODES

01	New Construction Roadway
03	Reconstruction, Added Capacity
04	Reconstruction, No Added Capacity
05	4R Maintenance Resurfacing
06	4R Maintenance - Restoration & Rehabilitation
07	4R Maintenance - Relocation
08	Bridge, New Construction
10	Bridge Replacement, Added Capacity
11	Bridge Replacement, No Added Capacity
13	Bridge Rehabilitation, Added Capacity
14	Bridge Rehabilitation, No Added Capacity
15	Preliminary Engineering
16	Right of Way
17	Construction Engineering
18	Planning
19	Research
20	Environmental Only
21	Safety
22	Rail/Highway Crossing
23	Transit
24	Traffic Management/Engineering - HOV
25	Vehicle Weight Enforcement Program
26	Ferry Boats
27	Administration
28	Facilities for Pedestrians and Bicycles
29	Acquisition of Scenic Easements and Scenic or Historic Sites
30	Scenic or Historic Highway Programs
31	Landscaping and Other Scenic Beautification
32	Historic Preservation
33	Rehab & Operation of Historic Transp. Buildings, Structures, Facilities
34	Preservation of Abandoned Railway Corridors
35	Control and Removal of Outdoor Advertising
36	Archaeological Planning & Research
37	Mitigation of Water Pollution due to Highway Runoff
38	Safety and Education for Pedestrians/Bicyclists
39	Establishment of Transportation Museums
40	Special Bridge
41	Youth Conservation Service
42	Training
43	Utilities
44	Other
45	Debt Service
47	Systematic Preventive Maintenance

APPENDICES B, C, D, AND E

Void

Source of Funds

The following are descriptions of fund sources that have been identified through the federal transportation acts and through state legislative action for transportation projects in Washington.

Federal

The following are descriptions of fund sources identified in the [Infrastructure Investment & Jobs Act \(IIJA\)/Bipartisan Infrastructure Law \(BIL\)](#), as well as, funds sources from prior federal transportation acts that have been revised or discontinued.

Bridge (BR): The Local Bridge Program provides funding for eligible bridges on public roads. The state prioritizes and programs state and local bridges for funding. IIJA/BIL established the Bridge Formula Program (BFP) that is funded as part of the Highway Infrastructure Program (HIP). In addition, the Local Bridge program includes funding through NHPP and STBG programs.

Carbon Reduction Program (CRP) – This program is to reduce transportation emissions through the development of carbon reduction strategies and funds projects that support the reduction of transportation emissions. Requires WSDOT, in consultation with MPOs to develop a carbon reduction strategy by November 15, 2023, for approval by FHWA.

- **Regional CRP (CRP(UL), CRP(UM), CRP(US), CRP(R), etc.):** MPOs are allocated CRP funds for prioritization and selection. The allocations are based on population areas as follows:
 - **CRP(UL)** - Urbanized areas greater than 200,000 population.
 - **CRP(UM)** – Urbanized areas between 50,000 and 200,000 population.
 - **CRP(US)** – Urbanized areas between 5,000 and 49,999 population.
 - **CRP(R)** - Areas of 5,000 or less population.
 - **WSDOT’s CRP (CRP):** A portion of the CRP funds that can be used anywhere. WSDOT prioritizes and programs these projects.

Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA) - Enacted on December 27, 2020, appropriated additional funds for Highway Infrastructure Programs (HIP). Funds may be obligated for activities eligible under 23 USC 133(b). Funds must be obligated by September 30, 2024, or the funds lapse.

- **CRSSAA(UL) - Urban Large** - Urbanized areas greater than 200,000. Funding for areas with a population over 200,000 is distributed to the Metropolitan Planning Organizations (MPO) that contain this population group (BFCG, PSRC, RTC and SRTC) were allocated CRSSA funds for prioritization and selection.

Congestion Mitigation and Air Quality (CMAQ): The CMAQ program addresses congestion mitigation and air quality improvements in non-attainment and/or maintenance areas of the state. Funds are allocated to non-attainment and maintenance areas based on their population and the severity of air quality non-attainment. The MPO prioritizes and programs projects for funding.

Demonstration Projects (DEMO): Demonstration projects are identified through appropriation bills approved by Congress.

Ferry Boat Program (FBP): Provides funding for the construction of ferryboats and ferry terminal facilities, based on a nationwide formula. The IIJA/BIL Act has increased the amount to eligible entities approximately 128% more than received in the FAST Act.

High Priority Projects (DEMO): The High Priority Projects program provides designated funding for specific projects identified by Congress in 23 U.S.C. 117. The designated funding can only be used for the project as described in the law, [1601(a)]. Discontinued.

Highway Infrastructure Program (HIP): The 2019 Omnibus bill and the 2020 and 2021 Department of Transportation Appropriations Act provided additional funds apportioned as the STBG program (23 CFR 133(d)) for road and bridge projects.

- Eligible activities – only construction of highways, bridges, and tunnels per 23 USC 133 (b)(1)(A). Construction includes design and right of way that directly relates to the construction of the roadway project. (23 USC (a)(4)) HIP funds are not eligible to be utilized on:
 - Rural minor collectors or local access,
 - Transportation alternatives, ferries, transit, etc.
 - Transportation planning and studies.
 - HIP(UL) - Urban Large - Urbanized areas greater than 200,000: Funding for areas with a population over 200,000 is distributed to the Metropolitan Planning Organizations (MPO) that contain this population group (BFCG, PSRC, RTC and SRTC) are allocated HIP funds for prioritization and selection.
 - HIP: WSDOT projects. WSDOT prioritizes and programs these projects.
- Funds must be obligated as follows or they lapse:
 - 2020 funds – obligation deadline September 20, 2023
 - 2021 funds – obligation deadline September 20, 2024

Highway Safety Improvement Program (HSIP): The objective of the core safety program continues to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. These funds are made available to all state and local agencies and tribal nations within Washington and can be applied to all public roadways. The state prioritizes and programs state and local projects based upon the Strategic Highway Safety plan approved by the Governor in 2006 and updated in 2019, called Target Zero. Includes funding for the Railway/Highway Crossing Program.

Infrastructure For Rebuilding America (INFRA): Provides discretionary funding to nationally and regionally significant freight and highway projects that align with the program goals to:

- Improve the safety, efficiency, and reliability of the movement of freight and people.
- Generate national or regional economic benefits and an increase in global economic competitiveness of the U.S.
- Reduce highway congestion and bottlenecks.
- Improve connectivity between modes of freight transportation.
- Enhance the resiliency of critical highway infrastructure and help protect the environment.
- Improve roadways vital to national energy security; and

- Address the impact of population growth on the movement of people and freight

National Electric Vehicle Infrastructure Formula Program (NEVI) – This program provides funding to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability. Eligible uses are the acquisition and installation of electric vehicle charging infrastructure to serve as a catalyst for the deployment of such infrastructure and to connect it to a network to facilitate data collection, access, and reliability; proper operation and maintenance of electric vehicle charging infrastructure; data sharing about electric vehicle charging infrastructure to ensure the long-term success of investments. Funding for this program is through the Highway Infrastructure Program (HIP).

National Highway Freight Program (NHFP): This program provides funding to improve the efficient movement of freight on US highways that are part of the National Highway Freight Network (NHFN). The program provides funding in support of the following goals:

- Invest in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce cost of freight transportation, improve reliability, and increase productivity.
- Improve the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas.
- Improve the state of good repair of the NHFN.
- Using advanced technology and innovation, improve NHFN safety, efficiency, and reliability.
- Improve efficiency and productivity of the NHFN.
- Improve state flexibility to support multi-state corridor planning and address highway freight connectivity.
- Reduce environmental impacts of freight movement on the NHFN.

National Highway Performance Program (NHPP): Provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. Provides funding for projects including construction, reconstruction, resurfacing, restoration, rehabilitation, and preservation of highways and bridges, including bridges on a non-NHS Federal-aid highway (If Interstate System and NHS Bridge Condition provision requirements are satisfied), or operational improvement of segments of the National Highway System. The enhanced National Highway System (NHS) is composed of rural and urban roads serving major population centers, international border crossings, intermodal transportation facilities, and major travel destinations. It includes the Interstate System, all principal arterials (including some not previously designated as part of the NHS) and border crossings on those routes, highways that provide motor vehicle access between the NHS and major intermodal transportation facilities, and the network of highways important to U.S. strategic defense (STRAHNET) and its connectors to major military installations.

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) – This program is to support planning, resilience improvements, community

resilience and evacuation routes, and at-risk coastal infrastructure. Funds may be used to conduct resilience planning, strengthen, and protect evacuation routes, and increase the resilience of surface transportation infrastructure from the impacts of sea level rise, flooding, wildfires, extreme weather events, and other natural disasters. Highway, transit, and certain port projects are eligible.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) - Discretionary Grant program, provides a unique opportunity for USDOT to invest in road, rail, transit, and port projects that promise to achieve national objectives. Previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants.

Surface Transportation Block Grant (STBG) - This program provides flexible funding that may be used by WSDOT and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. The STBG program includes sub-allocated funds based on population and flexible funds for use anywhere. Per the IJJA/BIL, the population categories were modified further dividing STBG funds:

- Regional STBG (STBG(UL), STBG(UM), STBG(US), STBG(R), etc.): MPOs and county lead agencies are allocated STBG funds for prioritization and selection. The allocations are based on population areas as follows:
 - STBG(UL) - Urbanized areas greater than 200,000 population.
 - STBG(UM) – Urbanized areas between 50,000 and 200,000 population.
 - STBG(US) – Urbanized areas between 5,000 and 49,999 population.
 - STBG(R) - Areas of 5,000 or less population.
 - For use anywhere in the state
- WSDOT’s STBG (STBG): A portion of the STBG funds that can be used anywhere, are for state highway system preservation and interstate reconstruction. WSDOT prioritizes and programs these projects.

Transportation Alternatives (TA): This program is a set-aside of STBG funds. Provides funding for programs and projects defined as transportation alternatives, including on and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, environmental mitigation, and safe routes to school projects. The TA funds include an additional set-aside for the Recreational Trails Program. MPOs and RTPOs are allocated TA funds for prioritization and selection. Per the IJJA/BIL, the population categories were modified further dividing the TA funds as follows:

- TA(UL) - Urbanized areas greater than 200,000 population.
- TA(UM) - Urbanized areas between 50,000 and 200,000 population
- TA(US) - Urbanized areas between 5,000 and 49,999 population.
- TA(R) - Areas of 5,000 or less population.
- For use anywhere in the state.

TIFIA - The Transportation Infrastructure Finance and Innovation Act (TIFIA) program provides Federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of national and regional significance.

FTA Section 5307 – Urbanized Area Formula Grants: These funds are apportioned by a formula to each urbanized area, and are available for planning, capital, and operating assistance. Where they exist, the transportation management area (TMA) and the designated recipient determine the programming of these funds. WSDOT is the designated recipient for the Asotin, Bellingham, Bremerton, Longview, Marysville, Mount Vernon, Olympia, Walla Walla, Wenatchee, and Yakima urbanized areas. Activities allowed under this program include operating assistance with a 50 percent local match for job access and reverse commute activities. In addition, the urbanized area formula for distributing funds now includes the number of low-income individuals as a factor.

FTA Section 5307(h) – Passenger Ferry Grant Discretionary Program - provides competitive funding for projects that support passenger ferry systems in urbanized areas. These funds constitute a core investment in the enhancement and revitalization of public ferry systems in the Nation’s urbanized areas. Funds are awarded based on factors such as the age and condition of existing ferryboats, terminals, and related infrastructure; benefits to riders, such as increased reliability; project readiness; and connectivity to other modes of transportation

FTA Section 5309 Capital Investment Grants: This discretionary program provides funding for fixed guideway investments such as new and expanded rapid rail, commuter rail, light rail, streetcars, bus rapid transit, and ferries, as well as corridor-based bus rapid transit investments that emulate the features of rail. There are four categories of eligible projects under the CIG program: New Starts, Small Starts, Core Capacity, and Programs of Interrelated Projects.

FTA Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities: This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. Projects selected for funding must be included in a locally developed, coordinated Public Transit-Human Service Transportation Plan, and included in the RTPO program in their respective area. WSDOT administers the small urban and rural funds through a competitive grant program and programs Section 5310 projects in a statewide grouping in the STIP. Funds apportioned to large, urbanized areas are programmed by the respective MPO. In the case of the Seattle Urbanized area, WSDOT administers the funds on behalf of the Puget Sound Regional Council.

FTA Section 5311 – Rural Area Formula Grants: These formula funds are apportioned to each state, and eligible activities include planning, Rural Transit Assistance Program (RTAP), intercity bus programs, state administration, and both capital and operating assistance. WSDOT administers these funds through a competitive grant program serving the public in rural areas of the state and programs all Section 5311 projects in a statewide grouping in the STIP. Job Access and Reverse Commute (JARC) program activities, which focused on providing services to low-income individuals to access jobs, are now eligible under the rural formula program. This

includes operating assistance with a 50 percent local match for job access and reverse commute activities. In addition, the formula now includes the number of low-income individuals as a factor.

FTA Section 5312 - Mobility on Demand (MOD) Sandbox Program: Funds projects that promote innovative business models to deliver high quality, seamless and equitable mobility options for all travelers.

FTA Section 5337 - State of Good Repair: This program is dedicated to repairing and upgrading the nation's rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT). Projects are limited to replacement and rehabilitation, or capital projects required to maintain public transportation systems in a state of good repair. Under this law, grantees will be required to establish and use an asset management system to develop capital asset inventories and condition assessments, and report on the condition of their system as a whole.

FTA Section 5339 - Bus and Bus Facilities: This program provides funding through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. Formula funds in large, urbanized areas are programmed by the designated recipient. WSDOT suballocates the small urban formula funds to the small urban transit agencies who are responsible for programming the funding. WSDOT administers the statewide portion of the funds through a competitive process with priority given to projects serving rural areas. The statewide funds are programmed by WSDOT in a statewide grouping in the STIP.

FTA Section 5339(b) – Bus and Bus Facilities Discretionary Program: Provides funding through a competitive allocation process to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. The competitive allocation provides funding for major improvements to bus transit systems that would not be achievable through formula allocations. Funds are programmed by the recipient.

FTA Section 5339(c) – Low or No-Emission Vehicle Program: The Low or No Emission Competitive program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities. Funds are programmed by the recipient.

FTA Discretionary: Other discretionary/competitive FTA awards.

Federal Lands and Tribal Transportation Programs: For Federal lands transportation facilities, Federal lands access transportation facilities, and tribal transportation facilities.

