



**City Council Workshop Agenda**  
**Monday, November 20, 2023, 4:30 PM**  
**Council Chambers, 616 NE 4th AVE**

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*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](http://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](mailto:publiccomments@cityofcamas.us))

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**CALL TO ORDER**

**ROLL CALL**

**PUBLIC COMMENTS**

**WORKSHOP TOPICS**

1. [Park Impact Fee Presentation](#)  
[Presenter: Trang Lam, Parks & Recreation Director, and FCS Group](#)  
[Time Estimate: 30 minutes](#)
2. [Professional Services Agreement for Task Order #4 at the Waste Water Treatment Plant](#)  
[Presenter: Rob Charles, Utilities Manager](#)  
[Time Estimate: 15 minutes](#)
3. [CMC 13.32 Water Use Regulations Code Revisions for Water/Backflow Prevention](#)  
[Presenter: Rob Charles, Utilities Manager](#)  
[Time Estimate: 10 minutes](#)
4. [Everett Street Corridor Analysis Recommendation](#)  
[Presenter: Steve Wall, Public Works Director](#)  
[Time Estimate: 35 minutes](#)
5. Staff Miscellaneous Updates  
Presenter: Doug Quinn, City Administrator  
Time Estimate: 10 minutes

**COUNCIL COMMENTS AND REPORTS**

**PUBLIC COMMENTS**

**CLOSE OF MEETING**

# City of Camas Camas City Council Workshop



## Parks Impact Fee Analysis November 20, 2023



# Agenda

Item 1.

- **Background**
- **Results**
- **Comparisons**
- **Next Steps**



# What is an Impact Fee?

## An Impact Fee:

- Is authorized by the Growth Management Act
- Must be used for system improvements that benefit **new development**
- Cannot exceed development's **proportionate share** of improvement costs
- May only be expended on facilities in the Comprehensive Facilities Plan
- Does not include a reasonable permit or application fee



# Statutory Basis

## Authorized by the Growth Management Act

- RCW 36.70A.070 and RCW 82.02

## RCW 82.02.050(2)

- “The financing for system improvements to serve new development must provide for a **balance between impact fees and other sources of public funds** and cannot rely solely on impact fees”



# Statutory Basis

## RCW 82.02.060(5)

- **Credit for the value of system improvements** that developers are required to make

## RCW 82.02.070

- “Earmarked . . . and retained in special interest-bearing accounts”
- “Expended **only in conformance with the capital facilities plan element of the comprehensive plan**”
- **Ten-year limit** on spending (unless there’s an extraordinary or compelling reason... identified in written findings by the governing body)

# New Statutory Requirements

## RCW 82.02.060(1)

- The schedule shall reflect the proportionate impact of new housing units... **based on the square footage, number of bedrooms, or trips generated**
- ...in order to produce a **proportionally lower impact fee for smaller housing units**





# New Statutory Requirements

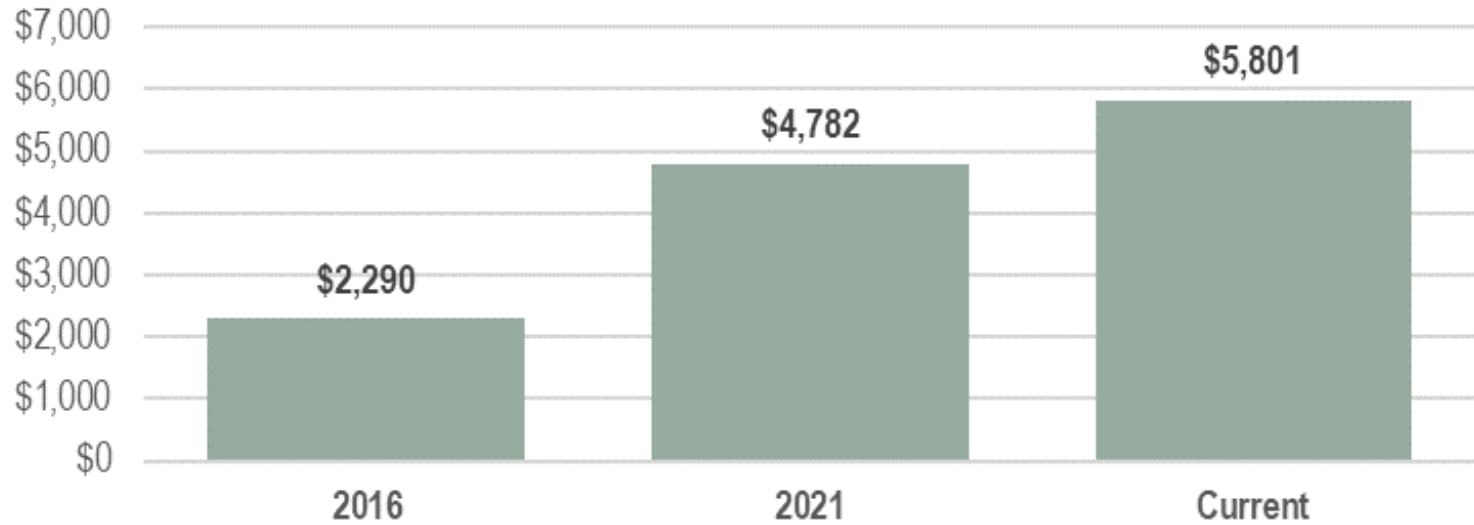
## RCW 36.70A.681

- (a) The city or county **may not assess impact fees on** the construction of accessory dwelling units that are greater than 50 percent of the impact fees that would be imposed on the principal unit;



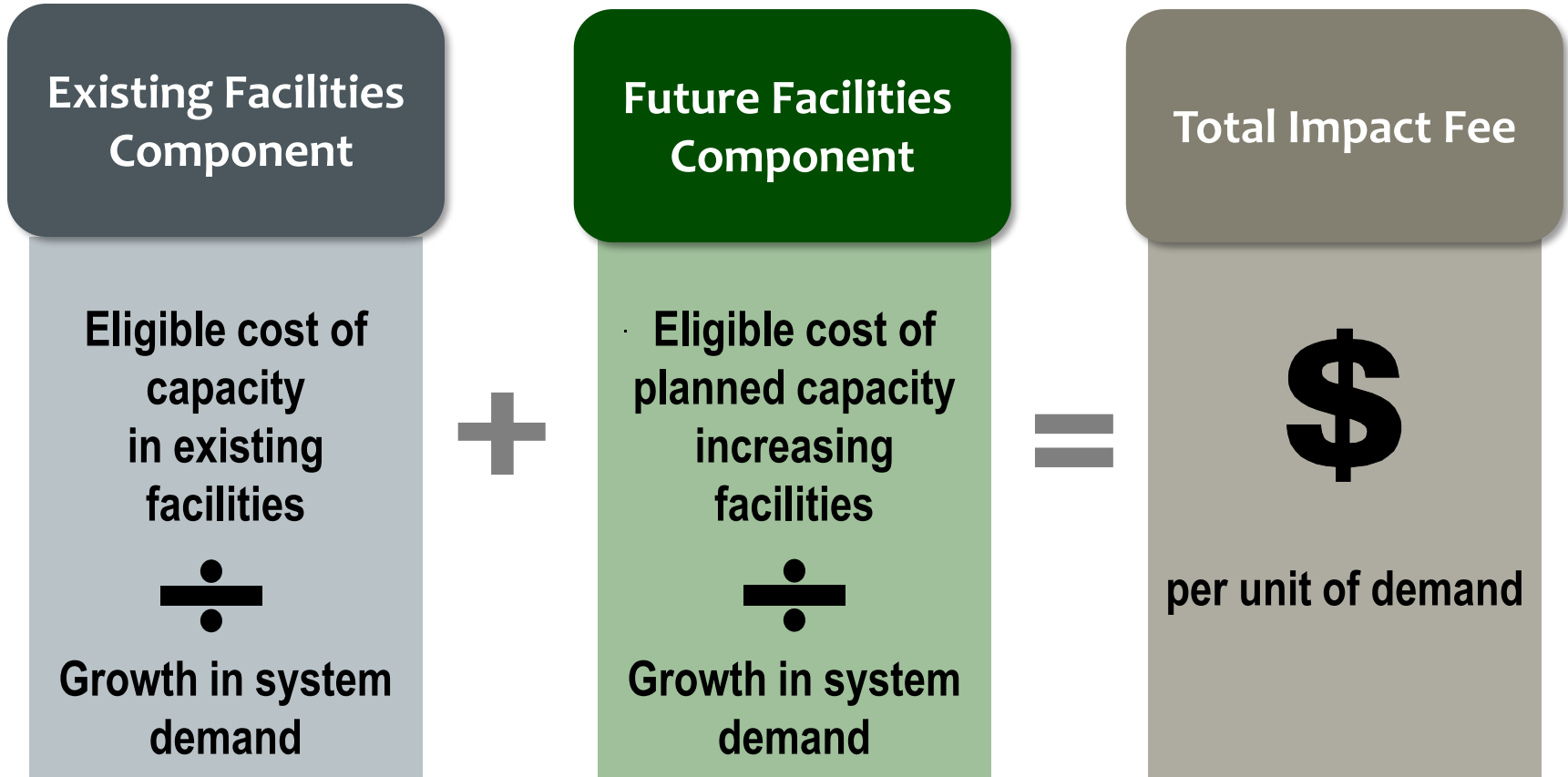
# Camas PIF History

### PIF for a Single-family Residence



*Last PIF update was in 2018 with new SFR rate of \$4,500, effective January 1, 2019 – Resolution 18-011*

# Impact Fee Technical Analysis





# Current Parks Impact Fee

TRAFFIC, PARK/OPEN SPACE, AND FIRE IMPACT FEES				
BUILDING TYPE	TIF North District	TIF South District	PARK/O.S.	FIRE
Single Family Detached	9,983	3,800	5,801	.68 psf
Apartment (per DU)	5,748	2,188	5,801	.37 psf
Duplex/Townhome (per DU)	6,151	2,341	5,801	.37 psf
Accessory Dwelling Unit (Interior)	2,496	950	-0-	-0-
Accessory Dwelling Unit (Exterior)	3,494	1,300	-0-	.68 psf
Commercial (TIF Calculated per PM Trip)	10,084	3,838	Calculated	.88 psf

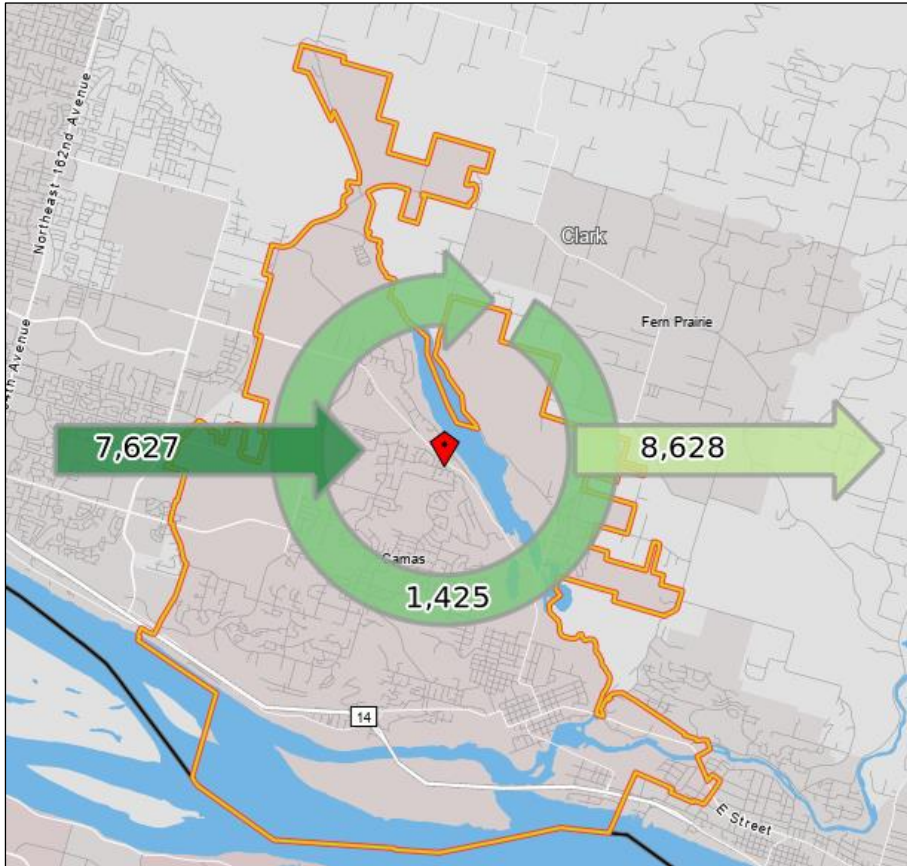


# Calculated Parks Impact Fee

Calculated Parks Impact Fee	
Cost Basis:	
Future Facilities	\$ 53,831,978
Existing Facilities	7,505,779
<b>Total Cost Basis</b>	<b>\$ 61,337,757</b>
Growth in Residential Equivalents	8,183
Future Facilities Fee per Residential Equivalent	\$ 6,579
Existing Facilities Fee per Residential Equivalent	917
<b>Total Parks Impact Fee per Residential Equivalent</b>	<b>\$ 7,496</b>
Fee Schedule:	
<b>Single-family dwelling unit</b>	<b>\$ 21,849</b>
Multi-family dwelling unit	11,873
Mobile home dwelling unit	17,643
Accessory dwelling unit	10,924
Employee	389



# Residential Equivalents



## Total Hours per Week of Park Availability, 2019

Residents	25,602
Employees working in Camas	9,052
Residential Hours	2,465,331
Non-residential Hours	45,260
<b>Total Hours</b>	<b>2,510,591</b>
Hours per Resident	96.29
Hours per Employee	5.00
Employees per Resident	19.26
<b>Residents per Employee</b>	<b>0.05</b>



# Projected Growth

Item 1.

Residential Equivalent Growth,	2020	2035	Growth	CAGR	Growth Share
Population	26,065	34,100	8,035	1.81%	23.56%
Employees	9,216	12,056	2,841	1.81%	23.56%
Residential-equivalent employees	479	626	148	1.81%	23.56%
<b>Total residential equivalents</b>	<b>26,544</b>	<b>34,726</b>	<b>8,183</b>	<b>1.81%</b>	<b>23.56%</b>

**Source:** 2022 PROS Plan



# Level of Service

- **Level of service (LOS) is measured to determine the need for new park facilities**
- **Current vs Future**
  - » Current uses the existing LOS to determine future needs
  - » Future uses the planned LOS to determine deficiencies in the current parks system
- **Category vs Unit of Measurement**
  - » Categories include Neighborhood Parks, Community Parks, Trails, etc.
  - » Units of measurement include Acres of Park, Miles of Trail, etc
- **The following slides show the Future LOS by Unit of Measurement**





# Future Facilities Fee Eligibility

	Units	2020 Quantity	2020 Units per 1,000 Residents	Change in Quantity
<b>By Unit of Measurement</b>				
Acres of Parks and Natural Areas	Acres	1,015.64	38.97	7.65
Number of Special Facilities	Number	6.00	0.23	2.00
Miles of Trail	Miles	12.00	0.46	20.30

<b>Future LoS</b>					
	Units	2035 Units per 1,000 Residents	2020 Minimum Quantity	Eligibility	Reimbursable Quantity
<b>By Unit of Measurement</b>					
Acres of Parks and Natural Areas	Acres	30.01	782.18	100.00%	233.47
Number of Special Facilities	Number	0.23	6.11	94.25%	-
Miles of Trail	Miles	0.95	24.69	37.49%	-



# Expansion Projects

Item 1.

Project Name	Park Type	Total Cost	Eligibility	Eligible Cost
Trail Corridors	Trail	\$ 2,500,000	37.49%	\$ 937,299
T-3 Trail - East segment of N. Shore Trail	Trail	1,250,000	37.49%	468,649
Mill Ditch Trail	Trail	3,500,000	37.49%	1,312,218
Green Mountain property	Trail	1,500,000	37.49%	562,379
Neighborhood park	Neighborhood Park	4,500,000	100.00%	4,500,000
Neighborhood park	Neighborhood Park	4,000,000	100.00%	4,000,000
Ash Creek Park	Neighborhood Park	2,200,000	100.00%	2,200,000
Neighborhood park	Neighborhood Park	3,500,000	100.00%	3,500,000
Lacamas Heights Park	Neighborhood Park	1,000,000	100.00%	1,000,000
Ostensen Canyon Park	Neighborhood Park	3,000,000	100.00%	3,000,000
Legacy Lands - Phase I, implementation site master plan	Community Park	4,000,000	100.00%	4,000,000
Aquatic Center *	Special Facility	19,000,000	94.25%	17,907,918
Public Plaza	Special Facility	1,000,000	94.25%	942,522
<b>Total</b>		<b>\$ 50,950,000</b>		<b>\$ 44,330,985</b>

Source: 2022 PROS Plan



# Infill Projects

Project Name	Total Cost	Impact Fee Eligibility	Impact Fee-Eligible Costs
Crown Park	\$ 6,200,000	23.56%	\$ 1,460,909
Open Space Management Plan	200,000	23.56%	47,126
Urban Forestry Management Plan	150,000	23.56%	35,345
System-wide	1,800,000	23.56%	424,135
Skate Park	250,000	23.56%	58,908
Closing the Loop - Heritage and N. Shore trails	1,500,000	23.56%	353,446
Mill Ditch Trail	225,000	23.56%	53,017
System-wide	250,000	0.00%	-
Forest Home Park	300,000	23.56%	70,689
3rd Ave. Trailhead	700,000	23.56%	164,941
Legacy Lands - Phase I, develop site master plan	200,000	23.56%	47,126
Skate Park (Phase 2)	2,000,000	23.56%	471,261
Bike pump track	350,000	23.56%	82,471
Dog Park	125,000	23.56%	29,454
All-inclusive playground	600,000	23.56%	141,378
System-wide (ADA Compliance projects)	200,000	23.56%	47,126
System-wide (assessment of existing fields)	100,000	23.56%	23,563
Fallen Leaf Softball Field	200,000	23.56%	47,126
Green Mountain property Site master plan	250,000	23.56%	58,908
System-wide	150,000	23.56%	35,345
Heritage Park	125,000	23.56%	29,454
System-wide (wayfinding and signage)	1,000,000	23.56%	235,630
Dorothy Fox Park	150,000	0.00%	-



# Infill Projects (continued)

Project Name	Total Cost	Impact Fee Eligibility	Impact Fee-Eligible Costs
Grass Valley Park	150,000	0.00%	-
Heritage Park	280,000	23.56%	65,977
Prune Hill Sports Park	150,000	0.00%	-
Heritage Park	250,000	23.56%	58,908
Prune Hill Sports Park	200,000	23.56%	47,126
Sports Complex	20,000,000	23.56%	4,712,610
Ash Creek Park	90,000	23.56%	21,207
Goot Park	150,000	23.56%	35,345
Louis Block Park	750,000	23.56%	176,723
Ostensen Canyon Park	100,000	23.56%	23,563
Leadbetter House redevelopment	2,000,000	23.56%	471,261
Community garden support	50,000	23.56%	11,782
Lacamas Heights Park	75,000	23.56%	17,672
Oak Park	400,000	23.56%	94,252
Camas Community Center *	10,000,000	23.56%	2,356,305
Heritage Park	450,000	23.56%	106,034
Grass Valley Park	250,000	0.00%	-
Fallen Leaf Lake Park	2,600,000	23.56%	612,639
Goot Park - area under powerline	1,750,000	23.56%	412,353
Pickleball Courts	895,000	23.56%	210,889
	<b>\$ 57,615,000</b>		<b>\$ 13,352,002</b>

**Source:** 2022 PROS Plan



# Future Facilities Fee Cost Basis

Future Facilities Cost Basis	Future LoS	
	Eligibility	Eligible Cost
By Unit of Measurement		
Acres of Parks and Natural Areas	100.00%	\$ 22,200,000
Number of Special Facilities	94.25%	18,850,440
Miles of Trail	37.49%	3,280,545
Expansion Projects Total		\$ 44,330,985
Infill Projects		13,352,002
<b>Total</b>		<b>\$ 57,682,987</b>

**Source:** Previous tables



# Existing Facilities Fee Cost Basis

	Units	Historical Investment	Number of Units	Historical Investment per Unit	Eligible Number of Units
By Unit of Measurement					
Acres of Parks and Natural Areas	Acres	\$ 44,156,944	1015.64	\$ 43,477	233.47
Number of Special Facilities	Number	4,752,829	6.00	792,138	-
Miles of Trail	Miles	1,684,804	12.00	140,400	-
<b>Total</b>		<b>\$ 50,594,576</b>			

	Units	Unadjusted Eligible Amount	Outstanding Principal	Growth's Share of Outstanding Principal	Total Eligible Amount
By Unit of Measurement					
Acres of Parks and Natural Areas	Acres	\$ 10,150,495	\$ 11,224,000	\$ 2,644,717	\$ 7,505,779
Number of Special Facilities	Number	-	840,000	197,930	-
Miles of Trail	Miles	-	-	-	-
<b>Total</b>		<b>\$ 10,150,495</b>	<b>\$ 12,064,000</b>	<b>\$ 2,842,646</b>	<b>\$ 7,505,779</b>



# Calculated SDC

Adjustments to Impact Fee Cost Basis	
	Future by Unit
Unadjusted Future Facilities Cost Basis	\$ 57,682,987
Estimated Future Facilities Fee Balance	(3,851,009)
Future Facilities Cost Basis	\$ 53,831,978

Calculated Parks Impact Fee	
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# Fee for Non-Residential Land Uses

Employment Density	Employees per 1,000 Square Feet	Future by Unit (Impact Fee per 1,000 SF)
Ag., Fish & Forest Services; Constr.; Mining	1.695	\$659.72
Food & Kindred Projects	1.587	\$617.84
Textile & Apparel	1.075	\$418.53
Lumber & Wood	1.563	\$608.18
Furniture; Clay, Stone & Glass; Misc.	1.316	\$512.15
Paper & Allied	0.625	\$243.27
Printing, Publishing & Allied	2.222	\$864.97
Chemicals, Petroleum, Rubber, Leather	1.389	\$540.61
Primary & Fabricated Metals	2.381	\$926.75
Machinery Equipment	3.333	\$1,297.46
Electrical Machinery, Equipment	2.500	\$973.09
Transportation Equipment	1.429	\$556.05
TCPU--Transportation and Warehousing	0.304	\$118.31
TCPU--Communications and Public Utilities	2.174	\$846.17
Wholesale Trade	0.719	\$280.03
Retail Trade	2.128	\$828.16
Finance, Insurance & Real Estate	2.703	\$1,051.99
Non-Health Services	1.299	\$505.50
Health Services	2.857	\$1,112.11
Educational, Social, Membership Services	1.351	\$526.00
Government	1.887	\$734.41

**Source:** Metro, "1999 Employment Density Study," Table 4.





# Scaled Single-family Impact Fees

Calculated PIF per Resident (Maximum)	\$	7,496
Average Single-family Dwelling Unit Size		2,358
Average Occupancy per Single-family Dwelling Unit		2.91
Average occupants per Sq. Ft.		0.0012

Parks Impact Fee Schedule	Square Feet	Residents	Impact Fee
Impact fee per resident	809	1.0000	\$7,496
Impact fee per square foot of single-family residence	1	0.0012	\$9.27
Maximum impact fee per single-family residence	2,605	3.2205	\$24,142



# Scaled Single-family Impact Fees

PIF Schedule by Square Foot	
809	\$7,496
1,000	\$9,266
1,250	\$11,582
1,500	\$13,899
1,750	\$16,215
2,000	\$18,532
2,250	\$20,848
<b>2,358</b>	<b>\$21,849</b>
2,500	\$23,165
2,605 and above	\$24,142



# Comparisons (SFRs)

Jurisdiction	State	PIF for a SFR*
<b>Camas (Maximum)</b>	WA	\$21,849
Lake Oswego	OR	\$16,565
Issaquah	WA	\$10,533
Happy Valley	OR	\$10,089
Kirkland	WA	\$6,822
Sammamish	WA	\$6,739
Washougal	WA	\$6,464
Redmond	WA	\$5,884
<b>Camas (Current)</b>	WA	\$5,801
Shoreline	WA	\$5,227
Vancouver	WA	\$4,757

**Source:** FCS GROUP Survey, 3/27/2023

\*SFR = Single-family residence



# Comparisons (Multi-family)

Jurisdiction	State	PIF for a MFU*
<b>Camas (Maximum)</b>	WA	\$11,873
Lake Oswego	OR	\$9,214
Happy Valley	OR	\$7,085
Issaquah	WA	\$6,466
<b>Camas (Current)</b>	WA	\$5,801
Kirkland	WA	\$5,186
Washougal**	WA	\$4,685
Sammamish	WA	\$4,362
Redmond	WA	\$4,085
Vancouver	WA	\$3,476
Shoreline	WA	\$3,428

**Source:** FCS GROUP Survey, 3/27/2023

\*MFU = Multi-family dwelling unit

\*\*Washougal has an ADU rate of \$2,262.46



# Comparisons (Commercial)

Jurisdiction	State	PIF for 1,000 SF Office Space
Redmond	WA	\$1,594
Lake Oswego	OR	\$1,309
Issaquah	WA	\$980
<b>Camas (Maximum)</b>	WA	\$506
<b>Camas (Current)</b>	WA	\$0
Happy Valley	OR	\$0
Kirkland	WA	\$0
Sammamish	WA	\$0
Shoreline	WA	\$0
Vancouver	WA	\$0
Washougal	WA	\$0

**Source:** FCS GROUP Survey, 3/27/2023



# Code Update

- **3.88.070 – Park and open space impact fee component formula.**
  - » *Update section to reference methodology in updated 2023 PIF Report*
  
- **3.88.170 – Expenditure of fees.**
  - » A. Impact fees for system developments shall be expended only in conformance with the capital facilities plan. Impact fees shall be expended or encumbered for a permissible use within **six ten years** of collection, unless there exists an extraordinary and compelling reason for fees to be held longer than **six ten years**. Such extraordinary or compelling reasons shall be identified in written findings by the City Council.