- Tribal Transportation Program (TTP): Funds projects that improve access to and within Tribal lands. This program adds new set asides for tribal bridge projects and tribal safety projects. Maybe reflected in STIP as IRR.
- Federal Lands Transportation Program (WFL): Funds projects that improve access within the Federal estate, such as national forests and national recreation areas, on infrastructure owned by the Federal government. This program combines the former Park Roads and

Refuge Roads programs and adds three new Federal land management agency (FLMA) partners.

- Federal Lands Access Program (WFL): Funds projects that improve access to the Federal estate on infrastructure owned by States and local governments. Replacing and expanding the Forest Highways program, projects providing access to any Federal lands are eligible for this new comprehensive program.

Department of Defense (DOD): Transportation projects are sometimes funded through Department of Defense rather than FHWA.

Community Development Block Grant (CDBG): CDBG program funds are primarily for low and moderate-income communities, to partially pay for projects advocating for the interests of a low-income neighborhood, such as providing new street infrastructure and supporting neighborhood revitalization. These grants are awarded through Washington State Department of Commerce.

Discretionary: All other unidentified federal fund sources.

State

Carbon Emissions Reduction (CER): Funding for reductions in transportation sector carbon emissions through a variety of carbon reducing investments, such as transportation alternatives to single occupancy passenger vehicles; reductions in single occupancy passenger vehicle miles traveled; reductions in per mile emissions in vehicles, including through the funding of alternative fuel infrastructure and incentive programs; and emission reduction programs for freight transportation, including motor vehicles and rail, as well as for ferries and other maritime and port activities. This funding is part of the 16-year package, totaling over \$17 billion of state and local projects.

Climate Active Transportation (CAT): Funding for safe routes to schools, school-based bike program, pedestrian and bicycle grants, complete streets grants and connecting communities grants. This funding is part of the 16-year package, totaling over \$17 billion of state and local projects.

Climate Transit Programs (CTP): Funding for transit support grants, tribal transit mobility grants, transit coordination grants, special need grants, bus and bus facility grants, green transit grants, and transportation demand management grants. These state funds are part of the 16-year package for public transportation projects.

Connecting Washington Account (CWA): In 2015, CWA package was enacted as a \$16 billion investment over the next 16 years that includes state and local projects.

Coronavirus State Recovery Fund (CSRF) - Per RCW 43.79.557, the coronavirus state fiscal recovery fund was created in the state treasury for all federal moneys received by the state pursuant to the American Rescue Plan act of 2021, state fiscal recovery fund, P.L. 117-2, subtitle M, section 9901.

County Road Administration Board (CRAB): An independent state agency that provides state funding through a share of the statewide gas tax, for county roadway projects and the county owned ferry system.

- Rural Arterial Program (RAP): funds improvements on the county existing rural arterial road network.
- County Arterial Preservation Program (CAPP): funds pavement preservation projects of a county's existing paved arterial road network.
- The County Ferry Capital Improvement Program (CFCIP): offers financial assistance for major capital improvements to the four county-operated ferry systems.

Freight Mobility Strategic Investment Board (FMSIB): An independent state agency that provides state funds for freight mobility and freight mitigation projects along strategic freight corridors.

Motor Vehicle Account (MVA): Funding from Motor Vehicle Licenses, Automobile Sales Licenses, Retail Sales Taxes, Motor Vehicle Fuel Tax, Sale of Bonds, Federal Grants, Fines and Forfeitures, Charges for Services, Miscellaneous Revenue, Interest Earnings.

Move Ahead Washington (MAW): This funding is part of the 16-year package, totaling over \$17 billion of state and local projects.

Multi-Modal Account (MMA): Funding from Motor Vehicle Excise Tax, Mass Transit Distributions, Retail Sales Taxes, Motor Vehicle Licenses, Federal Grants, Miscellaneous Revenue, Interest Earnings.

Other State Funding Sources (OTHER): All other unidentified state fund sources.

Pedestrian and Bicycle Program (Ped/Bike Program): This program's objective is to improve the transportation system to enhance safety and mobility for people who chose to walk or bike. The state prioritizes and programs projects.

Public Works Trust Fund (PWTF): A low-interest loan program for local governments to fund needed infrastructure improvements, administered by the Public Works Board by the Washington State Department of Commerce.

Safe Routes to School (SRTS): This program is to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development, and implementation of projects within two-miles of K-12 schools that will improve safety, and reduce traffic, fuel consumption and air pollution in the vicinity of schools. The state prioritizes and programs projects.

Transportation Improvement Board (TIB): An independent state agency that provides state funding through a share of the statewide gas tax, for street construction and maintenance to cities and counties.

- Urban Arterial Program (UAP): funds projects that improve Safety, Commercial Growth and Development, Mobility, and Physical Condition.
- Urban Active Transportation Program (ATP): funds projects to improve pedestrian and cyclist safety, enhanced pedestrian and cyclist mobility and connectivity, or improve the condition of existing facilities.
- Urban Arterial Preservation Program (APP): provides funding for overlay of federally classified arterial streets (principal, minor) in cities with a population greater than 5,000.
- Small City Arterial Program (SCAP): funds small city (under 5,000 population) projects that preserve, rehabilitate, or reconstruct TIB classified arterials.
- Small City Active Transportation Program (ATP): funds projects to improve pedestrian and cyclist safety, enhanced pedestrian and cyclist mobility and connectivity, or improve the condition of existing facilities.
- Small City Preservation Program (SCPP): funds small city (under 5,000 population) chip seal and overlay of existing pavement and sidewalk maintenance.
- Complete Streets: funding opportunity for local governments that have an adopted complete streets ordinance.

Washington State Department of Transportation (WSDOT): Funding provided by WSDOT to local agencies. These funds can be from the Transportation Budget, Public Transportations' Consolidated Grant Program, the Regional Mobility Program, or from other WSDOT administered state grant programs. (See above for Safe Routes to Schools (SRTS) and Pedestrian/Bike Program).



Staff Report

May 15th, 2024 Council Workshop

Weakley Annexation
Presenter: Robert Maul, Planning Manager
Time Estimate: 15 minutes

Phone	Email
360.817.1568	rmaul@cityofcamas.us

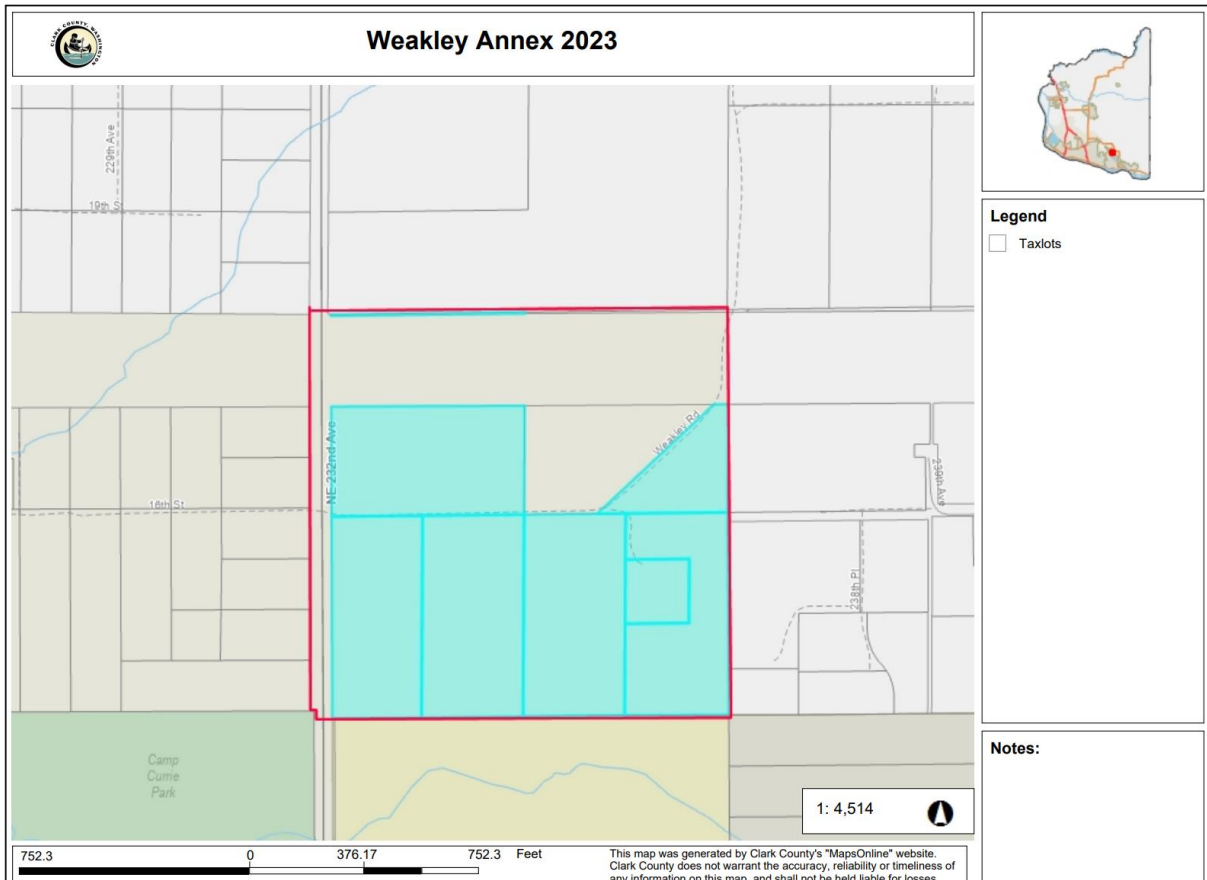
BACKGROUND: An annexation application has been submitted to the City to annex approximately 27.01 acres into the city limits of Camas.

SUMMARY: Jordan Ramis PC submitted a 10% Notice of Intent to Annex to the City of Camas on April 18th, 2023 on behalf of several property owners within the proposed annexation area. The properties are located in a block of land that is approximately 40 acres in size that is bordered by NE 232nd to the west, City limits and the Lacamas Heights Elementary to the south and City Urban Growth Boundary lines to the east and north (see Figure 1). There are a total of 8 parcels within that block of land as well as a 9 acre Bonneville Power Association (BPA) right of way. Seven of the property owners have signed the Notice which comprises approximately 27.01 acres of land. All of the land depicted in Figure 1 is located in the City’s Urban Growth Boundary (UGB).

The initiating parties represent approximately 90% of valuation (\$3,911,869) of land owners in the proposed area. Four of the parcels abut the existing city limit boundary to the south. The notice is valid and satisfies the requirements of RCW 35A.14.120.

The area in question was also part of the North Shore Subarea plan that was adopted in November of 2022 (see Figure 2). As such, the comprehensive plan designations have changed in that area. There are now 3 new designations in the area that include North Shore Mixed Use, North Shore Low Density Residential, and North Shore High Density Residential. The land under the BPA right of way is parks and open space. Staff is currently working on adopting a new zoning map to correspond with the new land use designations. If approved to move forward, this annexation can run a parallel process with the adoption of the zoning maps to allow for compliance with RCW35A.14.120.

Figure 1: Proposed Annexation Area



City Boundary:

When drawing boundaries the goal is to have orderly patterns that allow for the ability provide services, continuity and allow for potential growth patterns that make sense. As proposed the seven parcels fit within a 40 acre area of the UGB that borders the county at two ends, city limits to the south and a public right of way to the west. There is one parcel not included that creates a gaps, or hole in the boundary area under consideration. Additionally, there is a power company right of way at the north end of the subject parcels that split two of the tax lots in question. If considered for annexation it is recommended that the proposed annexation boundary should expand to include all of the parcels as well as the power right of way at the northern end and public right of way of NE 252nd Ave to create a solid 40 acre block (see figure 1).

With the addition of the remaining lot and all of the right of way discussed the total valuation for the area is approximately \$4,325,869.

Figure 2 North Shore Plan

**Process:**

As per RCW 35.13.125, the City Council is required to meet with the initiating parties and will discuss the following:

1. Whether the City will accept, reject, or geographically modify the proposed annexation;
2. Whether it will require the simultaneous adoption of a proposed zoning regulation, if such a proposal has been prepared and filed (as provided for in RCW 35A.14.330, and RCW 35A.14.340); and
3. Whether it will require the assumption of all or any portion of existing City indebtedness by the area to be annexed.

If the Council were to accept the proposed annexation (with or without modifications) the next step in the process is for the initiating party to collect signatures from property owners representing at least 60% of the assessed value of the area to be annexed. During that time

staff will also schedule hearings with the Planning Commission to develop a recommended zoning designation for the 60% hearing. If a valid petition is submitted, then the City Council may hold a public hearing to consider the request.

BUDGET IMPACT: Unknown at this time. Staff will bring forward more specifics at future meetings.

RECOMMENDATION: Staff would support an annexation of the entire 40 acre area to allow for a logical and predictable service area, and to affix zoning designations that implement the North Shore Subarea plan.

Options:

Option	Results
<ul style="list-style-type: none">• <i>Reject the Notice of Intent</i>	<i>The annexation process ends and the subject property would remain in unincorporated Clark County.</i>
<ul style="list-style-type: none">• <i>Accept the Notice as submitted</i>	<i>The initiating parties would draft a petition and begin gathering signatures.</i>
<ul style="list-style-type: none">• <i>Accept the Notice but modify the boundaries.</i>	<i>The initiating parties would draft a revised petition and begin gathering signatures.</i>



Community Development Department | Planning Division
616 NE Fourth Ave, Camas, WA 98607
360-817-1568 | permits@cityofcamas.us

General Application Form NE Weakley Rd Properties Case Number: ANNEX23-02

Applicant Information

Applicant/Contact:: Howslev Jamie Phone: 503-598-7070
Last First

Address: 1211 SW 5th Ave
Street Address Apartment/Unit #

Portland OR 97204
City State ZIP Code

Email Address: _____

Property Information

Property Address: NE Weakley Rd 175762000 - 175764000 175763000 175765000 175768000 175723000
Street Address County Assessor # / Parcel #

Camas *** and # 175767000 *** WA 98607
City State ZIP Code

Zoning District SFR *R1-10 Site Size 27 Acres approx

Description of Project

application for annexation (10% petition, RCW 35A.01)

Are you requesting a consolidated review per CMC 18.55.020(B)? YES NO

Permits Requested: Type I Type II Type III Type IV, BOA, Other

Property Owner or Contract Purchaser

Owner's Name: Fricke, Mark and June. and Kr eiter Betty Phone: 360-600-7916
Last First

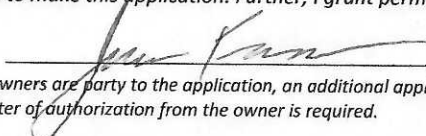
same as applicant
Street Address Apartment/Unit #

City State Zip Code

Email Address: twofrickes@gmail.com

Signature

I authorize the applicant to make this application. Further, I grant permission for city staff to conduct site inspections of the property.