# Next Steps

## Provide Council with Recommendations in early 2024

- **Finalize PIF calculations to include:**
  - » Single-family and multi-family
  - » Addition of ADU and employment categories in rate schedule
- **Chapter 3.88 updates**

# Thank you! Questions?

**Tim Wood – Assistant Project Manager**  
**(503) 374-0679**  
**TimW@fcsgroup.com**

**www.fcsgroup.com**





# Staff Report

November 20, 2023 Council Workshop Meeting

PSA for Task Order #4 at the WWTP  
Presenter: Rob Charles, Utilities Manager  
Time Estimate: 15 minutes

Phone	Email
360.817.7003	rcharles@cityofcamas.us

**BACKGROUND:** As equipment at the Waste Water Treatment Plant (WWTP) continues to age, replacement of equipment it is necessary to upgrade and replace this equipment to keep the plant running efficiently and meeting permit requirements with the Department of Ecology. The equipment building houses multiple treatment components for the plant including aeration blowers, centrifuges, grit classifiers, odor control and a backup generator for the site. A septage receiving station and the ultraviolet (UV) components in a separate building will also need upgrades. All these components need to be upgraded due to older technology, lack of support from suppliers and vendors, and difficulty in obtaining parts. The upgrades will allow the plant to operate more efficiently with less staff time devoted to repairs of equipment.

**SUMMARY:** HDR was selected through a Request for Qualifications (RFQ) process and the city is now working on the 4<sup>th</sup> Task Order related to design work at the WWTP. The scope includes work to design a new UV system in the UV building, blower design for 2 of the 4 blowers, generator replacement and relocation, addition of a second centrifuge including structural modifications in that room,, new grit classifier equipment, septage receiving upgrades, and electrical upgrades for all these components. HVAC upgrades in the equipment building will allow a second centrifuge to be placed in the space, allow additional air exchanges in the grit room, plus help cool electrical equipment in electrical room.



Fig.1 Centrifuge Room in Equipment bldg.



Fig.2 Blower Room



**Fig.3 Grit Removal Room**



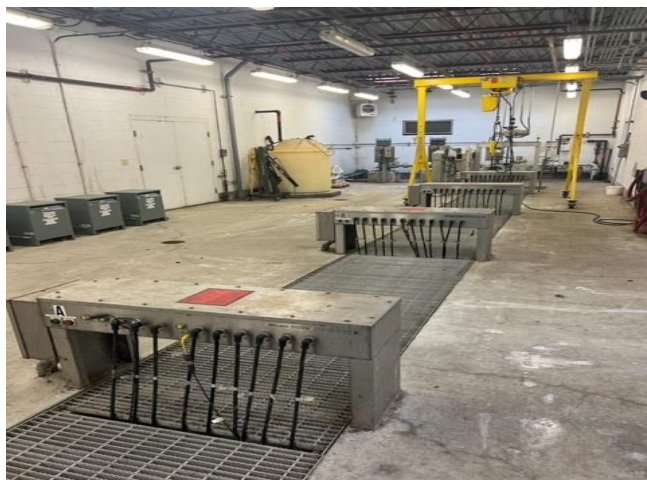
**Fig. 4 Generator**



**Fig 5 Septage Receiving Station**



**Fig. 6 Electrical Room HVAC upgrades**



**Fig. 7 Ultraviolet (UV) Bank**



**Fig. 8 Septage Receiving Station**

**BENEFITS TO THE COMMUNITY:** The main purpose of the upgrades is to ensure that the plant continues to meet the city's National Pollutant Discharge Elimination System (NPDES) permit with the Department of Ecology for both our solids and liquids handling processes.

**BUDGET IMPACT:** The scope of work for design services on the project is \$1,432,445. This will be paid out of Sewer Professional Services.

**RECOMMENDATION:** Staff recommends that this item be placed on the December 4<sup>th</sup>, 2023 Council Regular Meeting Consent Agenda for Council's consideration.



# Staff Report

November 20, 2023 Council Workshop Meeting

CMC 13.32 Water Use Regulations Code Revisions for Water/Backflow Prevention

Presenter: Rob Charles, Utilities Manager

Time Estimate: 10 minutes

Phone	Email
360.817.7003	rcharles@cityofcamas.us

**BACKGROUND:** The City of Camas, the State of Washington, and the Department of Health, require that all cross - connection protection on the city’s water system be protected with the use of backflow (BF) prevention devices. Cross connections are defined as any type of connection where there is a risk of contamination to the city water system such as sprinkler systems, pools, or other connection to possibly contaminated water. Backflow prevention devices are to be tested on an annual basis and sent to the city. There are approximately 3773 assemblies in the city’s system and 25% of those are out of compliance.

**SUMMARY:** CMC 13.32 is being updated to allow city staff the ability to send out a private contract tester to test devices if a property owner has not responded to previous notices of non-compliance. Charges for a private tester typically range from \$30 to \$50. If tests yield a non-passing result, water will be disconnected until the property owner repairs or replaces the device and supplies the city with a passing test result. If the changes to Chapter 13 are approved, a letter to customers notifying them of the changes will be sent out in January before enforcement of the code begins.

**BUDGET IMPACT:** None anticipated.

**RECOMMENDATION:** Staff is seeking approval from Council to approve code amendments to CMC 13.32 giving staff more authority to require annual testing of backflow prevention devices. Staff will be bringing an ordinance with code changes for council approval at the Council’s Dec. 4<sup>th</sup> Regular council meeting.

## 2023 City of Camas Fee Schedule

Fee Description	Notes	2023 Fee
<b>ADMINISTRATIVE FEES</b>		
<b>Public Records</b>		
Photocopies of Public Records, printed copies of electronic when requested by the person requesting records, or for use of agency equipment to photocopy records.	per page	\$ 0.15
Public Records scanned into an electronic format or for use of agency equipment to scan records	per page	\$ 0.10
Each four electronic files or attachments uploaded to email, cloud-based data storage service or other electronic means	per 4 electronic files	\$ 0.05
Transmission of Public Records in an electronic format or for the use of agency equipment to send the records electronically	per gigabyte	\$ 0.10
Maps Printed		\$ 9.00
Non-Sufficient Funds / Returned Payments Processed		\$ 34.00
Photos	Actual Cost	
Digital storage media/device, mail container, postage/delivery charge	Actual Cost	
Customized technology expertise to prepare data or provide customized electronic access	Actual Cost	
<b>COMMUNITY DEVELOPMENT, BUILDING, ENGINEERING &amp; PLANNING FEES</b>		
<b>System Development Charges</b>		
<b>Water</b>		
Accessory Dwelling Unit	No Additional Charge	
Residential/Commercial 3/4" water meter		\$ 8,975.00
Residential/Commercial 1" water meter		\$ 14,958.00
Residential/Commercial 1.5" water meter		\$ 29,914.00
Residential/Commercial 2" water meter		\$ 47,818.00
Residential/Commercial 3" water meter		\$ 95,725.00
Residential/Commercial 4" water meter		\$ 149,571.00
Residential/Commercial 6" water meter		\$ 299,141.00
Residential/Commercial 8" water meter		\$ 478,626.00
Industrial/Other	calculated by mandatory engineering study	
<b>Sewer City-Wide Charge</b>		
Residential		\$ 7,120.00
Commercial - 3/4" water meter		\$ 7,120.00
Commercial - 1" water meter		\$ 11,866.00
Commercial - 1.5" water meter		\$ 23,732.00
Commercial - 2" water meter		\$ 37,971.00
Commercial - 3" water meter		\$ 71,195.00
Commercial - 4" water meter		\$ 118,659.00
Industrial and Non-Typical	calculated by PW Director	
<b>Impact Fees</b>		
<b>Park/Open Space</b>		
Single Family (detached)		\$ 5,801.00
Apartment/Duplex/Townhome		\$ 5,801.00
Accessory dwelling unit (internal)		
Accessory dwelling unit (external)		
Commercial	calculated by PW Director	
<b>Transportation - North District</b>		
Single Family (detached)		\$ 9,983.00
Apartment	per dwelling unit	\$ 5,748.00
Duplex/Townhome	per dwelling unit	\$ 6,151.00
Accessory dwelling unit (internal)		\$ 2,496.00
Accessory dwelling unit (external)		\$ 3,494.00
Commercial	calculated by PW Director	
<b>Transportation - South District</b>		
Single Family (detached)		\$ 3,800.00
Apartment	per dwelling unit	\$ 2,188.00
Duplex/Townhome	per dwelling unit	\$ 2,341.00
Accessory dwelling unit (internal)		\$ 950.00

## 2023 City of Camas Fee Schedule

Fee Description	Notes	2023 Fee
Accessory dwelling unit (external)		\$ 1,330.00
Commercial	calculated by PW Director	
<b>Fire</b>		
Single Family (detached)	per square foot	\$ 0.68
Apartment/Duplex/Townhome	per square foot	\$ 0.37
Accessory dwelling unit (internal)		
Accessory dwelling unit (external)	per square foot	\$ 0.68
Commercial	per square foot	\$ 0.88
<b>School - Camas School District</b>		
School Impact Fee - Single Family		\$ 6,650.00
School Impact Fee - Multi-Family		\$ 6,650.00
School Impact Fee - Accessory dwelling units (internal)	25% of single family rate	
School Impact Fee - Accessory dwelling units (external)	35% of single family rate	
<b>School - Evergreen School District</b>		
School Impact Fee - Single Family		\$ 6,432.62
School Impact Fee - Multi-Family		\$ 3,753.39
School Impact Fee - Accessory dwelling units (internal)	25% of single family rate	
School Impact Fee - Accessory dwelling units (external)	35% of single family rate	
<b>School - Washougal School District</b>		
School Impact Fee - Single Family		\$ 5,600.00
School Impact Fee - Multi-Family		\$ 5,800.00
School Impact Fee - Accessory dwelling units (internal)	25% of single family rate	
School Impact Fee - Accessory dwelling units (external)	35% of single family rate	
<b>Building Permit Fees Total Valuation</b>		
\$1.00 to \$500.00		\$ 31.00
\$501.00 to \$2,000.00	\$31 for the first \$500.00 plus \$4 for each additional \$100.00, or fraction thereof, to and including \$2,000.00.	
\$2,001.00 to \$25,000.00	\$96 for the first \$2,000.00 plus \$19 for each additional \$1,000.00, or fraction thereof, to and including \$25,000.	
\$25,001.00 to \$50,000.00	\$524 for the first \$25,000.00 plus \$13 for each additional \$1,000.00, or fraction thereof, to and including \$50,000.00	
\$50,001.00 to \$100,000.00	\$851 for the first \$50,000.00 plus \$10 for each additional \$1,000.00, or fraction thereof, to and including \$100,000.00	
\$100,001.00 to \$500,000.00	\$1,343 for the first \$100,000.00 plus \$8 for each additional \$1,000.00, or fraction thereof, to and including \$500,000.00.	
\$500,001.00 to \$1,000,000.00	\$4,404 for the first \$500,000.00 plus \$7 for each additional \$1,000.00, or fraction thereof, to and including \$1,000,000.00.	
\$1,000,001.00 and up	\$7,683 for the first \$1,000,000.00 plus \$5 for each additional \$1,000.00, or fraction thereof.	
Washington State Surcharge Pass-Through Fee	Per RCW 19.27.85	
<b>Inspections &amp; Fees</b>		
Building Plan Review Fee	65% of the Building Permit Fee	
Inspections During Non-Business Hours (minimum charge 2 hours)	per hour	\$ 90.00
Re-inspection Fees	per hour	\$ 90.00
Inspections for which No Fee is Specifically Indicated (minimum charge - one half hour)	per hour	\$ 90.00
Additional Plan Review for Changes, Additions or Revisions to Plans (minimum charge - one half hour)	per hour	\$ 90.00
Use of Outside Consultants for Plan Checking and Inspections, or both	Actual Costs (include administrative and overhead costs)	
Reissue of Lost Permit		\$ 44.00
Reissue of Lost or Damaged Approved Construction Plans & Documents		\$ 90.00
Impact Fee Deferral	\$521 plus pass through lien filing/release fee per dwelling	
Latecomer Pass-Through Fee		\$ -
<b>Building Valuation Table</b>		
Building Valuation Table - August prior year	100% of ICC Building Safety Journal Building Valuation Data	
<b>Grading Plan Review Fees</b>		
Additional Plan Review required by Changes, Additions or Revisions to Approved Plans (minimum charge - one half hour)	per hour	\$ 90.00
<b>Other Grading Plan Fees</b>		
Inspections Outside of Normal Business Hours (minimum charge - 2 hours)	per hour	\$ 90.00

## 2023 City of Camas Fee Schedule

Fee Description	Notes	2023 Fee
Reinspection Fees, per Inspection	per hour	\$ 90.00
Inspections for which no fee is specifically indicated (minimum charge -one half hour)	per hour	\$ 90.00
<sup>1</sup> The fee for a grading permit authorizing additional work under a valid permit shall be the difference between the fee paid for the original permit and the fee shown for the entire project.		
<b>Mechanical Permit Fees</b>		
Mechanical Permit		\$ 45.00
Mechanical Plan Review	65% of the Mechanical Permit Fee	
<b>Unit Fee Schedule - Does not include permit issuance fee</b>		
For the installation or relocation of each forced-air or gravity-type furnace or burner, including ducts and vents attached to such appliance, up to and including 100,000 Btu/h (29.3kW)		\$ 31.00
For the installation or relocation of each forced-air or gravity-type furnace or burner, including ducts and vents attached to such appliance, over 100,000 Btu/h (29.3kW)		\$ 37.00
For the installation or relocation of each floor furnace, including vent		\$ 31.00
For the installation or relocation of each suspended heater, recessed wall heater or floor-mounted heater		\$ 31.00
<b>Appliance Vents</b>		
For the installation, relocation or replacement of each appliance vent installed and not included in an appliance permit		\$ 15.00
<b>Repairs or Additions</b>		
Repair or alteration or addition to heating appliance, refrigeration unit, cooking unit, absorption unit or heating, cooling, absorption or evaporative cooling system including installation of controls regulated by Mechanical Code		\$ 26.00
<b>Boilers, Compressor and Absorption Systems</b>		
For the installation or relocation of each boiler or compressor to and including 3 horsepower (10.6 kW), or each absorption system to and including 100,000 Btu/h (29.3kW)		\$ 31.00
For the installation or relocation of each boiler or compressor over 3 horsepower (10.6 kW), to and including 15 horsepower (52.7 kW) or each absorption system over 100,000 Btu/h (29.3 kW) to and including 500,000 Btu/h (146.6 kW)		\$ 56.00
For the installation or relocation of each boiler or compressor over 15 horsepower (52.7 kW), to or including 30 horsepower (105.5 kW), or each absorption system over 500,000 Btu/h (146.6 kW) to and including 1,000,000 Btu/h (293.1 kW)		\$ 75.00
For the installation or relocation of each boiler or compressor over 30 horsepower (105.5 kW), to or including 50 horsepower (176 kW), or each absorption system over 1,000,000 Btu/h (293.1 kW) to and including 1,750,000 Btu/h (512.9 kW)		\$ 106.00
For the installation or relocation of each boiler or compressor over 50 horsepower (176 kW), or each absorption system over 1,750,000 Btu/h (512.9 kW)		\$ 175.00
<b>Air Handlers</b>		
For each air-handling unit to and including 10,000 cubic feet per minute (cfm) (4719 L/s), including ducts attached thereto Note: This fee does not apply to an air-handling unit which is a portion of a factory-assembled appliance, cooling unit, evaporative cooler or absorption unit for which a permit is required elsewhere in the Mechanical Code		\$ 22.00
For each air-handling unit to and including 10,000 cubic feet per minute (cfm) (4719L/s)		\$ 38.00
<b>Evaporative Coolers</b>		
For each evaporative cooler, other than a portable type		\$ 21.00
<b>Ventilation &amp; Exhaust</b>		
For each ventilation fan connected to a single duct		\$ 15.00
For each ventilation system which is not a portion of any heating or air-conditioning system authorized by a permit		\$ 22.00

## 2023 City of Camas Fee Schedule

Fee Description	Notes	2023 Fee
For the installation of each hood which is served by a mechanical exhaust, including ducts for such hood		\$ 22.00
<b>Incinerators</b>		
For the installation or relocation of each domestic-type incinerator		\$ 38.00
For the installation or relocation of each commercial or industrial-type incinerator		\$ 27.00
<b>Miscellaneous</b>		
For each appliance or piece of equipment regulated by the Mechanical Code but not classed in other appliance categories, or for which no other fee is listed in the table		\$ 20.00
<b>Gas Piping System</b>		
For each gas piping system of one to four outlets		\$ 10.00
For each gas piping exceeding four, each		\$ 3.00
For each hazardous process piping system (HPP) of one to four outlets		\$ 10.00
For each hazardous process piping of five or more outlets, per outlet		\$ 3.00
For each non-hazardous process piping system (NPP) of one to four outlets		\$ 5.00
For each non-hazardous piping system of five or more outlets, per outlet		\$ 3.00
<b>Plumbing Permit Fees</b>		
For issuance of each permit		\$ 45.00
Plumbing Plan Review	65% of the Plumbing Permit Fee	
<b>Unit Fee Schedule (in addition to 2 items above)</b>		
For each plumbing fixture on one trap or a set of fixtures on one trap (including water, drainage piping and backflow protection thereof)		\$ 15.00
For each building sewer and each trailer park sewer		\$ 31.00
Rainwater systems - per drain (inside building)		\$ 15.00
For each water heater and/or vent		\$ 15.00
For each gas-piping system of one to five outlets		\$ 10.00
For each additional gas-piping systems outlet, each outlet		\$ 3.00
For each industrial waste pretreatment interceptor including its trap and vent, except kitchen-type grease interceptors functioning as fixture traps		\$ 15.00
For each installation, alteration or repair of water piping and/or water treating equipment, each		\$ 15.00
For each repair or alteration of drainage or vent piping, each fixture		\$ 15.00
For each lawn sprinkler system on any one meter including backflow protection devices thereof		\$ 15.00
For atmospheric-type vacuum breaker not included in item above:		
one to five		\$ 10.00
over five, each		\$ 3.00
For each backflow protective device other than atmospheric type vacuum breakers:		
two inch (51 mm) diameter and smaller		\$ 15.00
over two inch (51 mm) diameter		\$ 31.00
For each graywater system		\$ 75.00
For each annual cross-connection testing of a reclaimed water system (excluding initial test)	per hour	\$ 90.00
For each medical gas piping system serving one to five inlet(s)/outlet(s) for a specific gas		\$ 93.00
For each additional medical gas inlet(s)/outlet(s)		\$ 10.00
<b>Other Inspections &amp; Fees</b>		
Inspections outside of normal business hours (minimum charge - two hours)	per hour	\$ 90.00
Reinspection fees, per inspection		\$ 90.00
Inspections for which no fee is specifically indicated (minimum charge - one half hour)	per hour	\$ 90.00
Additional plan review required by changes, additions, or revisions to approved plans (minimum charge - one half hour)	per hour	\$ 90.00
*Per hour for each hour worked, minimum charge: one hour		
Demolition Permit		\$ 30.00
Encroachment Permit	first \$1,500 construction value	\$ 38.00



## 2023 City of Camas Fee Schedule

Fee Description	Notes	2023 Fee
Encroachment Permit	over \$1,500 construction value \$30.00 plus 2.5% of construction value	
Encroachment Permit extension		\$ 32.00
Residential Re-Roofing		\$ 155.00
Residential Siding		\$ 155.00
Commercial Re-Reroofing		\$ 342.00
Commercial Siding		\$ 342.00
Administrative Fee - Residential Permits		\$ 62.00
Addressing - Changes (minimum charge - one hour)	per hour	\$ 90.00
<b>Planning Fees</b>		
Annexation - 10% petition		\$ 944.00
Annexation - 60% petition		\$ 4,013.00
Appeal Fee		\$ 436.00
Archaeological Review		\$ 150.00
Binding Site Plan	plus \$24 per unit	\$ 2,055.00
Boundary Line Adjustment		\$ 113.00
Comprehensive Plan Amendment		\$ 6,373.00
Conditional Use Permit - Residential	plus \$105 per unit	\$ 3,738.00
Conditional Use Permit - Non-Residential		\$ 4,734.00
Continuance of Public Hearing		\$ 573.00
Critical or Sensitive Areas	fee per type (wetlands, steep slopes/ potentially unstable soils, streams & watercourses, vegetation removal, wildlife habitat)	\$ 848.00
Design Review - Minor		\$ 474.00
Design - Review -Committee		\$ 2,598.00
Development Agreement	first hearing	\$ 959.00
Development Agreement Continuance or Additional Hearing		\$ 590.00
Director's Intrepretation		\$ 350.00
Engineering Construction Inspection Overtime	Actual Cost - calculation based on time worked and actual staff overtime rate	
Engineering Grading Plan Review & Construction Fee	3% of estimated construction costs	
Franchise Agreement Administrative Fee		\$ 5,696.00
Gates/Barrier on Private Street Review Fee		\$ 1,139.00
Home Occupation - Minor	Notification	
Home Occupation - Major		\$ 75.00
LI/BP Development	plus \$41 per 1,000 sf of GFA	\$ 4,734.00
Lot Line Adjustment		\$ 112.00
Minor Modifications to Approved Development		\$ 378.00
Modification to Approved Construction Plans		\$ 459.00
Planned Residential Development	Per unit plus subdivision fee	\$ 38.00
Plat, Preliminary - Short Plat	4 lots or less: per lot	\$ 2,118.00
Plat, Preliminary - Short Plat	5 lots or more: plus \$250 per lot	\$ 7,848.00
Plat, Preliminary Subdivision	plus \$250 per lot	\$ 7,848.00
Plat, Final - Short Plat		\$ 219.00
Plat, Final - Subdivision		\$ 2,598.00
Plat Modification/Alteration		\$ 1,308.00
Pre-Application Conference for Type III or IV	General	\$ 387.00
Pre-Application Conference for Type III or IV	Subdivision	\$ 996.00
SEPA		\$ 886.00
Shoreline Permit		\$ 1,308.00
Sign Permit - General Sign	exempt if building permit is required	\$ 45.00
Sign Permit - Master Sign Permit		\$ 138.00
Site Plan Review - Residential	plus \$34 per lot	\$ 1,259.00
Site Plan Review - Non-Residential	plus \$68 per 1,000 sf of GFA	\$ 3,146.00
Site Plan Review - Mixed Use	plus \$34 per residential unit plus \$68 per 1,000 sf of GFA	\$ 4,435.00
Storm Water Review Fee - Single Family Residence		\$ 228.00
Temporary Use Permit		\$ 88.00
Variance - Minor		\$ 760.00
Variance - Major		\$ 1,417.00
Zone Change	single tract	\$ 3,659.00
<b>Sexually Oriented Businesses</b>		
Live Entertainment Application Fee		\$ 962.00
Live Entertainment License Fee	Renewal Date 12/31	\$ 322.00