Signature:  Date: 4-17-23

Note: If multiple property owners are party to the application, an additional application form must be signed by each owner. If it is impractical to obtain a property owner signature, then a letter of authorization from the owner is required.

Date Submitted: 4/17/23	Pre-Application Date:	\$944.00 Receipt # 4/18/23 by
Robert Maul Staff:	Related Cases # ANNEX21-03 <input type="checkbox"/> Electronic Copy Submitted	

Application Checklist and Fees [updated on January 1, 2023]

◇ Annexation	\$944 - 10% petition; \$4,013 - 60% petition	001-00-345-890-00	\$ 944.00	ANNEX23-02
◇ Appeal Fee		001-00-345-810-00	\$436.00	\$
◇ Archaeological Review		001-00-345-810-00	\$150.00	\$
◇ Binding Site Plan	\$2,055 + \$24 per unit	001-00-345-810-00		\$
◇ Boundary Line Adjustment		001-00-345-810-00	\$113.00	\$
◇ Comprehensive Plan Amendment		001-00-345-810-00	\$6,373.00	\$
◇ Conditional Use Permit				
Residential	\$3,738 + \$105 per unit	001-00-345-810-00		\$
Non-Residential		001-00-345-810-00	\$4,734.00	\$
◇ Continuance of Public Hearing		001-00-345-810-00	\$573.00	\$
◇ Critical or Sensitive Areas (fee per type)		001-00-345-810-00	\$848.00	\$
	(wetlands, steep slopes or potentially unstable soils, streams and watercourses, vegetation removal, wildlife habitat)			
◇ Design Review				
Minor		001-00-345-810-00	\$474.00	\$
Committee		001-00-345-810-00	\$2,598.00	\$
◇ Development Agreement	\$959 first hearing; \$590 ea. add'l hearing/continuance	001-00-345-810-00		\$
◇ Director's Interpretation			\$350.00	\$
◇ Engineering Department Review - <i>Fees Collected at Time of Engineering Plan Approval</i>				
Construction Plan Review & Inspection	(3% of approved estimated construction costs)			
Modification to Approved Construction Plan Review	(Fee shown for information only)		\$459.00	
Single Family Residence (SFR) - Stormwater Plan Review	(Fee shown for information only)		\$228.00	
Gates/Barrier on Private Street Plan Review	(Fee shown for information only)		\$1,139.00	
◇ Fire Department Review				
Short Plat or other Development Construction Plan Review & Insp.		115-09-345-830-10	\$308.00	\$
Subdivision or PRD Construction Plan Review & Inspection		115-09-345-830-10	\$384.00	\$
Commercial Construction Plan Review & Inspection		115-09-345-830-10	\$460.00	\$
◇ Franchise Agreement Administrative Fee			\$5,696.00	\$
◇ Home Occupation				
Minor - Notification (No fee)			\$0.00	0.00
Major		001-00-321-900-00	\$75.00	\$
◇ LI/BP Development	\$4,734 + \$41.00 per 1000 sf of GFA	001-00-345-810-00		\$
◇ Minor Modifications to approved development		001-00-345-810-00	\$378.00	\$
◇ Planned Residential Development	\$38 per unit + subdivision fees	001-00-345-810-00		\$
◇ Plat, Preliminary				
Short Plat	4 lots or less: \$2,118 per lot	001-00-345-810-00		\$
Short Plat	5 lots or more: \$7,848 + \$250 per lot	001-00-345-810-00		\$
Subdivision	\$7,848 + \$250 per lot	001-00-345-810-00		\$
◇ Plat, Final:				
Short Plat		001-00-345-810-00	\$219.00	\$
Subdivision		001-00-345-810-00	\$2,598.00	\$
◇ Plat Modification/Alteration		001-00-345-810-00	\$1,308.00	\$
◇ Pre-Application (Type III or IV Permits)				
No fee for Type I or II				
General		001-00-345-810-00	\$387.00	\$
Subdivision (Type III or IV)		001-00-345-810-00	\$996.00	\$
◇ SEPA		001-00-345-890-00	\$886.00	\$
◇ Shoreline Permit		001-00-345-890-00	\$1,308.00	\$
◇ Sign Permit				
General Sign Permit	(Exempt if building permit is required)	001.00.322.400.00	\$45.00	\$
Master Sign Permit		001.00.322.400.00	\$138.00	\$
◇ Site Plan Review				
Residential	\$1,259 + \$34 per unit	001-00-345-810-00		\$
Non-Residential	\$3,146 + \$68 per 1000 sf of GFA	001-00-345-810-00		\$
Mixed Residential/Non Residential	(see below)	001-00-345-810-00		\$
	\$4,435 + \$34 per res unit + \$68 per 1000 sf of GFA			
◇ Temporary Use Permit		001-00-321-990-00	\$88.00	\$
◇ Variance (Minor)		001-00-345-810-00	\$760.00	\$
◇ Variance (Major)		001-00-345-810-00	\$1,417.00	\$
◇ Zone Change (single tract)		001-00-345-810-00	\$3,659.00	\$

Fees reviewed & approved by Planner:

RM

4/17/23

Initial

Date

Total Fees Due:

\$ 944.00

City of Camas
616 NE 4th Avenue
Camas, WA 98607
360-834-2462

Finance Office Hours:
Monday-Friday 9:00 - 5:00 p.m.

Date/Time 04/18/2023 08:54 AM
Receipt No. 00749926
Receipt Date 04/18/2023
CR plan 944.00
annex
annexation 944.00

Cash: 0.00
Other: 944.00
Check: 944.00

Total: 944.00
Change: 0.00

Check No: #1633 / ANNEX23-02

BETTY KREITER
Customer #: 000000
23404 NE WEAKLY RD

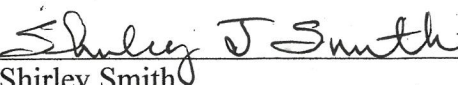

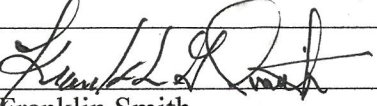
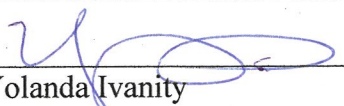
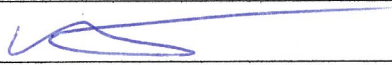
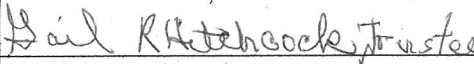
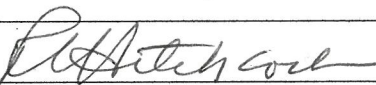

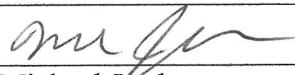
CAMAS WA 98607-
Cashier: kmurphy
Station: IS02594

**NOTICE OF INTENT TO ANNEX
10% PETITION, RCW 35A.01**

We, the undersigned, are owners of real property lying outside of the corporate limits of the City of Camas, Washington. We certify that we are the legal owners of property representing at least ten percent (10%) or more of the total value of all property within the area we are asking to be annexed. The following information shall accompany this Notice of Intent to Annex Application: (1) the legal description and depiction of the area and properties proposed to be annexed (Exhibit A) and (2) a Clark County GIS packet identifying all involved properties of the proposed annexation area (Exhibit B).

The undersigned hereby certifies that all information submitted with this application is complete and true under penalty of perjury under the laws of the State of Washington. The undersigned also understands that any errors and omissions may lengthen the time to process this request

Parcel No.	Property Site Address	Sign and Print Name	Date
175762000	23404 NE Weakly Rd Camas WA	<i>Betty Jane Kreiter</i> Betty Jane Kreiter	4-11-23
		<i>Mark Fricke</i> Mark Fricke	4/11/23
		<i>June Puntillo Fricke</i> June Puntillo Fricke	4-11-23
175770000	23622 NE Weakley Rd Camas WA	The Estate of William A Fielding Kaitlyn Fielding, Executrix	
175764000	23401 NE Weakley Rd Camas WA	<i>Lucille Wheeler</i> Lucille Wheeler	04/12/23
		<i>Dale Wheeler</i> Dale Wheeler	04/12/23

Parcel No	Property Site Address	Sign and Print Name	Date
175763000	23609 NE Weakley Rd Camas WA	 Shirley J Smith	
175765000	Same as above	 Shirley Smith	
		 Franklin Smith	
175768000	23523 NE Weakley Rd Camas WA	 Yolanda Ivanity	4-11-23
		 Ruslan Ivanity	4/11/23
175723000	1411 NE 232 nd Ave Camas WA	 Gail R Hitchcock, Trustee	4/12/23
		 Robert L Hitchcock, Trustee	4/12/23
175767000	23415 NE Weakley Rd Camas WA	 Maria T Alberty-Jordan	4.12.23
		 Michael Jordan	4.12.23

DEVELOPER'S PACKET

Produced By:

Clark County Geographic Information System (GIS)



For:

Jordan Ramis PC



Include **Subject Property Account Number(s):**

ALL PROPERTIES →

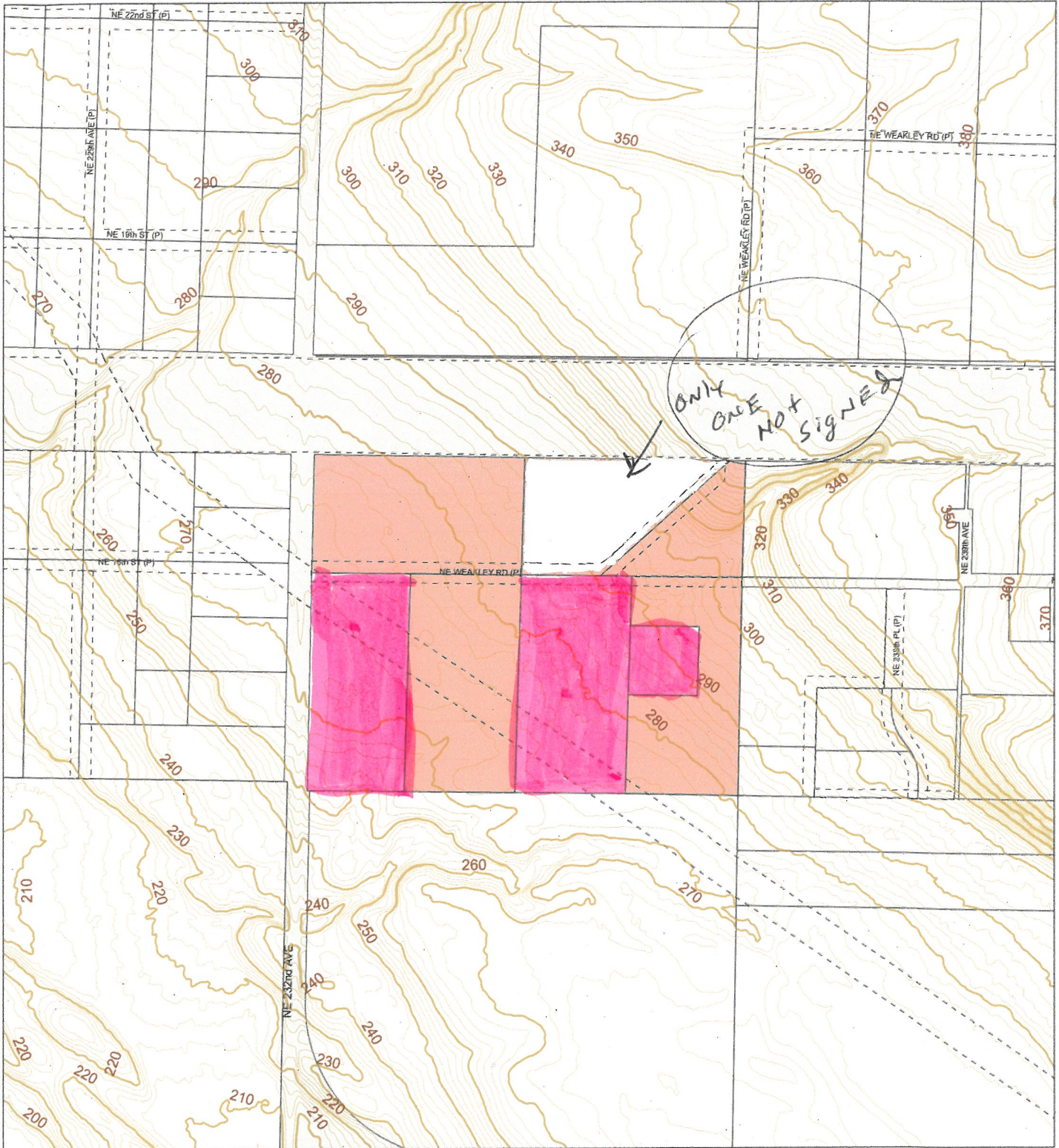
Except 175770000

175762000 ✓	-	5.4	ACRES
175770000			
175764000 ✓	-	5.0	✓
175763000 ✓	-	4.0	✓
175765000 ✓	-	1.6	✓
175768000 ✓	-	1.0	✓
175723000 ✓	-	5.0	✓
175767000 ✓	-	5.0	✓
		<u>27</u>	

Total
ACRES
APPROXIMATE

PDF # 301180

Printed: March 17, 2022



CLARK COUNTY, WASHINGTON

Geographic Information System

0 200 400 Feet

Elevation Contours

Account: 175762000, 175770000, 175764000, 175763000, 175765000
 Owner: KREITER BETTY JANE ETAL
 Address: 23404 NE WEAKLY RD
 C/S/Z: CAMAS, WA 98607

- Subject Property(s)
- Public Road
- Transportation or Major Utility Easement
- 10' Elevation Contours

Printed on: March 17, 2023

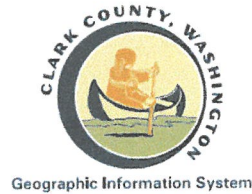
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23121	23122	23123
23128	23127	23126
23133	23134	23135

GIS PACKET

DEVELOPER'S PACKET

Produced By:

Clark County Geographic Information System (GIS)



For:

Jordan Ramis PC

Subject Property Account Number(s):