### 2023 City of Camas Fee Schedule

Fee Description	Notes	2023 Fee
Live Entertainment Renewal Fee		\$ 322.00
Live Entertainment Renewal Fee - 1/2 Year	After 6/30	\$ 168.00
Other Sexually Oriented Business Application Fee		\$ 643.00
Other Sexually Oriented Business License Fee	Renewal Date 12/31	\$ 322.00
Other Sexually Oriented Business Renewal Fee		\$ 322.00
Other Sexually Oriented Business Renewal Fee - 1/2 Year	After 6/30	\$ 169.00
Manager's License Application Fee		\$ 135.00
Manager's License Fee	Renewal Date 12/31	\$ 67.00
Manager's License Renewal Fee		\$ 67.00
Manager's License Renewal Fee - 1/2 Year	After 6/30	\$ 38.00
Entertainer's License Application Fee		\$ 135.00
Entertainer's License Fee	Renewal Date 12/31	\$ 68.00
Entertainer's License Renewal Fee		\$ 68.00
Entertainer's License Renewal Fee - 1/2 Year	After 6/30	\$ 38.00
<b>FINANCE FEES</b>		
<b>Ambulance</b>		
ALS In-District		\$ 874.00
ALS Out-of-District		\$ 1,395.00
BLS In-District		\$ 874.00
BLS Out-of-District		\$ 1,395.00
Extra Attendant		\$ 194.00
Late Fee		\$ 34.00
Mileage (in district)	per mile	\$ 22.00
Mileage (out of district)	per mile	\$ 24.00
Non-emergency transport		\$ 655.00
Patient treated - no transport		\$ 231.00
Ambulance - annual license		\$ 67.00
<b>Cemetery</b>		
<b>Lots - Full Burial</b>		
Adult - Flat Marker		\$ 1,191.00
Adult - Upright Marker		\$ 2,491.00
Child under 5 years in Garden of Angels		\$ 325.00
<b>Cremaains</b>		
Single Niche Garden of Faith		\$ 975.00
Single Niche Premium		\$ 1,191.00
Single Niche Standard		\$ 975.00
Double Niche Premium		\$ 1,836.00
Double Niche Standard		\$ 1,543.00
4 x 4 Foot Ground Lot		\$ 570.00
<b>Liners</b>		
Cremaains Liner (Single Urn Vaults)		\$ 249.00
Cremaains Liner (Double Urn Vaults)		\$ 417.00
Niche Wall (Single Bronze Urns)		\$ 179.00
Urn Vault Liner (Wooden Urns)		\$ 292.00
<b>Open &amp; Close Fees</b>		
Disinterment Charges	Includes Inspection / Staking fees and Deed Transfer Fees	\$ 542.00
Cremaains - Added with a Full Burial Lot		\$ 417.00
Cremaains - 4 x 4 Lot		\$ 417.00
Cremaains - Niche Wall	does not include engraving	\$ 379.00
Saturday Services - (in addition to)		\$ 271.00
Sunday/Holiday Services - (in addition to)		\$ 487.00
<b>Locating, Marker &amp; Staking Fees</b>		
Staking & Inspection (cremaains & grave lots)		\$ 135.00
Marker Setting Fee		\$ 135.00
<b>Miscellaneous Additional Charges</b>		
Remembrance Wall - Inscription	pass through from vendor and fee	\$ 25.00
Engraving of Niche Wall	pass through from vendor and fee	\$ 25.00
Deed Transfers/Replacement Deeds		\$ 38.00
Maintenance Fund Lot		\$ 217.00
Maintenance Fund Niche		\$ 271.00

### 2023 City of Camas Fee Schedule

Fee Description	Notes	2023 Fee
Second Rite of Burial	one full burial & two cremains/three cremains per lot	\$ 379.00
<b>Other License &amp; Permits</b>		
Dog License - life time		\$ 38.00
Dog License - replacement		\$ 7.00
Guard Dog		\$ 67.00
Pawnbroker's/Second Hand Dealer - 2 yr. license		\$ 135.00
Solicitor's License application/back ground check		\$ 56.00
Solicitor's License New or Renewal		\$ 38.00
Special Event Permit		\$ 50.00
Taxicab - annual license	issued after 7/1 - half of fee	\$ 50.00
Taxicab per vehicle		\$ 15.00
Taxi Driver's license		\$ 8.00
Taxi Driver's License Renewal		\$ 8.00
Vehicle Restoration Permit		\$ 30.00
<b>Utilities</b>		
Lien Filing Fee	pass through fees from Clark County and fee	\$ 25.00
New Utility Account Set-Up Fee		\$ 28.00
Title Check Fee	plus pass through fee from vendor	\$ 16.00
Utility Late Fee	5% of past due balance minimum \$15	\$ 16.00
Utility Service Call Fee	first call free, additional each	\$ 28.00
<b>Water - Sewer</b>		
Portable Hydrant Meter Rental - Deposit	Refundable - damage dependent	\$ 1,333.00
Portable Hydrant Meter Rental - Placement Fee		\$ 113.00
STEP/STEF Inspection		\$ 192.00
STEP/STEF Reinspection	per inspection	\$ 87.00
Temporary Water Service	to be determined based on meter size and use as approved by PW Director	
Water Meter Installation - 3/4" Meter		\$ 435.00
Water Meter Installation - 1" Meter		\$ 485.00
Water Meter Installation - 1.5" Meter		\$ 1,074.00
Water Meter Installation - 1.5" Turbine Meter		\$ 1,074.00
Water Meter Installation - 2" Meter		\$ 2,075.00
2" Service with 1.5" Meter	in addition to 1.5" Water Meter Installation fee	\$ 550.00
Water Meter Installation Reinspection		\$ 87.00
Water Disconnection at Owner's Request		\$ 39.00
Water Disconnection for Non-Payment		\$ 50.00
Water Reconnection After Hours		\$ 100.00
Padlocking Water Meter		\$ 50.00
Backflow Non-Compliance Penalty		\$ 60.00
Removal of Water Meter		\$ 275.00
Wrongfully or Illegally Reconnection	deposit to be returned if meter found not to be operating within range	\$ 243.00
Water Meter Testing		
<b>Solid Waste</b>		
Change Can Size		\$ 12.00
Return Trip For Missed Service		\$ 7.00
Overfilling Can		\$ 4.00
Extra Bag 35 gallon		\$ 4.00
Extra Can 65 gallon		\$ 8.00
Extra Can 95 gallon		\$ 16.00
Bi-weekly service on off-week		\$ 25.00
Unscheduled Pick Up Charge (Day other than normal service day)		\$ 8.00
Extra Yard (not in rented container)		\$ 22.00
Replacement of damaged can		\$ 38.00
35 gallon can		\$ 65.00
65 gallon can		\$ 85.00
<b>Extra Items</b>		
Barbeque		\$ 25.00
Bicycle		\$ 13.00
Car Tire		\$ 9.00
Car Tire w/Rim		\$ 13.00
Chair/Recliner		\$ 25.00

## 2023 City of Camas Fee Schedule

Fee Description	Notes	2023 Fee
Christmas Tree	no taller than five feet	\$ 13.00
Table		\$ 27.00
Toilet		\$ 25.00
Truck Tire		\$ 28.00
Truck Tire w/rim		\$ 41.00
Recycling	Pass through from vendor	
<b>FIRE DEPARTMENT (FMO)</b>		
<b>Development Review</b>		
Commercial Site Plans - Review Fee		\$ 230.00
Commercial Site Plans - Inspection Fee		\$ 230.00
Subdivision or PRD - Review Fee		\$ 192.00
Subdivision or PRD - Inspection Fee		\$ 192.00
Pre-Application Conference - Review Fee		\$ 154.00
Other Land Use Applications - Review Fee		\$ 154.00
Other Land Use Applications - Inspection Fee		\$ 154.00
<b>Building Construction/Change of Use or Occupancy</b>		
A, B, E, F, M, R Occupancies 0-1,000 sq. ft. - Review Fee		\$ 117.00
A, B, E, F, M, R Occupancies 0-1,000 sq. ft. - Inspection Fee		\$ 117.00
A, B, E, F, M, R Occupancies 1,001-5,000 sq. ft. - Review Fee		\$ 154.00
A, B, E, F, M, R Occupancies 1,001-5,000 sq. ft. - Inspection Fee		\$ 117.00
A, B, E, F, M, R Occupancies 5,001-10,000 sq. ft. - Review Fee		\$ 192.00
A, B, E, F, M, R Occupancies 5,001-10,000 sq. ft. - Inspection Fee		\$ 154.00
A, B, E, F, M, R Occupancies 10,001-20,000 sq. ft. - Review Fee		\$ 237.00
A, B, E, F, M, R Occupancies 10,001-20,000 sq. ft. - Inspection Fee		\$ 192.00
A, B, E, F, M, R Occupancies 20,001-40,000 sq. ft. - Review Fee		\$ 283.00
A, B, E, F, M, R Occupancies 20,001-40,000 sq. ft. - Inspection Fee		\$ 229.00
Each Additional 20,000 sq. ft. - Review Fee		\$ 47.00
Each Additional 20,000 sq. ft. - Inspection Fee		\$ 38.00
Portable Classroom - Review Fee		\$ 173.00
Portable Classroom - Inspection Fee		\$ 173.00
H1 Occupancy - Review Fee		\$ 457.00
H1 Occupancy - Inspection Fee		\$ 457.00
H2 Occupancy - Review Fee		\$ 457.00
H2 Occupancy - Inspection Fee		\$ 457.00
H3 Occupancy - Review Fee		\$ 507.00
H3 Occupancy - Inspection Fee		\$ 507.00
H4 Occupancy - Review Fee		\$ 356.00
H4 Occupancy - Inspection Fee		\$ 345.00
H5 Occupancy - Review Fee		\$ 629.00
H5 Occupancy - Inspection Fee		\$ 629.00
I Occupancy - Review Fee		\$ 345.00
I Occupancy - Inspection Fee		\$ 230.00
S Occupancy - Review Fee		\$ 230.00
S Occupancy - Inspection Fee		\$ 230.00
Each additional 10,000 sq. ft. - Review Fee		\$ 117.00
Each additional 10,000 sq. ft. - Inspection Fee		\$ 117.00
Building or Structure for Special or Temporary Use - Review Fee		\$ 173.00
Building or Structure for Special or Temporary Use - Inspection Fee		\$ 173.00
<b>Fire Alarm System</b>		
Fire Alarm - Minor Alteration - Review Fee		\$ 117.00
Fire Alarm - Minor Alteration - Inspection Fee		\$ 117.00
Fire Alarm - Zoned System 1 Zone - Review Fee		\$ 173.00
Fire Alarm - Zone System 1 Zone - Inspection Fee		\$ 173.00
Each Additional Zone - Review Fee		\$ 79.00
Each Additional Zone - Inspection Fee		\$ 79.00
Fire Alarm - Addressable System, 1 to 20 Devices - Review Fee		\$ 173.00
Fire Alarm - Addressable System, 1 to 20 Devices - Inspection Fee		\$ 173.00
Fire Alarm - Addressable System 21 or more Devices		
\$160 + \$3 per each Additional Device - Review Fee	calculated	
\$160 + \$3 per each Additional Device - Inspection Fee	calculated	

## 2023 City of Camas Fee Schedule

Fee Description	Notes	2023 Fee
<b>Fire Extinguishing System</b>		
New System NFPA 13 - Single Riser - Review Fee		\$ 345.00
New System NFPA 13 - Single Riser - Inspection Fee	includes five inspections	\$ 345.00
Each Additional Inspection		\$ 117.00
Each Additional Riser - Review Fee		\$ 345.00
Each Additional Riser - Inspection Fee	includes five inspections	\$ 345.00
Each Additional Inspection		\$ 117.00
New System NFPA 13D (Single Family) - Inspection Fee		\$ 117.00
Each Additional Inspection		\$ 117.00
Alteration to Fire Sprinkler Systems - Review Fee		\$ 117.00
Alteration to Fire Sprinkler Systems - Inspection Fee		\$ 117.00
New System NFPA 13R (Per Building) - Review Fee		\$ 230.00
New System NFPA 13R (Per Building) - Inspection Fee	includes four inspections	\$ 230.00
Each Additional Inspection		\$ 117.00
Underground Fire Sprinkler Mains - Review Fee		\$ 173.00
Underground Fire Sprinkler Mains - Inspection Fee	includes five inspection	\$ 173.00
Each Additional Inspection		\$ 117.00
Standpipe System/Wet or Dry - Review Fee		\$ 117.00
Standpipe System/Wet or Dry - Inspection Fee		\$ 117.00
Commercial Cooking Extinguishing System/Protection - Review Fee		\$ 173.00
Commercial Cooking Extinguishing System/Protection - Inspection Fee		\$ 173.00
Other Extinguishing Systems - Review Fee		\$ 284.00
Other Extinguishing Systems - Inspection Fee		\$ 284.00
Fire Pumps and Private or Dedicated Fire Hydrant Systems - Review Fee		\$ 284.00
Fire Pumps and Private or Dedicated Fire Hydrant Systems - Inspection Fee		\$ 284.00
<b>Hazardous Operations</b>		
Smoke Removal Systems - Review Fee		\$ 284.00
Smoke Removal Systems - Inspection Fee		\$ 284.00
Application of Flammable Finishes - Review Fee		\$ 284.00
Application of Flammable Finishes - Inspection Fee		\$ 284.00
Commercial Drying Ovens - Review Fee		\$ 173.00
Commercial Drying Ovens - Inspection Fee		\$ 173.00
Organic Coating Systems - Review Fee		\$ 173.00
Organic Coating Systems - Inspection Fee		\$ 173.00
Dip Tanks, Listed Spray Booths - Review Fee		\$ 154.00
Dip Tanks, Listed Spray Booths - Inspection Fee		\$ 117.00
Unlisted Spray Booths - Review Fee		\$ 230.00
Unlisted Spray Booths - Inspection Fee		\$ 154.00
Semiconductor Fabrication HPM Tool Installation - Review Fee		\$ 284.00
Semiconductor Fabrication HPM Tool Installation - Inspection Fee		\$ 284.00
Other Hazardous Material Equipment & Systems - Review Fee		\$ 284.00
Other Hazardous Material Equipment & Systems - Inspection Fee		\$ 284.00
Compressed Gas System (greater than exempt amounts) - Review Fee		\$ 345.00
Compressed Gas System (greater than exempt amounts) - Inspection Fee		\$ 345.00
Refrigeration Systems - Review Fee		\$ 284.00
Refrigeration Systems - Inspection Fee		\$ 154.00
LPG Tank Installation (greater than 125 gal.) - Review Fee		\$ 173.00
LPG Tank Installation (greater than 125 gal.) - Inspection Fee		\$ 173.00
Dispensing and use of LPG - Review Fee		\$ 192.00
Dispensing and use of LPG - Inspection Fee		\$ 154.00
Dispensing and use of Combustible/Flammable Liquids Above Ground Tanks - Review Fee		\$ 192.00
Dispensing and use of Combustible/Flammable Liquids Above Ground Tanks - Inspection Fee		\$ 154.00
Dispensing and use of Combustible/Flammable Liquids Underground Tanks - Review Fee		\$ 457.00
Dispensing and use of Combustible/Flammable Liquids Underground Tanks - Inspection Fee		\$ 457.00
Aerosols - Review Fee		\$ 173.00
Aerosols - Inspection Fee		\$ 173.00

## 2023 City of Camas Fee Schedule

Fee Description	Notes	2023 Fee
CO2 Monitoring Systems - Review Fee		
CO2 Monitoring Systems - Inspection Fee		\$ 117.00
<b>Hazardous Materials</b>		
Storage, Dispensing & Use of Hazardous Materials - Review Fee		\$ 457.00
Storage, Dispensing & Use of Hazardous Materials - Inspection Fee		\$ 457.00
HMIS - Review Fee		\$ 230.00
HMIS - Inspection Fee		\$ 230.00
HMMP - Review Fee		\$ 345.00
HMMP - Inspection Fee		\$ 345.00
Decommissioning Underground Storage Tank - Review Fee		\$ 173.00
Decommissioning Underground Storage Tank - Inspection Fee		\$ 117.00
<b>Explosive Materials</b>		
Explosive Storage & Use/Blast Permit - Review Fee		\$ 457.00
Explosive Storage & Use/Blast Permit - Inspection Fee		\$ 230.00
Blast Permit Review Fee - if costs exceed standard fee	pass through from vendor	
Blast Permit Inspection Fee - if costs exceed standard fee	pass through from vendor	
Storage of black or smokeless powder, small arms ammunition, precession caps, and primers for consumer consumption - Review Fee		\$ 117.00
Storage of black or smokeless powder, small arms ammunition, precession caps, and primers for consumer consumption - Inspection Fee		\$ 117.00
Manufacture, assembly, testing of ammunition, fireworks, blasting agents, and other explosives or explosive material - Review Fee		\$ 154.00
Manufacture, assembly, testing of ammunition, fireworks, blasting agents, and other explosives or explosive material - Inspection Fee		\$ 117.00
Other storage, use, handling, or demolition of explosives or explosive material - Review Fee		\$ 469.00
Other storage, use, handling, or demolition of explosives or explosive material - Inspection Fee		\$ 154.00
Magazines (Explosives) - Review Fee		\$ 230.00
Magazines (Explosives) - Inspection Fee		\$ 230.00
Fireworks Stand - Review Fee		\$ 54.00
Fireworks Stand - Inspection Fee		\$ 54.00
Fireworks Display - Review Fee		\$ 230.00
Fireworks Display - Inspection Fee		\$ 230.00
Pyrotechnic special effects - Review Fee		\$ 117.00
Pyrotechnic special effects - Inspection Fee		\$ 117.00
<b>High-Piled Combustible Storage</b>		
Designated storage area 501 - 2,500 sq. ft. - Review Fee		\$ 154.00
Designated storage area 501 - 2,500 sq. ft. - Inspection Fee		\$ 117.00
Designated storage area 2,501 - 12,000 sq. ft. - Inspection Fee		\$ 192.00
Designated storage area 2,501 - 12,000 sq. ft. - Review Fee		\$ 154.00
Designated storage area 12,001 - 20,000 sq. ft. - Review Fee		\$ 230.00
Designated storage area 12,001 - 20,000 sq. ft. - Inspection Fee		\$ 192.00
Designated storage area 20,001 - 30,000 sq. ft. - Review Fee		\$ 284.00
Designated storage area 20,001 - 30,000 sq. ft. - Inspection Fee		\$ 230.00
Each additional 30,000 sq. ft. or portion thereof - Review Fee		\$ 345.00
Each additional 30,000 sq. ft. or portion thereof - Inspection Fee		\$ 284.00
Cryogenic Systems, process or product - Review Fee		\$ 173.00
Cryogenic Systems, process or product - Inspection Fee		\$ 173.00
Each tank or vessel - Review Fee		\$ 62.00
Each tank or vessel - Inspection Fee		\$ 50.00
Candles & Open Flames in Places of Assembly - Review Fee		\$ 25.00
<b>Other Fire Permits</b>		
Revision to plan previously submitted	per hour	\$ 117.00
Investigation Fee (work started without a permit) - Review Fee	The fee is double the applicable review fee that would have been charged if a permit was obtained prior to work initiated	
Investigation Fee (work started without a permit) - Inspection Fee	The fee is double the applicable inspection fee that would have been charged if a permit was obtained prior to work initiated	
Re-inspection Fees		\$ 117.00

## 2023 City of Camas Fee Schedule

Fee Description	Notes	2023 Fee
Use of Consultant for Plan Review and Inspections - Review Fee	pass through from vendor	
Use of Consultant for Plan Review and Inspections - Inspection Fee	pass through from vendor	
Emergency Generators - Review Fee		\$ 117.00
Emergency Generators - Inspection Fee		\$ 117.00
Privacy/Security Gates - Review Fee		\$ 117.00
Privacy/Security Gates - Inspection Fee		\$ 117.00
Other plan reviews or permits required by the International Fire Code - Review Fee	per hour	\$ 117.00
Other plan reviews or permits required by the International Fire Code - Inspection Fee	per hour	\$ 117.00
Training Burn	\$.50 per sq. ft. minimum \$1,000, maximum \$2,000	
Hot Works - Inspection		\$ 117.00
Mobile Food Preparation Vehicles - Inspection Fee	per half hour	\$ 59.00
<b>Hydrants</b>		
Witness Flow Test - Inspection Fee		\$ 118.00
<b>LIBRARY</b>		
<b>Meeting Rooms</b>		
<b>Room A</b>		
Maintenance Charge:		
Non-Profit	No Charge	
Private Functions	per hour	\$ 54.00
Cleaning deposit, if serving food (refundable);	cost exceeding deposit will be billed	\$ 65.00
For-Profit	per hour	\$ 54.00
Cleaning deposit, if serving food (refundable);	cost exceeding deposit will be billed	\$ 65.00
<b>Room B</b>		
Maintenance Charge:		
Non-Profit		
Private Functions	per hour	\$ 54.00
Cleaning deposit, if serving food (refundable);	cost exceeding deposit will be billed	\$ 65.00
For-Profit	per hour	\$ 54.00
Cleaning deposit, if serving food (refundable);	cost exceeding deposit will be billed	\$ 65.00
<b>Rooms A &amp; B</b>		
Maintenance Charge:		
Non-Profit		
Private Functions	per hour	\$ 54.00
Cleaning deposit, if serving food (refundable);	cost exceeding deposit will be billed	\$ 65.00
For-Profit	per hour	\$ 54.00
Cleaning deposit, if serving food (refundable);	cost exceeding deposit will be billed	\$ 65.00
<b>Kitchen Use</b>		
Non-Profit		\$ 18.00
Private Functions		\$ 36.00
For Profit		\$ 36.00
<b>Closed Hours Staffing Fee</b>		
Non-Profit	per hour in addition to hourly charge	\$ 65.00
Private Functions	per hour in addition to hourly charge	\$ 65.00
For Profit	per hour in addition to hourly charge	\$ 65.00
<b>Non-refundable application fee</b>		
Non-Profit		
Private Functions		\$ 18.00
For Profit		\$ 18.00
<b>Non-Resident Annual Fees</b>		
Household		\$ 148.00
<b>Operational Charges</b>		
Photocopy/Printing	10 black and white per person, per day - no charge	
<b>Lost &amp; Damaged Materials: Default prices if not noted in bib record</b>		
Audiobooks		\$ 45.00
Board book		\$ 11.00
Book discussion kit		\$ 130.00
Devices		\$ 271.00
DVD/Blue Ray		\$ 38.00

### 2023 City of Camas Fee Schedule

Fee Description	Notes	2023 Fee
Hardcover & Paperback Books		\$ 35.00
Interlibrary loan	pass through - assessed by lending library	
Magazines & Documents		\$ 8.00
Music CD		\$ 27.00
Playaway		\$ 58.00
Reference book	Replacement Cost - pass through from vendor	
<b>PARKS &amp; RECREATION FEES</b>		
<b>Camas Community Center Rental</b>		
Reception Room - Midweek	per day	\$ 90.00
Reception Room - Weekend	per day	\$ 180.00
Reception Room - Long Term Use	per hour	\$ 15.00
Conference Room - Midweek	per day	\$ 60.00
Conference Room - Weekend	per day	\$ 120.00
Conference Room - Long Term Use	per hour	\$ 15.00
Ball Room - Midweek	per day	\$ 175.00
Ball Room - Weekend	per day	\$ 350.00
Ball Room - Long Term Use	per hour	\$ 15.00
Kitchen - Midweek	per day	\$ 40.00
Kitchen - Weekend	per day	\$ 60.00
Kitchen - Long Term Use	per hour	\$ 15.00
Sound System - Midweek	per day	\$ 75.00
Sound System - Weekend	per day	\$ 75.00
Sound System Projector - Midweek	per day	\$ 100.00
Sound System Projector - Weekend	per day	\$ 100.00
Deposit - refundable		\$ 500.00
Alcohol Use Fee		\$ 100.00
Key Call Back Fee		\$ 150.00
Midweek is Monday through Thursday and Friday until 2:00 p.m.		
Weekends are Fridays after 2:00 p.m. through Sunday		
No rental fee will be charged to non-profit groups who are community-based and IRS recognized, City of Camas sponsored events, school sponsored events or governmental agencies that reserve the facility Monday through Thursday, between the hours of 8:00 a.m. and 5:00 p.m. and Friday before 2:00 p.m. Mid-week daily rate will be charged for weekend reservations (Friday after 2:00 p.m. through Sunday).		
Camas residents will receive 20% discount		
Long Term Users will be charged per hour	Must pay for 6 months to be long term user	\$ 15.00
<b>Fallen Leaf Lake Park Rental</b>		
Monday through Thursday	per day	\$ 225.00
Fridays, Saturdays, Sundays and Holidays	per day	\$ 375.00
Deposit - refundable		\$ 500.00
Alcohol Use Fee		\$ 100.00
Key Call Back Fee		\$ 150.00
Camas residents will receive 20% discount		
Non-profit groups renting on weekends will be charged mid-week rates		
<b>Lacamas Lake Lodge Rental</b>		
Main Hall	hourly; Saturday-5 hr. minimum; all other days-2 hrs. minimum	\$ 200.00
Main Hall - public agencies	hourly; mid-week excluding Fridays during normal business hours	\$ 75.00
Deposit - refundable	per day	\$ 500.00
Room 1A	hourly; Saturday-5 hr. minimum; all other days-2 hrs. minimum	\$ 40.00
Deposit - refundable	per day	\$ 200.00
Room 1B	hourly; Saturday-5 hr. minimum; all other days-2 hrs. minimum	\$ 40.00
Deposit - refundable	per day	\$ 200.00
AV Equipment	per day	\$ 100.00
Alcohol Use Fee		\$ 100.00
Non-profit will receive a 50% discount off the hourly rate		