175762000

~~175770000~~

175764000

175763000

175765000

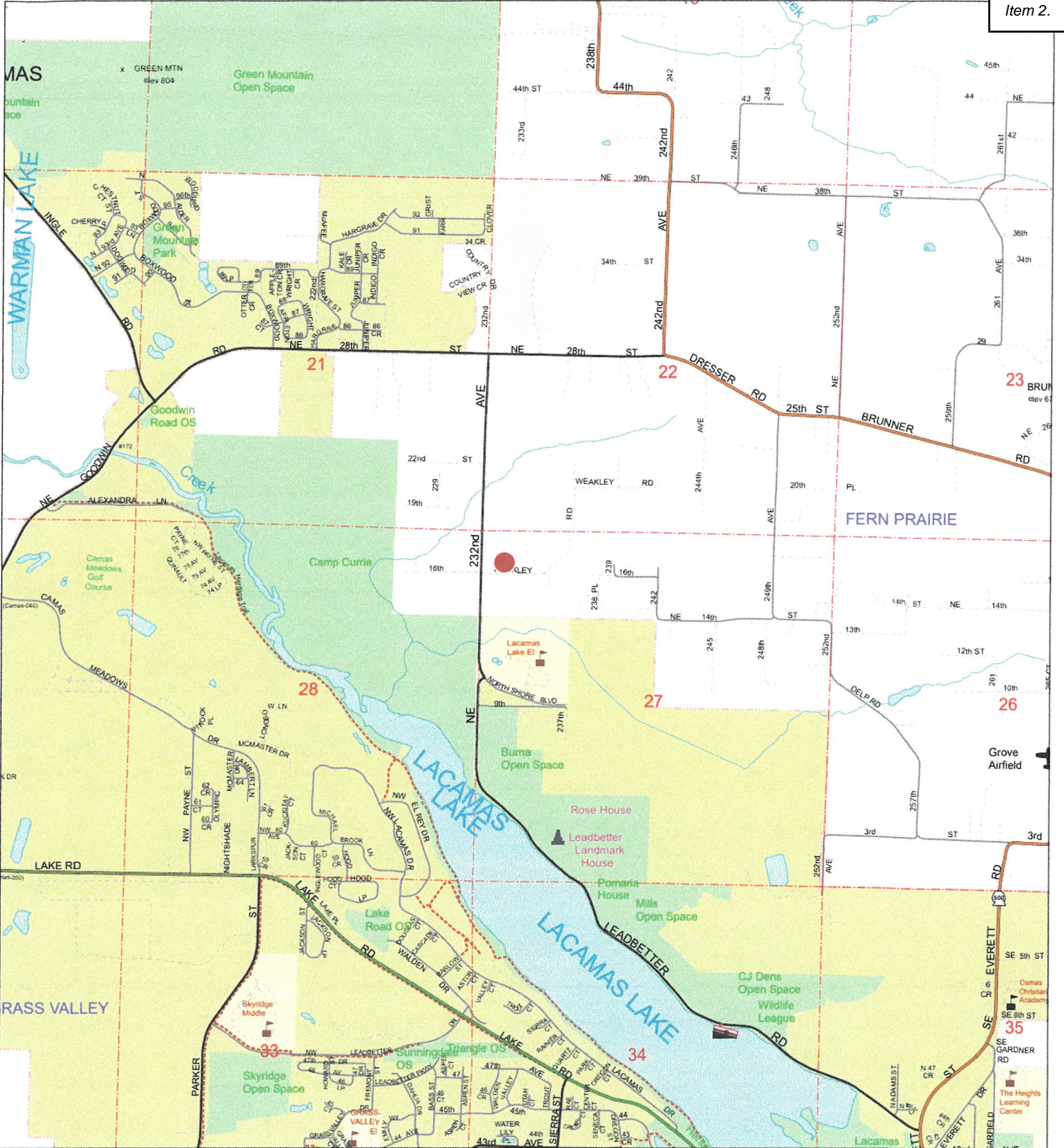
PDF # 301180

Printed: March 17, 2023

Expires: March 16, 2024

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General Location

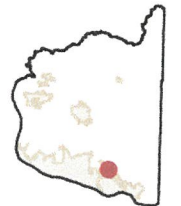
Account: 175762000, 175770000, 175764000, 175763000, 175765000
 Owner: KREITER BETTY JANE ETAL
 Address: 23404 NE WEAKLY RD
 C/S/Z: CAMAS, WA 98607

Printed on: March 17, 2023



Geographic Information System
 0 1,000 2,000 Feet

Location of Subject Property(s)



Information shown on this map was collected from several sources. Clark County accepts no responsibility for any inaccuracies that may be present.

Property Information Fact Sheet

Item 2.

Mailing Information:

Account No.: 175762000, 175770000, 175764000, 175763000, 175765000
Owner: KREITER BETTY JANE ETAL
Address: 23404 NE WEAKLY RD
C/S/Z: CAMAS, WA 98607

Assessed Parcel Size: 19.8 Ac
Property Type: Multiple Property Types

PARCEL LOCATION FINDINGS:

Quarter Section(s): NW 1/4,S27,T2N,R3E
Municipal Jurisdiction: Clark County
Urban Growth Area: Camas
Zoning: R1-10
Zoning Overlay: Urban Holding - 10 (UH-10)
Comprehensive Plan Designation: UL
Columbia River Gorge NSA: No Mapping Indicators
Late-Comer Area: No Mapping Indicators
Trans. Impact Fee Area: Rural
Park Impact Fee District: No Mapping Indicators

Neighborhood Association: No Mapping Indicators
School District: Camas
Elementary School: Lacamas Lake
Junior High School: Liberty
Senior High School: Camas
Fire District: East County Fire and Rescue
Sewer District: Rural/Resource
Water District: Camas
Wildfire Danger Area: No Mapping Indicators

ENVIRONMENTAL CONSTRAINTS:

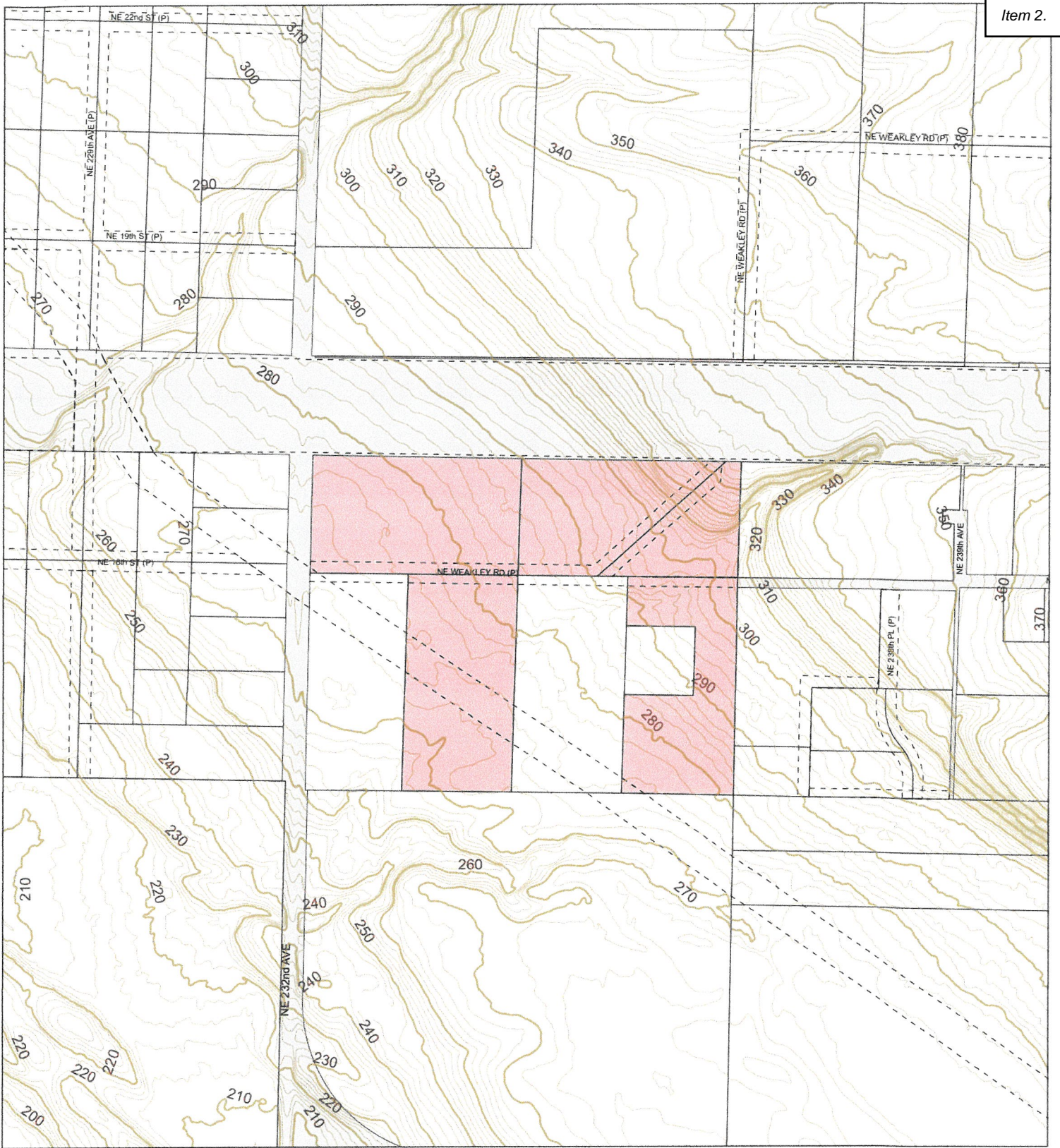
Soil Type(s): HcB, 1.1% of parcel
HcD, 8.8%
LeB, 89.4%
MeA, 0.7%

Hydric Soils: Non-Hydric, 100.0% of parcel
Flood Zone Designation: Outside Flood Area
CARA: Category 2 Recharge Areas
Forest Moratorium Area: No Mapping Indicators
Liquefaction Susceptibility: Very Low
NEHRP: C
Slope: 0 - 5 percent, 78.4% of parcel
10 - 15 percent, 6.3%
15 - 25 percent, 1.7%
5 - 10 percent, 13.6%

Landslide Hazards: Slopes > 15%
Slope Stability: Severe Erosion Hazard Area

Cultural Resources:

Archeological Predictive: High, 86.9% of parcel
Moderate, 0.1%
Moderate-High, 13.1%
Archeological Site Buffers: Mapping Indicators Found
Historic Sites: No Mapping Indicators



Elevation Contours

Account: 175762000, 175770000, 175764000, 175763000, 175765000
 Owner: KREITER BETTY JANE ETAL
 Address: 23404 NE WEAKLY RD
 C/SIZ: CAMAS, WA 98607

Printed on: March 17, 2023

- Subject Property(s)
- Public Road
- Transportation or Major Utility Easement
- 10' Elevation Contours
- 2' Elevation Contours

23116	23115	23114
23121	23122	23123
23128	23127	23126
23133	23134	23135

Geographic Information System

0 200 400 Feet

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2021 Aerial Photography

Account: 175762000, 175770000, 175764000, 175763000, 175765000
Owner: KREITER BETTY JANE ETAL
Address: 23404 NE WEAKLY RD
C/S/Z: CAMAS, WA 98607

Printed on: March 17, 2023

Geographic Information System

0 200 400 Feet

Subject Property(s)

23116	23115	23114
23121	23122	23123
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2021 Aerial Photography with Elevation Contours

Account: 175762000, 175770000, 175764000, 175763000, 175765000
 Owner: KREITER BETTY JANE ETAL
 Address: 23404 NE WEAKLY RD
 C/S/Z: CAMAS, WA 98607

Printed on: March 17, 2023

CLARK COUNTY, WASHINGTON

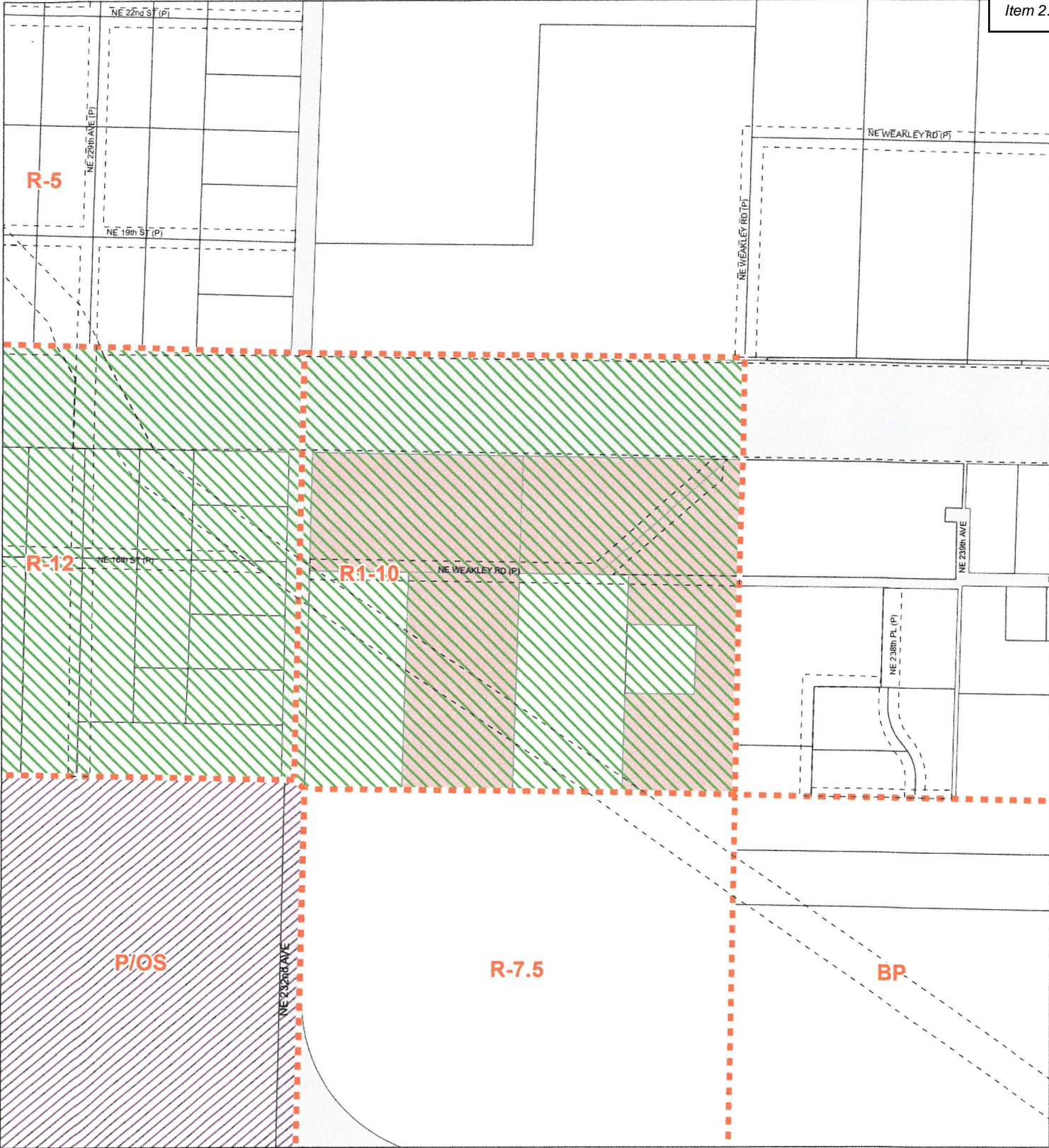
Geographic Information System

0 100 200 Feet

- 2' Elevation Contours
- Subject Property(s)

23116	23115	23114
23121	23122	23123
23128	23127	23126
23133	23134	23135

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Zoning Designations

Account: 175762000, 175770000, 175764000, 175763000, 175765000
 Owner: KREITER BETTY JANE ETAL
 Address: 23404 NE WEAKLY RD
 C/S/Z: CAMAS, WA 98607

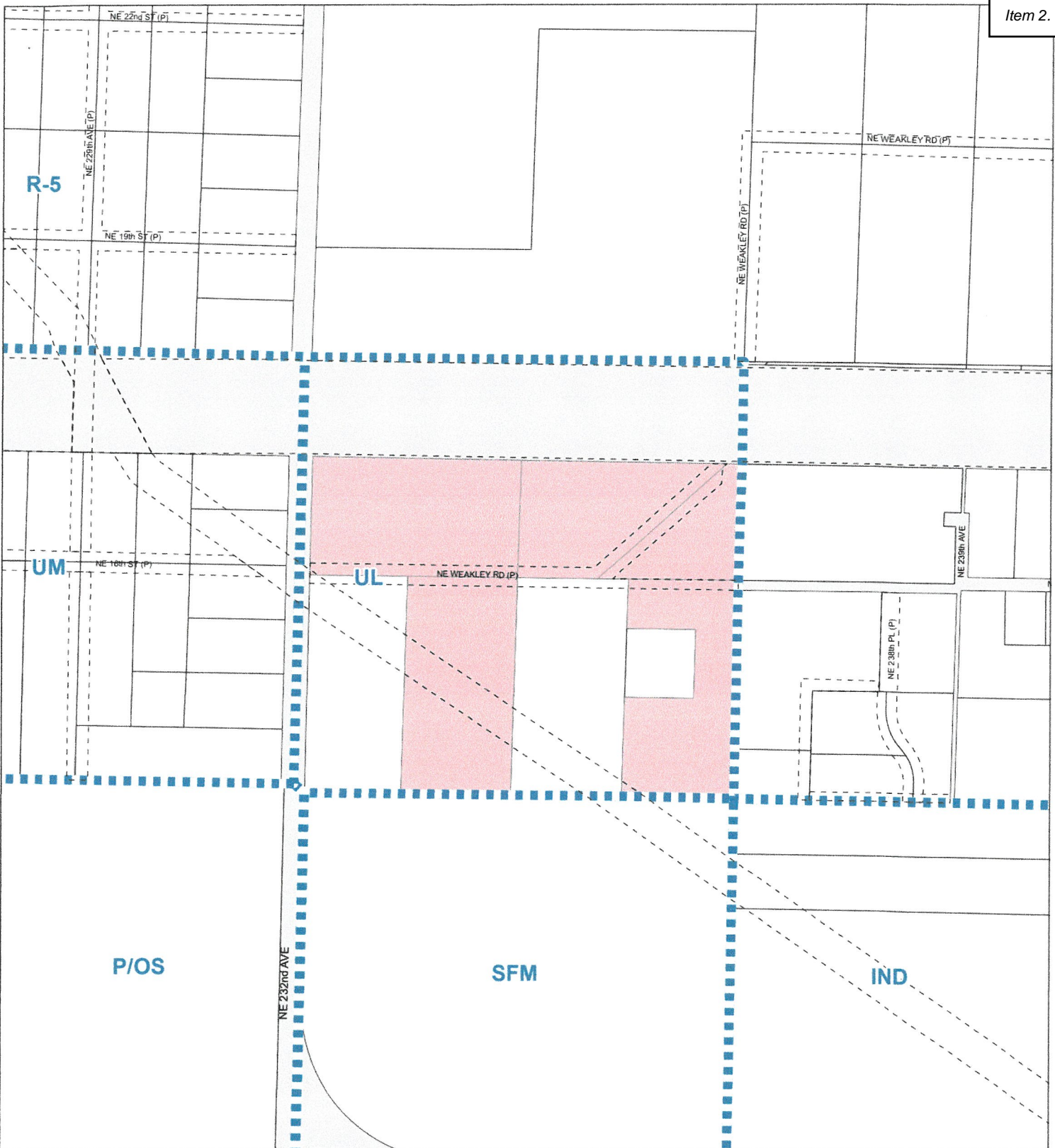
Printed on: March 17, 2023

CLARK COUNTY, WASHINGTON
 Geographic Information System
 0 200 400 Feet

- Subject Property(s)
- Public Road
- Transportation or Major Utility Easement
- Zoning Boundary
- Urban Holding - 10 (UH-10)
- Urban Holding - 20 (UH-20)
- Urban Holding - 40 (UH-40)
- Surface Mining Overlay District

23116	23115	23114
23121	23122	23123
23128	23127	23126
23133	23134	23135

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CLARK COUNTY, WASHINGTON
Geographic Information System

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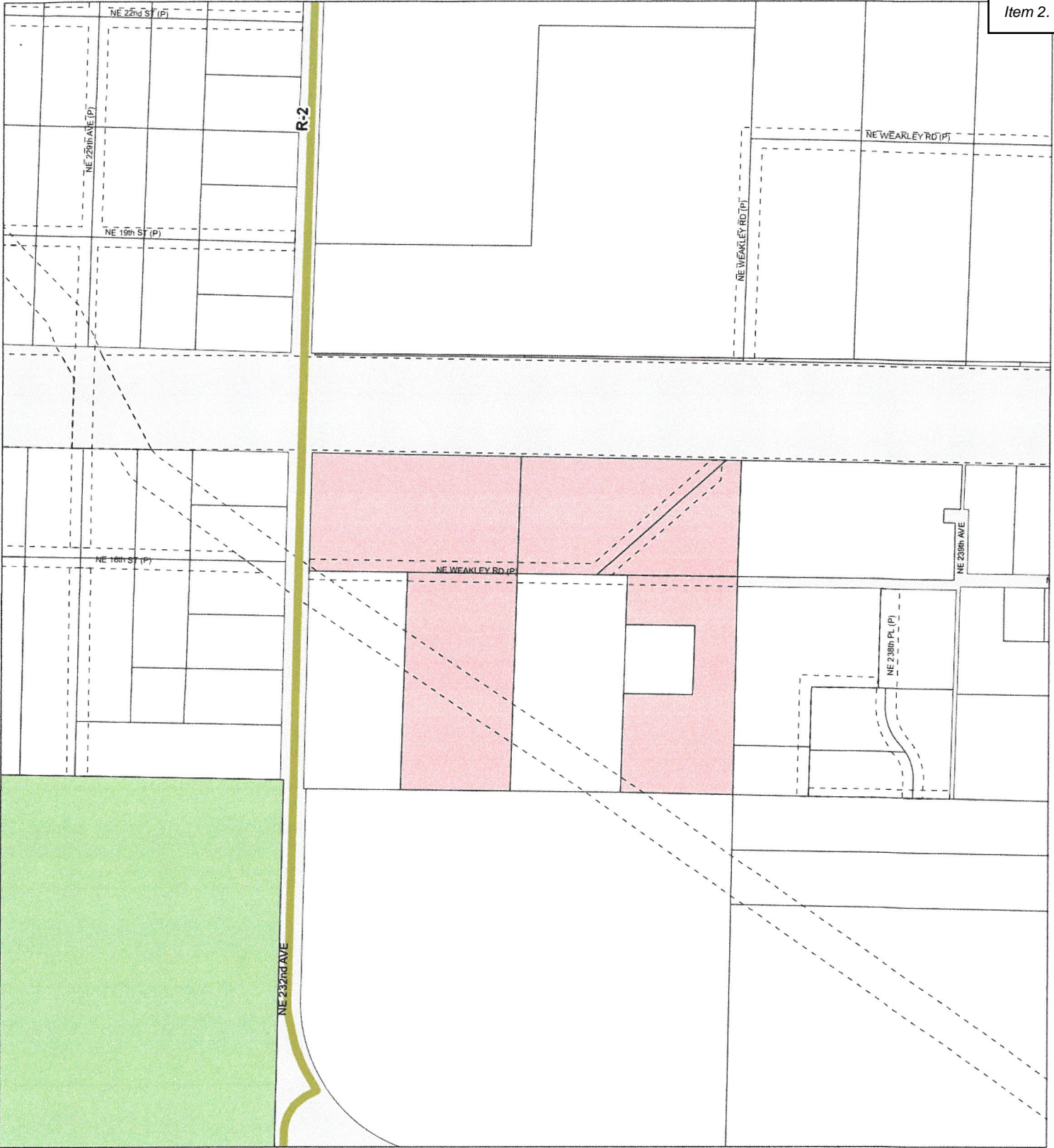
Comprehensive Plan Designations

Account: 175762000, 175770000, 175764000, 175763000, 175765000
 Owner: KREITER BETTY JANE ETAL
 Address: 23404 NE WEAKLY RD
 C/S/Z: CAMAS, WA 98607

- Subject Property(s)
- Transportation or Major Utility Easement
- Comprehensive Plan Boundary
- Public Road
- Industrial Reserve
- Railroad Industrial Reserve
- Mining
- Rural Center Mixed Use
- Columbia River Gorge Scenic Area
- Urban Reserve

Printed on: March 17, 2023

23116	23115	23114
23121	23122	23123
23128	23127	23126
23133	23134	23135



Arterials, C-Tran Bus Routes, Parks & Trails

Account: 175762000, 175770000, 175764000, 175763000, 175765000
 Owner: KREITER BETTY JANE ETAL
 Address: 23404 NE WEAKLY RD
 C/SIZ: CAMAS, WA 98607

Printed on: March 17, 2023

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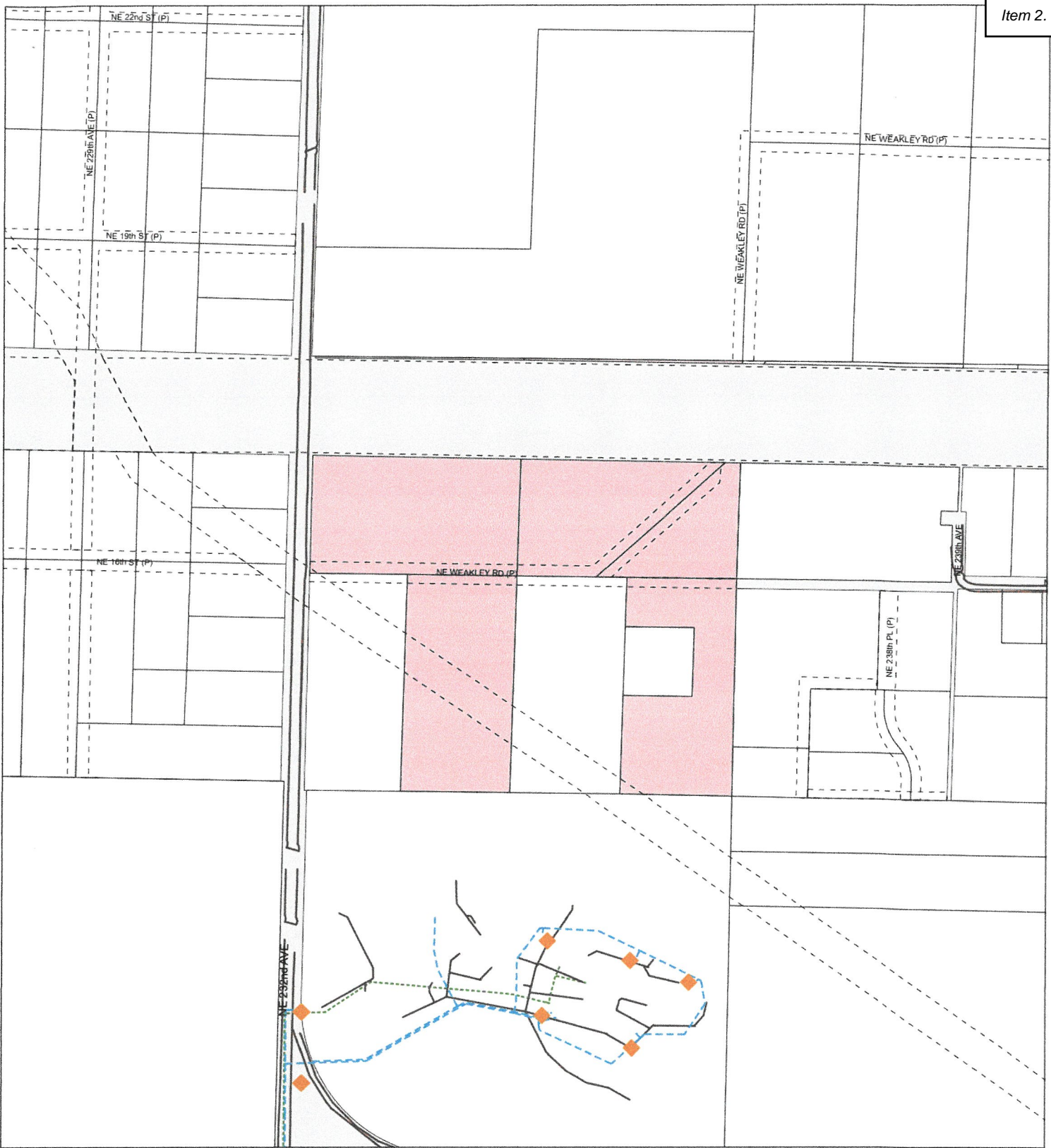
CLARK COUNTY, WASHINGTON

Geographic Information System

0 200 400 Feet

- Subject Property(s)
- C-Tran Route
- Rural Minor Collector
- Public Road
- Principal Arterial
- State Route
- Transportation or Major Utility Easement
- Minor Arterial
- Other
- Parks
- Collector
- Proposed Arterial
- Trail
- Rural Major Collector
- Scenic Highway

Information shown on this map was collected from several sources. Clark County accepts no responsibility for any inaccuracies that may be present.