### 2023 City of Camas Fee Schedule

Fee Description	Notes	2023 Fee
Cancellation must be received a minimum of 61 days prior to the event to receive a full refund. A 50% refund will be allowed if cancellation notices is received 30-60 days prior to the event. No refunds will be made with less than a 30 day notice.		
Camas residents will receive 20% discount		
<b>POLICE DEPARTMENT</b>		
Background/Clearance Letters		\$ 13.00
Fingerprint Cards	per card	\$ 19.00
Lost/Unreturned Community Room Key		\$ 28.00
Police Case Reports (no charge to victim)	per page	\$ 0.15
Record Checks/Non-Criminal Justice Agency inc. Military Services		\$ 13.00
State Accident Reports (no charge to involved party)		\$ 8.00
Video Delivery Fee	per flash drive or DVD	\$ 5.00
Work crew Sign-Up Fee		\$ 27.00

Chapter 13.32 WATER USE REGULATIONS

**13.32.010 Cross-connection defined.**

As used in this chapter, the term "cross-connection" shall be construed to mean any physical arrangement whereby the public water supply is connected, directly or indirectly, with any other water supply system, sewer, drain, conduit, pool, storage reservoir, plumbing fixture or other device which contains or may contain contaminated water, sewage or other wastes or liquids of unknown or unsafe quality or which may be capable of imparting contamination to the public water supply as a result of backflow.

(Prior code § 13.08.190(2))

**13.32.020 Cross-connection—Permit required.**

It is unlawful for any person, except duly authorized city employees, to make connections with any water main or water pipe belonging to the municipal water supply system, **without obtaining the required permits through the City of Camas.**

(Prior code § 13.08.190(1))

**13.32.030 Cross-connection—Compliance with provisions required.**

The installation or maintaining of a cross-connection with the public water supply system of the city is prohibited, except as provided in Section 13.32.050.

(Prior code § 13.08.190(3))

**13.32.040 Cross-connection—Control or elimination.**

The control or elimination of cross-connections shall be in accordance with the rules and regulations of the Washington State ~~Board~~ **Department** of Health regarding public water supplies, WAC 248-54-285 as it now exists or as it may hereinafter be amended, and with any requirements set forth by the "U.S. Environmental Protection Agency" as authorized by the "Safe Drinking Water Act," PL 93-523, as it presently exists or as it may hereinafter be amended, and with any manual of standard practice pertaining to cross-connection control approved by the public works director or his designated representative.

(Prior code § 13.08.190(4))

**13.32.050 Cross-connection—Backflow prevention device requirements.**

The owner or operator of any water system having a separate source of water supply may cross-connect such water supply to the city water system only after first having installed, at the point of such cross-connection, **an allowed** backflow preventative device ~~approved in writing by the public works director or designated representative. Such approval shall not be given unless the backflow device meets the existing requirements of the Washington State Board of Health.~~ **per Camas Municipal Code 13.32.090 and obtaining all required permits.**

**When a cross-connection exists, if there is no allowed backflow prevention device protecting the city water supply, the property owner will be required, at their cost, to install an allowed backflow prevention device within 30 days of notice from the city to avoid having water service disconnected and a disconnection fee added to the utility account.**

(Prior code § 13.08.190(5))

#### **13.32.060 Automatic fire sprinkler system connection requirements.**

All automatic fire sprinkler systems connected to the city water supply system shall be required to have Washington State ~~Board~~ **Department** of Health approved type backflow preventative devices installed at or near the service connection and ahead of any type of outlet or pumper connection.

(Prior code § 13.08.190(6))

#### **13.32.070 Inspection—Right of entry.**

The director of public works, or ~~his~~ **their** designated representative, upon showing proper identification, shall be allowed access to all portions of the premises, including buildings and structures, to which city water is supplied, at reasonable hours of the day and for the sole purpose of inspecting and determining compliance with all provisions of this chapter. Water service may be refused or discontinued to any premises for failure to allow such necessary access and inspection.

(Prior code § 13.08.190(7))

#### **13.32.080 Backflow prevention device—Inspection and testing requirements.**

Where a backflow preventative device is in service, the device shall be inspected and tested ~~at least annually by the public works director or an authorized representative, and must be in a satisfactory operating condition.~~ **a minimum of annually by a Washington State Certified Backflow Assembly Tester (BAT). Verification by the BAT of a passing inspection must be provided to the City.** If the device is not found to be in a satisfactory operating condition, ~~the connection between the city water supply and the system isolated by the device shall be severed immediately or city water service may be discontinued without notice.~~ **the resident will be given 30 days to repair or replace the device. If the 30**

days have lapsed and no passing backflow test has been received by the city, the resident's water service will be disconnected and all applicable disconnection and reconnection fees added to the utility account. Service will not be restored until the backflow device is working properly and the city has received a passing test result from a Certified BAT.

Residents in violation of the required annual backflow testing will receive two notifications of non-compliance mailed to the property in which the backflow is located or mailing address listed on their utility billing account. After the allotted time on the notification has passed, if a passing backflow test result has not been received, the city will send a BAT to the location to perform the test. The cost of the test plus an administrative fee will be added to the resident's utility bill.

(Prior code § 13.08.190(8))

### **13.32.090 Allowed backflow devices**

The City of Camas allows the following types of backflow prevention devices in accordance with the Washington Administrative Code and Revised Code of Washington: Double Check Valve Assembly (DCVA), Reduced Pressure Backflow Assembly (RPBA) and Pressure Vacuum Breaker Assembly (PVBA).

Atmospheric Vacuum Breakers (AVB) and Anti-Siphon Valves (ASV) are not allowed and may only be used in addition to an allowed backflow prevention device, with the allowed backflow prevention device positioned between the water supply and the AVB or ASV.

# Everett Street Corridor Analysis Project Update 3

November 20, 2023  
Camas City Council Workshop

Presented by:  
Steve Wall, City of Camas



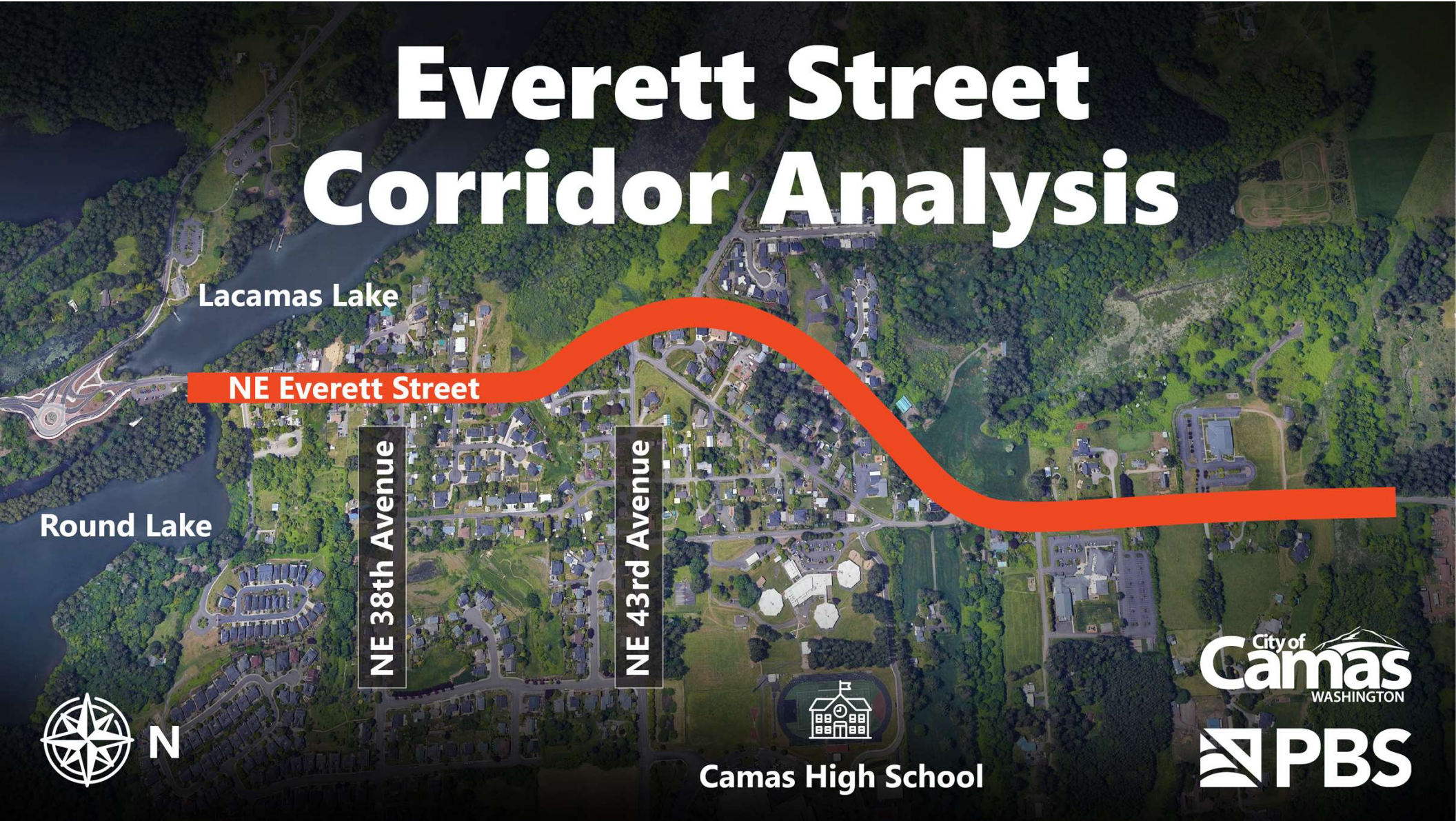
# Agenda

- + Review the evaluated corridor concepts
- + Share the recommended option
- + Discuss community response to date
- + Answer your questions



# PROJECT RECAP

# Everett Street Corridor Analysis



Lacamas Lake

NE Everett Street

NE 38th Avenue

NE 43rd Avenue

Round Lake



Camas High School

City of  
**Camas**  
WASHINGTON

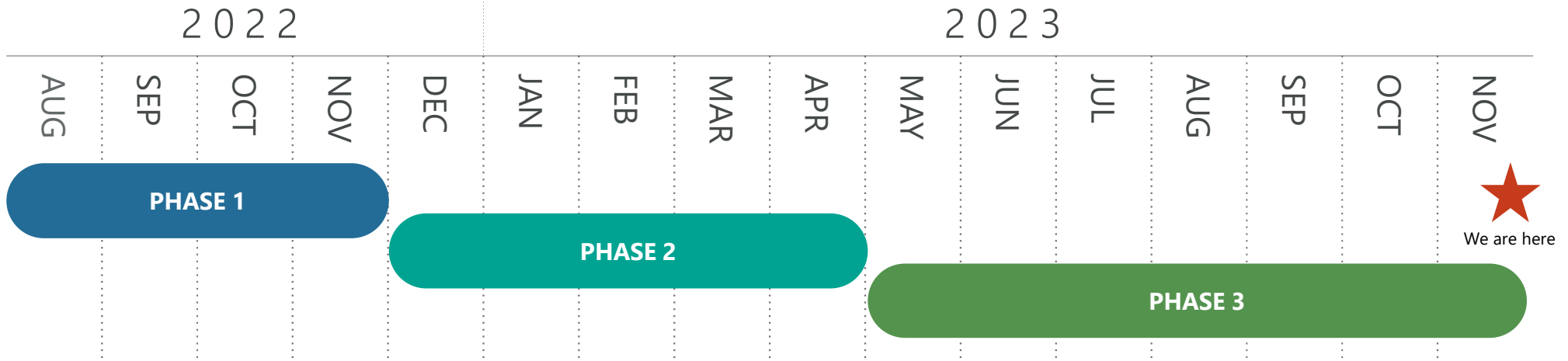
**PBS**



# Intersection Improvement Locations



# Timing: This Portion of the Project



## PHASE 1: AUG–NOV 2022

- ✓ Data collection
- ✓ Project signs installed
- ✓ Resident & business outreach
- ✓ Open house 1
- ✓ Survey 1 (start)
- ✓ WSDOT meeting 1