Water, Sewer, and Storm Systems

Account: 175762000, 175770000, 175764000, 175763000, 175765000
 Owner: KREITER BETTY JANE ETAL
 Address: 23404 NE WEAKLY RD
 C/S/Z: CAMAS, WA 98607

- Subject Property(s)
- Public Road
- Transportation or Major Utility Easement
- 1-Year Wellhead ZOC
- 5-Year Wellhead ZOC
- 10-Year Wellhead ZOC
- Water Lines
- Sewer Lines
- Storm Water Lines
- Hydrants

Printed on: March 17, 2023

23116	23115	23114
23121	23122	23123
23128	23127	23126
23133	23134	23135

Geographic Information System

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CLARK COUNTY, WASHINGTON

Geographic Information System

0 200 400 Feet

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Water Systems

Account: 175762000, 175770000, 175764000, 175763000, 175765000
 Owner: KREITER BETTY JANE ETAL
 Address: 23404 NE WEAKLY RD
 C/S/Z: CAMAS, WA 98607

- Subject Parcel
- 10-20" Water Line
- ◆ 500 - 999 GPM at 20 PSI
- Public Road
- - - > 20" Water Line
- ◆ > 1000 - 1749 GPM at 20 PSI
- ▭ Water District Boundary
- ◆ No Flow Data Hydrant
- ◆ > 1750 GPM at 20 PSI
- - - Unknown Size Water Line
- ◆ 0 - 499 GPM at 20 PSI
- ◆ Hydrant > 500' from parcel(s)
- - - < 10" Water Line

Printed on: March 17, 2023

23116	23115	23114
23121	23122	23123
23128	23127	23126
23133	23134	23135

Hydrant Fire Flow Details

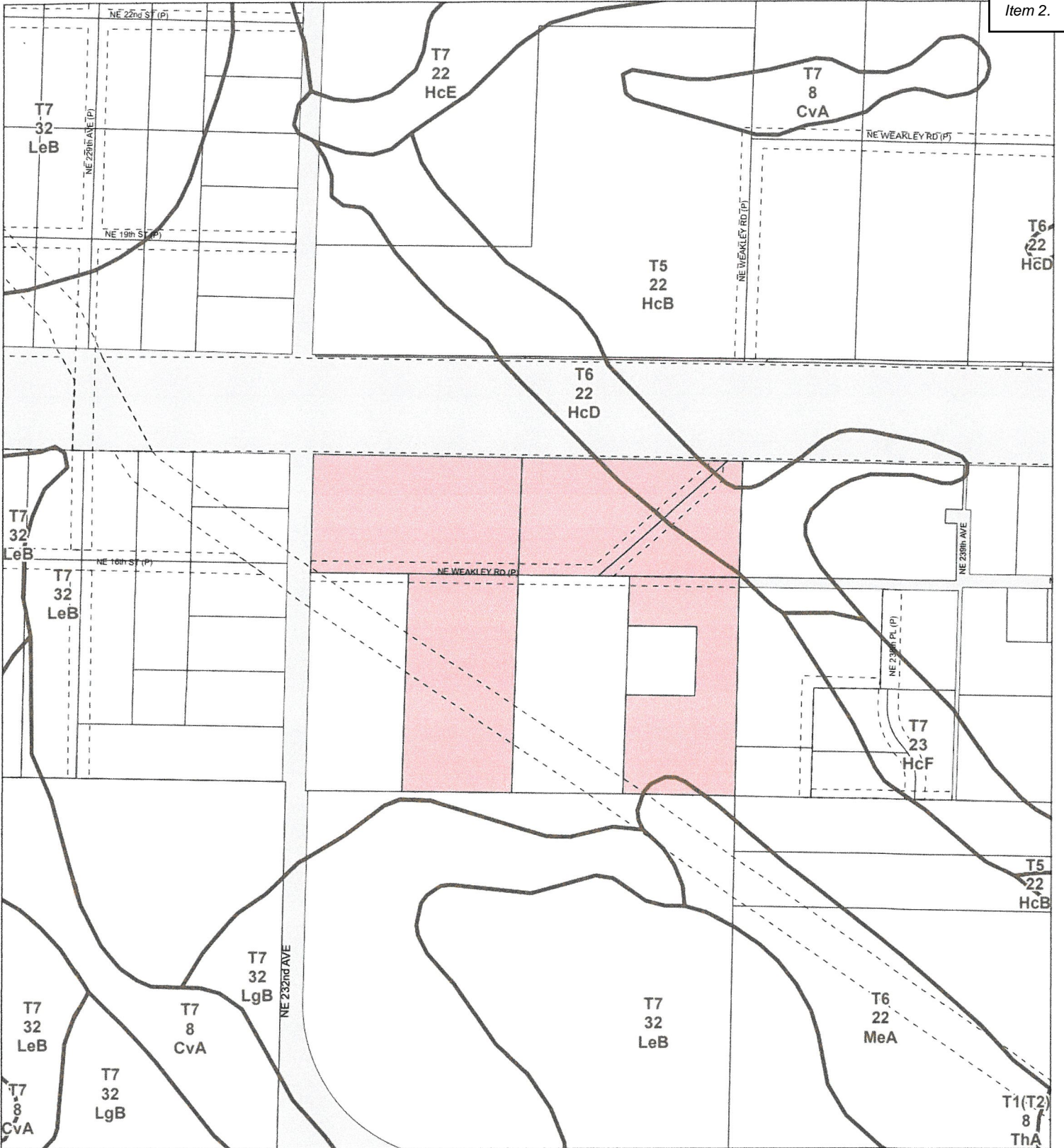
Item 2.

Account No.: 175762000, 175770000, 175764000, 175763000, 175765000
Owner: KREITER BETTY JANE ETAL
Address: 23404 NE WEAKLY RD
C/S/Z: CAMAS, WA 98607

Water District(s)	Hydrant Data Update	Project Site Provider
Camas	April 18, 2022	Service Provider

HYDRANT INFORMATION:

Hydrant ID	Hydrant Owner	Main Diameter	Flow at 20 PSI	Test Date	Distance to site
02021-180	Private	0.0"	No Data		464 ft



Soil Types

Account: 175762000, 175770000, 175764000, 175763000, 175765000
 Owner: KREITER BETTY JANE ETAL
 Address: 23404 NE WEAKLY RD
 C/S/Z: CAMAS, WA 98607

- Subject Property(s)
- Public Road
- Transportation or Major Utility Easement
- Soil Type Boundary

Printed on: March 17, 2023

23116	23115	23114
23121	23122	23123
23128	23127	23126
23133	23134	23135

Geographic Information System

0 200 400 Feet

Information shown on this map was collected from several sources. Clark County accepts no responsibility for any inaccuracies that may be present.



Environmental Constraints I

Account: 175762000, 175770000, 175764000, 175763000, 175765000
 Owner: KREITER BETTY JANE ETAL
 Address: 23404 NE WEAKLY RD
 C/S/Z: CAMAS, WA 98607

Printed on: March 17, 2023

- Subject Property(s)
- Public Road
- Transportation or Major Utility Easement
- Riparian Habitat or Species Area
- Non-Riparian Habitat or Species Area
- Hydric Soils
- 100 year Floodplains
- Floodway
- Shorelines
- Wetland Inventory
- Stream
- CARA Category 1

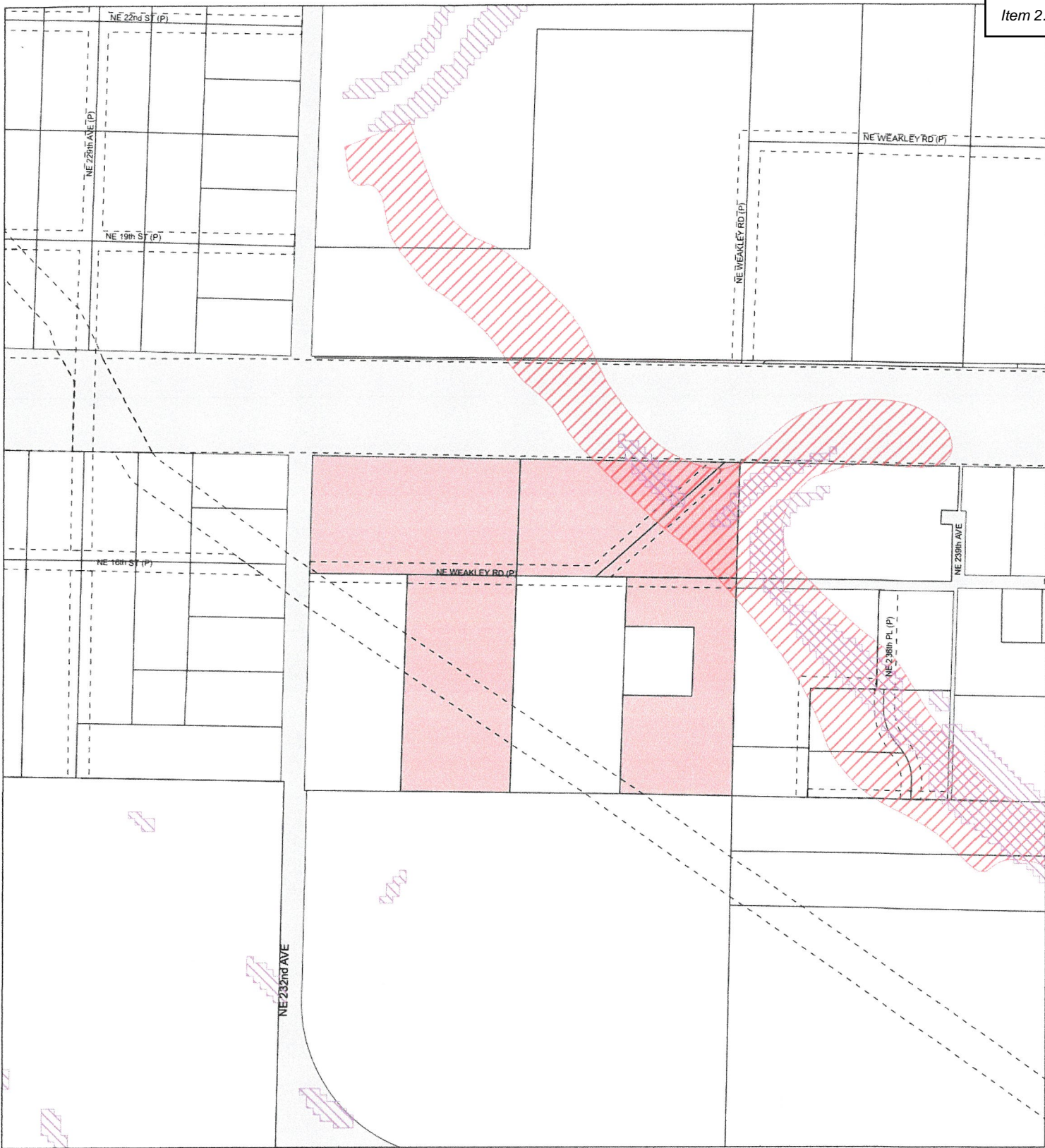
23116	23115	23114
23121	23122	23123
23128	23127	23126
23133	23134	23135

CLARK COUNTY, WASHINGTON

Geographic Information System

0 200 400 Feet

Information shown on this map was collected from several sources. Clark County accepts no responsibility for any inaccuracies that may be present.



Environmental Constraints II

Account: 175762000, 175770000, 175764000, 175763000, 175765000
 Owner: KREITER BETTY JANE ETAL
 Address: 23404 NE WEAKLY RD
 C/S/Z: CAMAS, WA 98607

Printed on: March 17, 2023

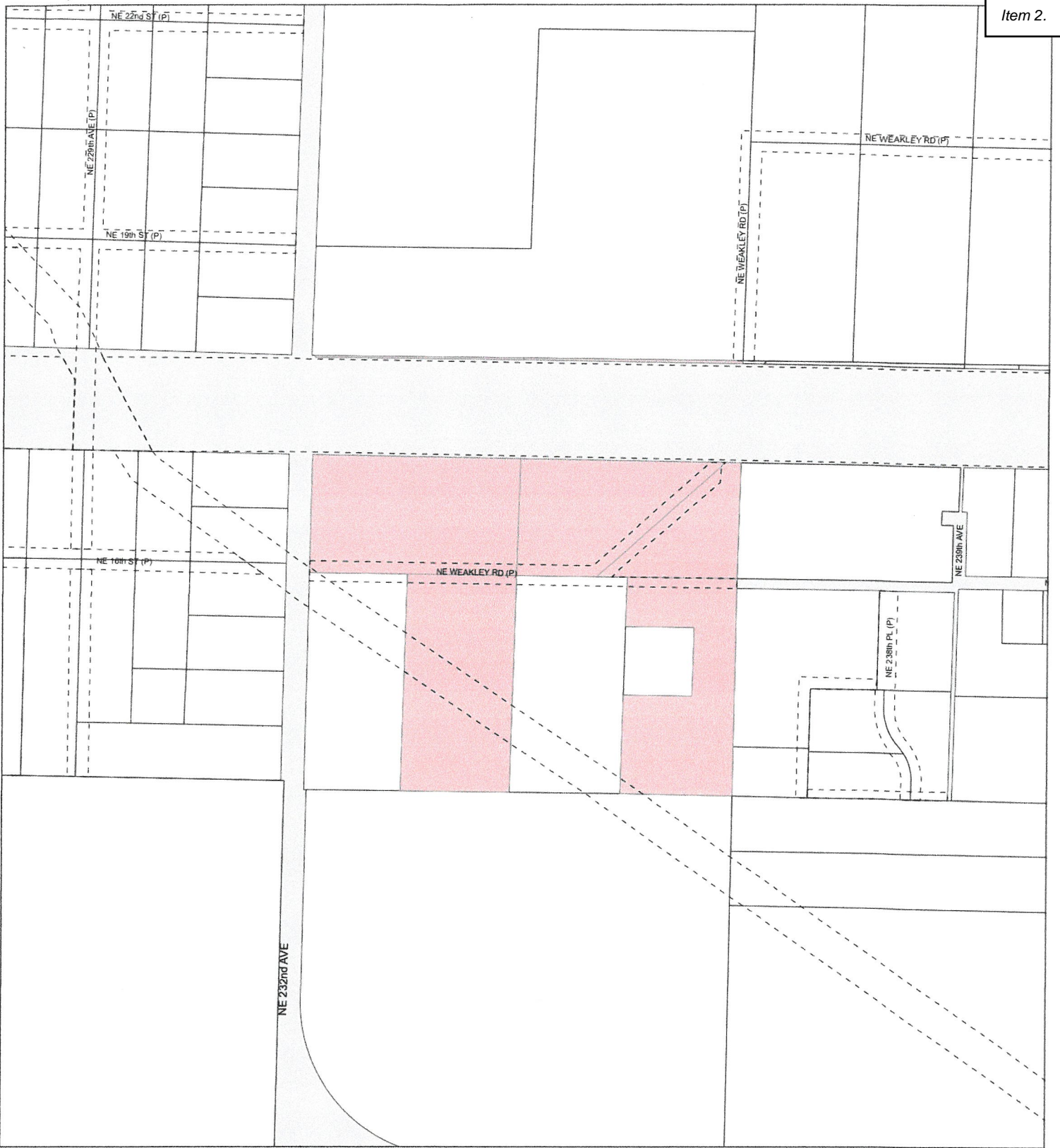
- Subject Property(s)
- Public Road
- Transportation or Major Utility Easement
- Slopes > 15%
- Potentially Unstable Slope
- Historic or Active Landslide
- Severe Erosion Hazard Area
- Forest Moratorium Area
- CCHR Historic Site
- NRHP Historic Site
- WSHR Historic Site
- WSHR Historic Barn
- INV Historic Site

CLARK COUNTY, WASHINGTON
 Geographic Information System

0 200 400 Feet

Information shown on this map was collected from several sources. Clark County accepts no responsibility for any inaccuracies that may be present.

23116	23115	23114
23121	23122	23123
23128	23127	23126
23133	23134	23135



Adjacent Development

Account: 175762000, 175770000, 175764000, 175763000, 175765000
 Owner: KREITER BETTY JANE ETAL
 Address: 23404 NE WEAKLY RD
 C/SIZ: CAMAS, WA 98607

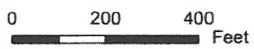
- Subject Property(s)
- Public Road
- Transportation or Major Utility Easement
- Adjacent Development

Printed on: March 17, 2023

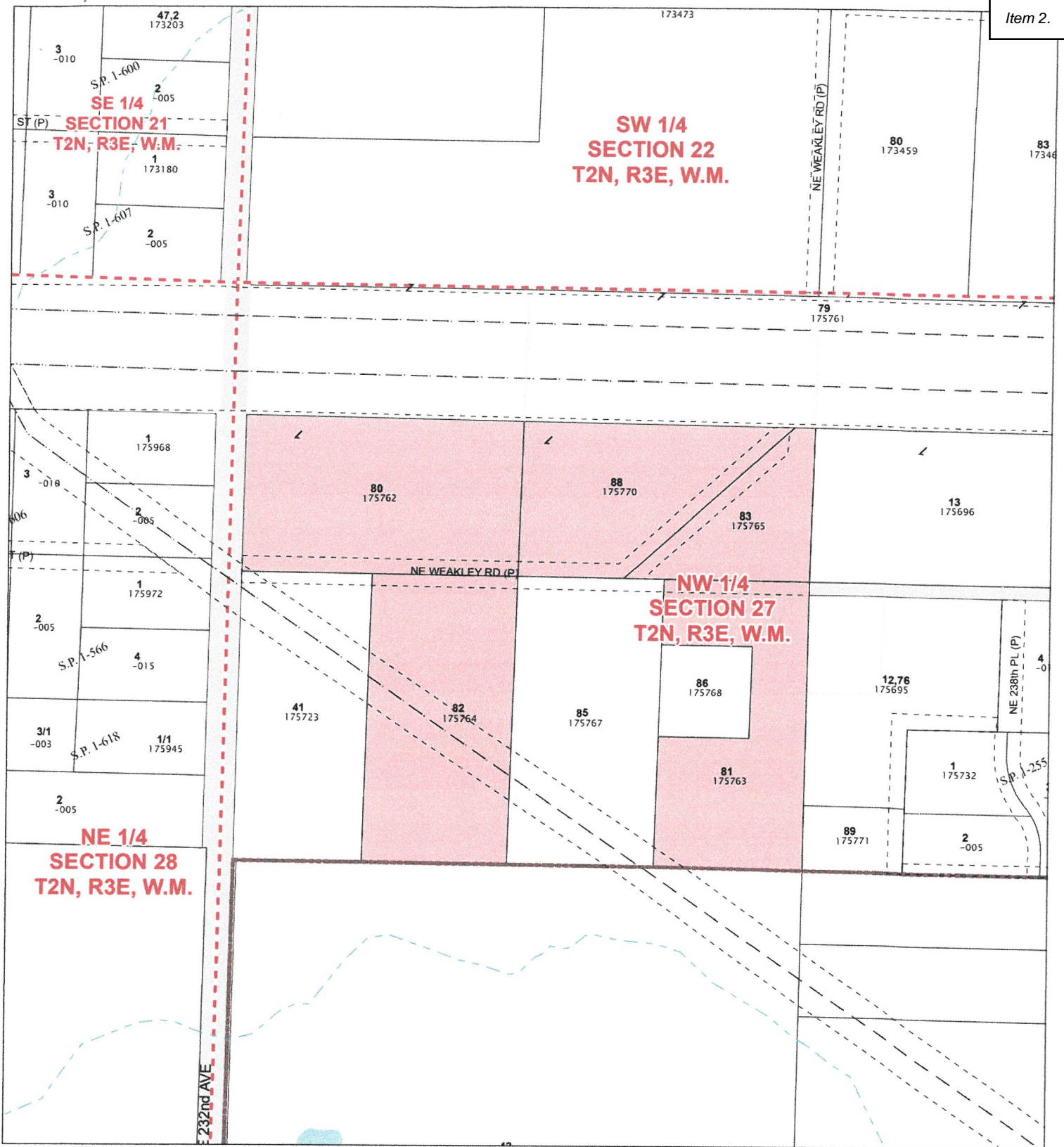
23116	23115	23114
23121	23122	23123
23128	23127	23126
23133	23134	23135



Geographic Information System



Information shown on this map was collected from several sources. Clark County accepts no responsibility for any inaccuracies that may be present.



Quarter Section Parcels

Account: 175762000, 175770000, 175764000, 175763000, 175765000
 Owner: KREITER BETTY JANE ETAL
 Address: 23404 NE WEAKLY RD
 C/S/Z: CAMAS, WA 98607

Printed on: March 17, 2023

CLARK COUNTY, WASHINGTON

Geographic Information System

0 150 300 Feet

Information shown on this map was collected from several sources. Clark County accepts no responsibility for any inaccuracies that may be present.

- Subdivision Lines
- Subject Property(s)
- Donation Land Claim
- Road Right of Way - Actual Road May not Exist
- Section Quarters
- Transportation or Major Utility Easement
- City Boundaries

23116	23115	23114
23121	23122	23123
23128	23127	23126
23133	23134	23135

LEGAL DESCRIPTIONS

LEGAL DESCRIPTIONS
Weakly Road, Camas, WA - 10% Annex
Application

APN 175762000

The following described real property situated in the County of Clark State of Washington, to-wit:

The Northwest quarter of the Northwest quarter of the Northwest quarter of Section 27, Township 2 North, Range 3 East of the Willamette Meridian, Clark County Washington.

EXCEPT that portion taken by the United States of America for the Bonneville Power Line which was conveyed by deed recorded under Auditor's File No. E 1358.

TOGETHER WITH AND SUBJECT TO a 60.00 foot road easement for ingress, egress, and public utilities over, under and across the following property, being 30.00 feet in width on both sides of the following described line:

BEGINNING at the Northwest corner of the Southwest quarter of the Northwest quarter of the Northwest quarter of Section 27, Township 2 North, Range 3 East of the Willamette Meridian, Clark County Washington; thence East along the North line of the South half of said Northwest quarter of the Northwest quarter of Section 27, 1290 feet, more or less, to a point 30.00 feet West of the East line of said Northwest quarter of the Northwest quarter as measured at right angles to said East line; thence North along a line 30.00 feet West of and parallel to said East line to the North line of said Northwest quarter of the Northwest quarter of Section 27 and the end of said 60.00 foot easement.

EXCEPT any portion of said easement lying within the County Road.

ALSO TOGETHER WITH AND SUBJECT TO a 60.00 foot road easement for ingress, egress and public utilities over, under and across the following property, being 30.00 feet in width on both sides of the following described line:

BEGINNING at a point on the South line of the Southwest quarter of the Southeast quarter of the Southwest quarter of Section 22, Township 2 North Range 3 East of the Willamette Meridian, said point, being 30.00 feet East of the West line of said Southwest quarter of the Southeast quarter of the Southwest quarter of Section 22, as measured at right angles to said West line; thence North parallel to said West line to the North line of the South half of the Southeast quarter of the Southwest quarter of Section 22, thence East along the North line of said South half of the Southeast quarter of the Southwest quarter of Section 27, 1320 feet, more or less, to the East line of said Southeast quarter of the Southwest quarter of Section 22, and the end of said 60.00 foot easement.

APN 175770000

That portion of the Northeast quarter of the Northwest quarter of the Northwest quarter of Section 27, Township 2 North, Range 3 East of the Willamette Meridian in Clark County, Washington, lying Westerly of the center line of the following described road easement.

EXCEPT that portion taken by the United States of America for the Bonneville Power line which was conveyed by deed recorded under Auditor's File No. E 1358.

ROAD EASEMENT

A 60-foot easement for ingress, egress and public utilities, over, under and across a strip of land being 30.00 feet in width on both sides of the following described centerline:

BEGINNING at the Northwest corner of the Southwest quarter of the Northwest quarter of the Northwest quarter of Section 27, Township 2 North, Range 3 East of the Willamette Meridian in Clark County, Washington; thence South $89^{\circ}12'14''$ East along the North line of the South half of said Northwest quarter of the Northwest quarter of Section 27, a distance of 1055.50 feet.

EXCEPT any portion thereof lying in County Roads.

ALSO, an easement for ingress, egress and public utilities over, under, and across a strip of land being 30.00 feet in width on both sides of the following described centerline for the first 551.14 feet and then continuing at 20 feet in width on both sides of the following described centerline:

BEGINNING at a point on the North line of the South half of the Northwest quarter of the Northwest quarter of Section 27, Township 2 North, Range 3 East of the Willamette Meridian in Clark County, Washington, said point being South $89^{\circ}12'14''$ East 912.43 feet from the Northwest corner of said South half of the Northwest quarter of the Northwest quarter of Section 27; thence North $47^{\circ}14'05''$ East 551.14 feet, more or less, to a point 20 feet North $88^{\circ}31'41''$ West of the East line of said Northwest quarter of the Northwest quarter of Section 27, as measured at right angles to said East line, said easement being 60.00 feet wide to this point; thence North $01^{\circ}28'19''$ East parallel with the East line of said Northwest quarter of the Northwest quarter of Section 27, a distance of 280.69 feet, more or less, to the North line of said Northwest quarter of the Northwest quarter of Section 27, said easement being 40.00 feet wide.

ALSO TOGETHER WITH AND SUBJECT TO a 60,00-foot mad easement for ingress, egress and public utilities over, under and across the following property, being 30.00 feet in width on both sides of the following described line:

BEGINNING at a point on the South line of the Southwest quarter of the Southeast quarter of the Southwest quarter of Section 22, Township 2 North, Range 3 East of the Willamette Meridian, said point being 30.00 feet East of the West line of said Southwest quarter of the Southeast quarter of the Southwest quarter of Section 22 as measured at right angles to said West line; thence North, parallel to said West line to the North line of the South half of said Southeast quarter of the Southwest quarter of Section 22; thence East along the North line of said South half of the Southeast quarter of the Southwest quarter of Section 22, 1320 feet, more or less, to the East line of said Southeast, quarter of the Southwest quarter of Section 22 and the end of said 60.00 foot easement., northeast quarter of the Northwest quarter of Section 27, Township 2 North, Range 3 East of the Willamette Meridian, described as follows:

BEGINNING at the Northeast corner of the Northwest quarter of the Willamette Meridian, and running thence South 75 feet; thence North 45° East 100 feet, more or less to the North boundary of said Section 27; thence West 75 feet to the point of beginning.

EXCEPT THEREFROM that portion taken by the United States of America for the Bonneville Power Line which is a strip of land 300 feet wide, but,

INCLUDING any rights acquired by Grantors by and under that certain easements deed from the United States of America, Department of Interior, acting by and through the Bonneville Power Administrator, to Charles B. Mays and Maude W. Mays, husband and wife, dated September 14, 1940.

APN 175764000

The East half of the Southwest quarter of the Northwest quarter of the Northwest quarter of Section 27, Township 2 North, Range 3 East of the Willamette Meridian, in Clark County, Washington.

TOGETHER WITH an easement described as follows:

That portion of the Northeast quarter of the Northwest quarter of Section 27, Township 2 North, Range 3 East of the Willamette Meridian, described as follows:

BEGINNING at the Northeast corner of the Northwest quarter of the Northwest quarter of Section 27, Township 2 North, Range 3 East of the Willamette Meridian, and running thence South 75 feet; thence North 45° East 100 feet, more or less, to the North boundary of said Section 27; thence West 75 feet to the point of beginning.

EXCEPT THEREFROM that portion taken by the United States of America for the Bonneville Power line which is a strip of land 300 feet wide, but Including any rights acquired by Grantors by and under that certain Easement Deed from the United States of America, Department of Interior, acting by and through the Bonneville Power Administrator, to Charles B. Mays and Maude W. Mays, husband and wife, dated September 14, 1940.

TOGETHER WITH a 60.00 foot road easement for ingress, egress and public utilities, over, under and across the following property being 30.00 feet in width on both sides of the following described line:

BEGINNING at the Northwest corner of the Southwest quarter of the Northwest quarter of the Northwest quarter of Section 27, Township 2 North, Range 3 East of the Willamette Meridian, in Clark County; thence East along the North line of the South half of said Northwest quarter of the Northwest quarter of Section 27, 1290 feet, more or less, to a point 30.00 feet West of the East line of said Northwest quarter of the Northwest quarter as measured at right angles to said East line; thence North along a line 30.00 feet West of and parallel to said East line to the North line of said Northwest quarter of the Northwest quarter of Section 27 and the end of said 60.00 foot easement.

EXCEPT any portion of said easement lying within the County Road.

AND TOGETHER WITH a 60.00 foot road easement for ingress, egress and public utilities, over, under and across the following property, being 30.00 feet in width on both sides of the following described line:

BEGINNING at a point on the South line of the Southwest quarter of the Southeast quarter of the Southwest quarter of Section 22, Township 2 North, Range 3 East of the Willamette Meridian, said point being 30.00 feet East of the

West line of said Southwest quarter of the Southeast quarter of the Southwest quarter of Section 22 as measured at right angles to said West line; thence North parallel to said West line to the North line of the South half of said Southwest quarter of the Southwest quarter of Section 22; thence East along the North line of said South half of the Southeast quarter of the Southwest quarter of Section 22, 1320 feet, more or less, to the East line of said Southeast quarter of the Southwest quarter of Section 22 and the end of said 60.00 foot easement.

APN 175763000 and APN 175765000

PARCEL I

The East half of the Southeast quarter of the Northwest quarter of the Northwest quarter and the Northeast quarter of the Northwest quarter of the Northwest quarter of Section 27, Township 2 North, Range 3 East of the Willamette Meridian, Clark County, Washington.

EXCEPT that portion of the Northeast quarter of the Northwest quarter of the Northwest quarter of said Section 27 lying Westerly of the center line of the following described road easement in Parcel II.

ALSO EXCEPT that portion taken by the United States of America for the Bonneville power line which was conveyed by Deed recorded under Auditor's File No. E 1358.

ALSO EXCEPT that portion of the East half of the Southeast quarter of the Northwest quarter of the Northwest quarter of Section 27, Township 2 North, Range 3 East of the Willamette Meridian, in Clark County, Washington, described as follows:

BEGINNING at the Northwest corner of the East half of the Southeast quarter of the Northwest quarter of the Northwest quarter of Section 27; thence South along the West line of said subdivision, 150 feet to the true point of beginning; thence continuing South along the West line of said subdivision 208.7 feet; thence East, parallel with the North line of the Southeast quarter of the Northwest quarter of the Northwest quarter of said Section 27, 208.7 feet; thence North, parallel with the West line of the East half of the Southeast quarter of the Northwest quarter of the Northwest quarter of said Section 27, 208.7 feet; thence West, parallel with the North line of the Southeast quarter of the Northwest quarter of the Northwest quarter of said Section 27, 208.7 feet to the true point of beginning.

PARCEL II

A 60.00 foot easement for ingress, egress and public utilities, over, under and across a strip of land being 30.00 feet in width on both sides of the following described centerline:

Continued . .

BEGINNING at the Northwest corner of the Southwest quarter of the Northwest quarter of the Northwest quarter of section 27, Township 2 North, Range 3 East of the Willamette Meridian, Clark County, Washington; thence South $89^{\circ}12'14''$ East along the North line of the South half of said Northwest quarter of the Northwest quarter of Section 27, a distance of 1055.50 feet.

EXCEPT any portion lying thereof lying in NE 232nd Avenue.

ALSO an. easement for ingress, egress and public utilities over, under and across a strip of land being 30.00 feet in width on both sides of the following described centerline for the first 551.14 feet and then continuing at 20 feet in width on both sides of the following described centerline:

BEGINNING at a point on the North line of the South half of the Northwest quarter of the Northwest quarter of Section 27, Township 2 North, Range 3 East of the Willamette Meridian, Clark County, Washington, said point being South $89^{\circ}12'14''$ East 912.43 feet from the Northwest corner of said South half of the Northwest quarter of the Northwest quarter of Section 27; thence North $47^{\circ}14'05''$ East 551.14 feet, more or less, to a point 20 feet North $88^{\circ}31'41''$ West of the East line of said Northwest quarter of the Northwest quarter of Section 27, as measured at right angles to said East line, said easement being 60.00 feet wide to this point; thence North $01^{\circ}20'19''$ East parallel with the East line of said Northwest quarter of the Northwest quarter of Section 27, a distance of 280.69 feet, more or less, to the North line of said Northwest quarter of the Northwest quarter of Section 27, said easement being 40.00 feet wide.

ALSO a 60.00 foot road easement for ingress, egress and public utilities over, under and across the following property, being 30.00 feet in width on both sides of the following described line:

BEGINNING at a point on the South line of the Southeast quarter of the Southeast quarter of the Southwest quarter of Section 22, Township 2 North, Range 3 East of the Willamette Meridian, Clark County, Washington, said point being 30.00 feet East of the West line of said Southwest quarter of the Southeast quarter of the Southwest quarter of Section 22 measured at right angles to said West line; thence North parallel to said West line to the North line of the South half of said Southeast quarter of the Southwest quarter of Section 22; thence East along the North line of said South half of the Southeast quarter of the Southwest quarter of Section 22, 1320 feet, more or less to the East line of said Southeast quarter of the Southwest quarter of Section 22 and the end of said 60.00 foot easement.

PARCEL I

The East half of the Southeast quarter of the Northwest quarter of the Northwest quarter and the Northeast quarter of the Northwest quarter of the Northwest quarter of Section 27, Township 2 North, Range 3 East of the Willamette Meridian, Clark County, Washington.

EXCEPT that portion of the Northeast quarter of the Northwest quarter of the Northwest quarter of said Section 27 lying Westerly of the center line of the following described road easement in Parcel II.

line of said Northwest quarter of the Northwest quarter of Section 27, said easement being 40.00 feet wide.

ALSO a 60.00 foot road easement for ingress, egress and public utilities over, under and across the following property, being 30.00 feet in width on both sides of the following described line:

BEGINNING at a point on the South line of the Southeast quarter of the Southeast quarter of the Southwest quarter of Section 22, Township 2 North, Range 3 East of the Willamette Meridian, Clark County, Washington, said point being 30.00 feet East of the West line of said Southwest quarter of the Southeast quarter of the Southwest quarter of Section 22 measured at right angles to said West line; thence North parallel to said West line to the North line of the South half of said Southeast quarter of the Southwest quarter of Section 22; thence East along the North line of said South half of the Southeast quarter of the Southwest quarter of Section 22, 1320 feet, more or less to the East line of said Southeast quarter of the Southwest quarter of Section 22 and the end of said 60.00 foot easement.

Continued

ALSO an easement for ingress, egress and public utilities over, under and across that portion of the Northeast quarter of the Northwest quarter of Section 27, Township 2 North, Range 3 East of the Willamette Meridian, Clark County, Washington, described as follows:

BEGINNING at the Northeast corner of the Northwest quarter of the Northwest quarter of Section 27, Township 2 North, Range 3 East of Willamette Meridian, Clark County, Washington, and running thence South 75 feet; thence North 45° East, 100 feet, more or less, to the North boundary line of said Section 27; thence West 75 feet to the Point of Beginning.

EXCEPT THEREFROM that portion taken by the United States of America for the Bonneville Power line which is a strip of land 300 feet wide, but

INCLUDING any rights acquired by Grantors by and under that certain Easement Deed from the United States of America, Department of Interior, acting by and through the Bonneville Power Administrator, to Charles B. Mays and Maude W. Mays, husband and wife, dated September 14, 1940.

ALSO EXCEPT that portion taken by the United States of America for the Bonneville power line which was conveyed by Deed recorded under Auditor's File No. E 1358.

ALSO EXCEPT that portion of the East half of the Southeast quarter of the Northwest quarter of the Northwest quarter of Section 27, Township 2 North, Range 3 East of the Willamette Meridian, in Clark County, Washington, described as follows:

BEGINNING at the Northwest corner of the East half of the Southeast quarter of the Northwest quarter of the Northwest quarter of Section 27; thence South along the West line of said subdivision, 150 feet to the true point of beginning; thence continuing South along the West line of said subdivision 208.7 feet; thence East, parallel with the North line of the Southeast quarter of the Northwest quarter of the Northwest quarter of said Section 27, 208.7 feet; thence North, parallel with the West line of the East half of the Southeast quarter of the Northwest quarter of the Northwest quarter of said Section 27, 208.7 feet; thence West, parallel with the North line of the Southeast quarter of the Northwest quarter of the Northwest quarter of said Section 27, 208.7 feet to the true point of beginning.

PARCEL II

A 60.00 foot easement for ingress, egress and public utilities, over, under and across a strip of land being 30.00 feet in width on both sides of the following described centerline:

Continued

BEGINNING at the Northwest corner of the Southwest quarter of the Northwest quarter of the Northwest quarter of section 27, Township 2 North, Range 3 East of the Willamette Meridian, Clark County, Washington; thence South $89^{\circ}12'14''$ East along the North line of the South half of said Northwest quarter of the Northwest quarter of Section 27, a distance of 1055.50 feet.

EXCEPT any portion lying thereof lying in NE 232nd Avenue.

ALSO an. easement for ingress, egress and public utilities over, under and across a strip of land being 30.00 feet in width on both sides of the following described centerline for the first 551.14 feet and then continuing at 20 feet in width on both sides of the following described centerline:

BEGINNING at a point on the North line of the South half of the Northwest quarter of the Northwest quarter of Section 27, Township 2 North, Range 3 East of the Willamette Meridian, Clark County, Washington, said point being South $89^{\circ}12'14''$ East 912.43 feet from the Northwest corner of said South half of the Northwest quarter of the Northwest quarter of Section 27; thence North $47^{\circ}14'05''$ East 551.14 feet, more or less, to a point 20 feet North $88^{\circ}31'41''$ West of the East line of said Northwest quarter of the Northwest quarter of Section 27, as measured at right angles to said East line, said easement being 60.00 feet wide to this point; thence North $01^{\circ}20'19''$ East parallel with the East line of said Northwest quarter of the Northwest quarter of Section 27, a distance of 280.69 feet, more or less, to the North

line of said Northwest quarter of the Northwest quarter of Section 27, said easement being 40.00 feet wide.

ALSO a 60.00 foot road easement for ingress, egress and public utilities over, under and across the following property, being 30.00 feet in width on both sides of the following described line:

BEGINNING at a point on the South line of the Southeast quarter of the Southeast quarter of the Southwest quarter of Section 22, Township 2 North, Range 3 East of the Willamette Meridian, Clark County, Washington, said point being 30.00 feet East of the West line of said Southwest quarter of the Southeast quarter of the Southwest quarter of Section 22 measured at right angles to said West line; thence North parallel to said West line to the North line of the South half of said Southeast quarter of the Southwest quarter of Section 22; thence East along the North line of said South half of the Southeast quarter of the Southwest quarter of Section 22, 1320 feet, more or less to the East line of said Southeast quarter of the Southwest quarter of Section 22 and the end of said 60.00 foot easement.

Continued

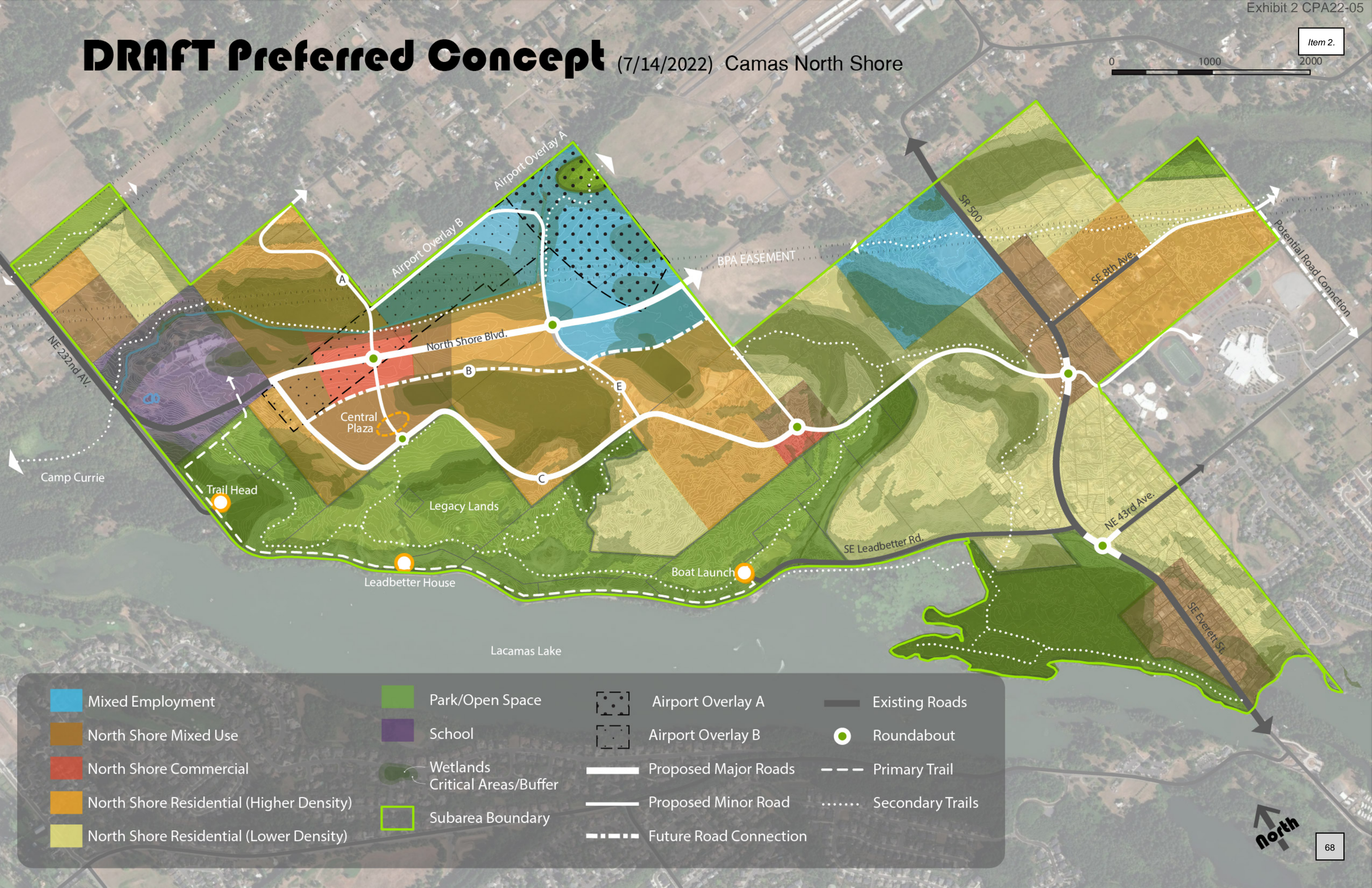
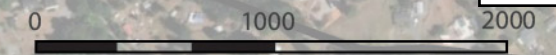
ALSO an easement for ingress, egress and public utilities over, under and across that portion of the Northeast quarter of the Northwest quarter of Section 27, Township 2 North, Range 3 East of the Willamette Meridian, Clark County, Washington, described as follows:

BEGINNING at the Northeast corner of the Northwest quarter of the Northwest quarter of Section 27, Township 2 North, Range 3 East of Willamette Meridian, Clark County, Washington, and running thence South 75 feet; thence North 45° East, 100 feet, more or less, to the North boundary line of said Section 27; thence West 75 feet to the Point of Beginning.

EXCEPT THEREFROM that portion taken by the United States of America for the Bonneville Power line which is a strip of land 300 feet wide, but

INCLUDING any rights acquired by Grantors by and under that certain Easement Deed from the United States of America, Department of Interior, acting by and through the Bonneville Power Administrator, to Charles B. Mays and Maude W. Mays, husband and wife, dated September 14, 1940.

DRAFT Preferred Concept (7/14/2022) Camas North Shore



Mixed Employment	Park/Open Space	Airport Overlay A	Existing Roads
North Shore Mixed Use	School	Airport Overlay B	Roundabout
North Shore Commercial	Wetlands Critical Areas/Buffer	Proposed Major Roads	Primary Trail
North Shore Residential (Higher Density)	Subarea Boundary	Proposed Minor Road	Secondary Trails
North Shore Residential (Lower Density)		Future Road Connection	