## PHASE 2: DEC 2022–APR 2023






- ✓ Technical Advisory Committee (TAC) meeting 1 & 2
- ✓ **City Council workshop 1, Jan. 17**
- ✓ Traffic analysis
- ✓ Alternatives analysis (start)
- ✓ WSDOT meeting 2
- ✓ Open house 2
- ✓ Survey 2

## PHASE 3: MAY–NOV 2023

- ✓ **City Council workshop 2, June 5**
- ✓ Alternatives analysis (finish)
- ✓ Concept development
- ✓ WSDOT meeting 2
- ✓ TAC meeting 3
- ✓ Open house 3, Sept. 20
- **City Council workshop 3, Nov. 20**★
- Selection of preferred alternative

# PROJECT PROGRESS

# Public Outreach Summary

-  **Corridor Business Owners**  
1 meeting
-  **Corridor Property Owners**  
1 meeting with 3 separate groups
-  **Technical Advisory Committee**  
3 meetings
-  **Washington Department of Transportation**  
3 meetings
-  **Community\***  
3 open houses, 3 postcards, 2 surveys,  
25+ webpage updates, 25+ online Q & As



Open House 3 – September 20, 2023

\*Includes corridor business owners & property owners

# Open House 1 & Survey 1 Summary

1 = highest rating, 14 = lowest rating | Color groups indicate similar ratings

Rank	Priority	Weight	Analysis Criteria	Code
1	Improve safety and mobility for pedestrians	2	Pedestrian mobility and safety	P1
2	Improve safety and mobility for drivers		Motorist mobility and safety	T1
3	Improve connections to nearby areas		Connections to nearby areas	P2
4	Emergency access – This item was added following Survey 1 & TAC meeting 2		Emergency access	T4
5	Minimize impact to environment	1.5	Minimize impact to environment	E1
6	Improve safety and mobility for casual cyclists		Casual cyclist mobility and safety	P3
7	Maintain traffic flow and property access during construction		Traffic flow and property access impacts during construction	T2
8	Has a “Camas” look and feel	1.2	Camas look and feel	P4
9	Minimize impact to properties on the corridor		Private property impacts	I1
10	Can be completed for a reasonable cost		Construction costs	I2
11	Improve lighting		Lighting impacts and benefits	T3
12	Improve parking		Public parking	P5
13	Improve safety and mobility for wheelchair users	1.0	Wheelchair user safety and mobility	P6
14	Improve safety and mobility for serious cyclists		Experience cyclist mobility and safety	P7
15	Minimize noise [to adjacent properties]		Noise impacts and mitigation	E2

# Use Criteria to Analyze Potential Improvements "Alternative Evaluation"

Weight	Analysis Criteria	Code
2	Pedestrian mobility and safety	P1
	Motorist mobility and safety	T1
	Connections to nearby areas	P2
	Emergency access	T4
1.5	Minimize impact to environment	E1
	Casual cyclist mobility and safety	P3
	Traffic flow and property access impacts during construction	T2
1.2	Camas look and feel	P4
	Private property impacts	I1
	Construction costs	I2
	Lighting impacts and benefits	T3
1.0	Public parking	P5
	Wheelchair user safety and mobility	P6
	Experience cyclist mobility and safety	P7
	Noise impacts and mitigation	E2

Potential Improvements  
*for Pedestrians and Cyclists*  
"Multimodal"

Potential Improvements  
*for Drivers*  
"Roadway"

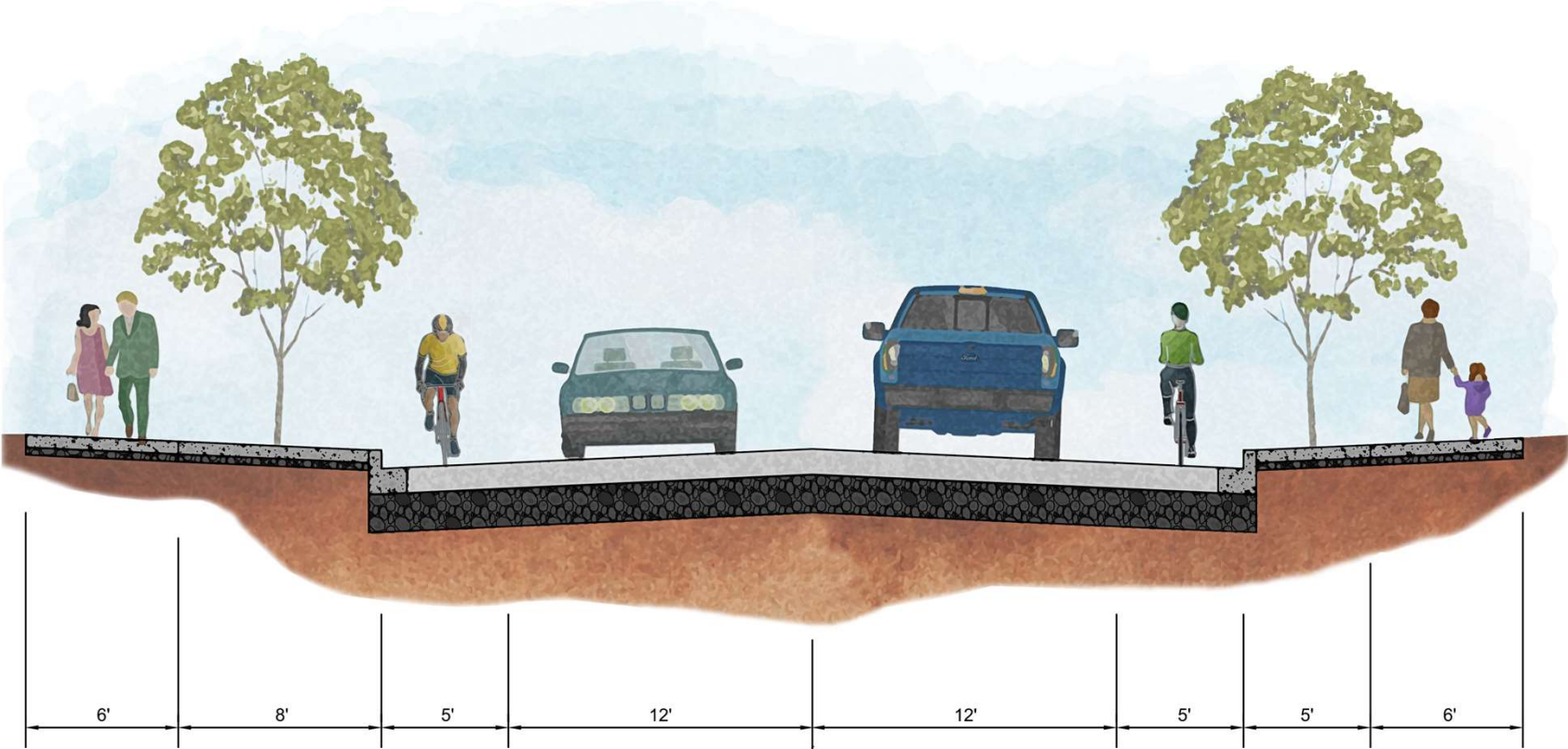
## Potential Improvements *for Pedestrians and Cyclists (Multimodal)*

### Possible Configurations

1. Bike Lane and Sidewalk
2. Shared-Use Path for Bikes and Pedestrians
3. Elevated Bike Lane and Sidewalk
4. Bi-Directional Bike Lane and Sidewalk

**Note:** *In all configurations, the sidewalk would be on both sides of the roadway.*

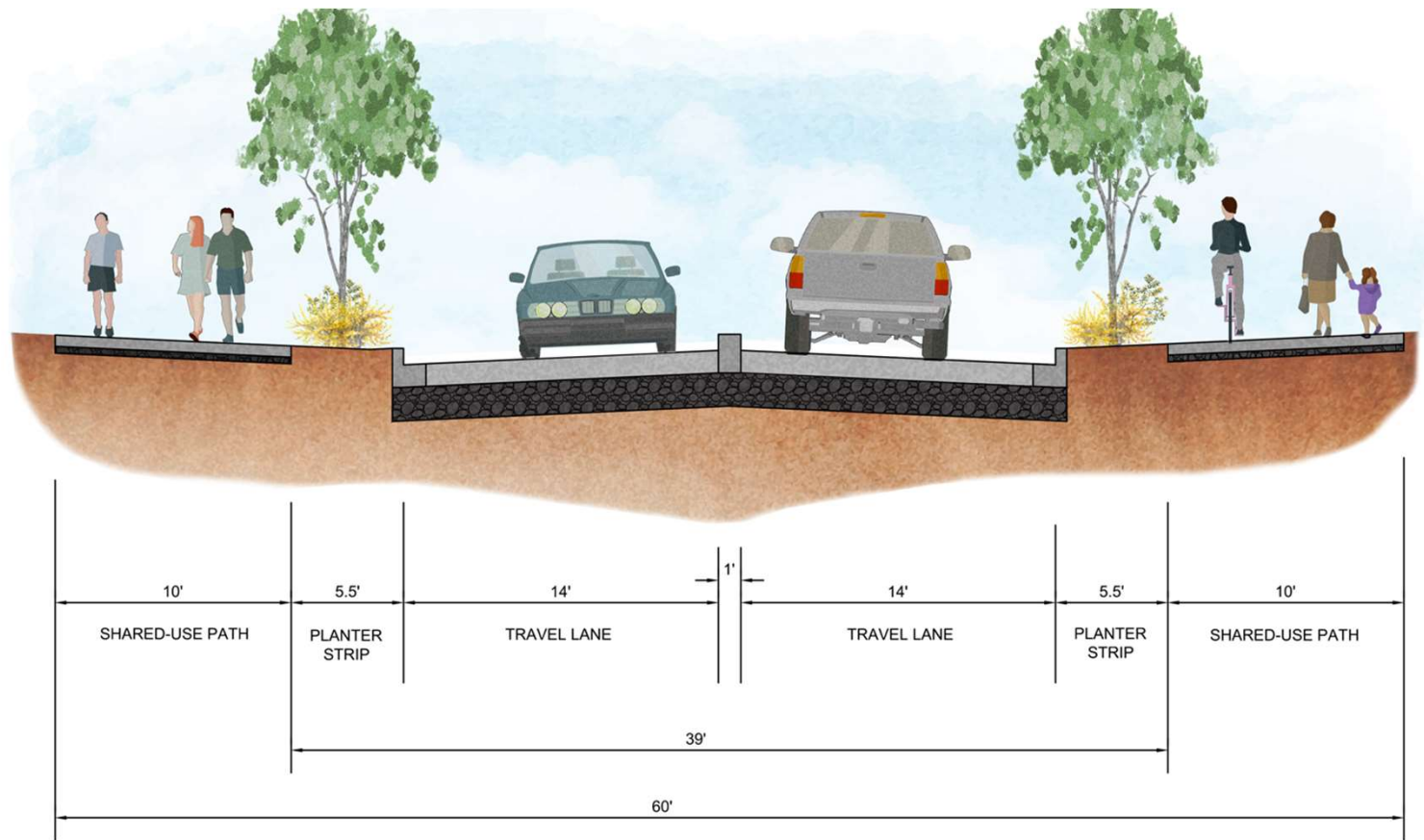
# 1. Sidewalk and Bike Lane (MM1)



**Bike Lane with Sidewalk**

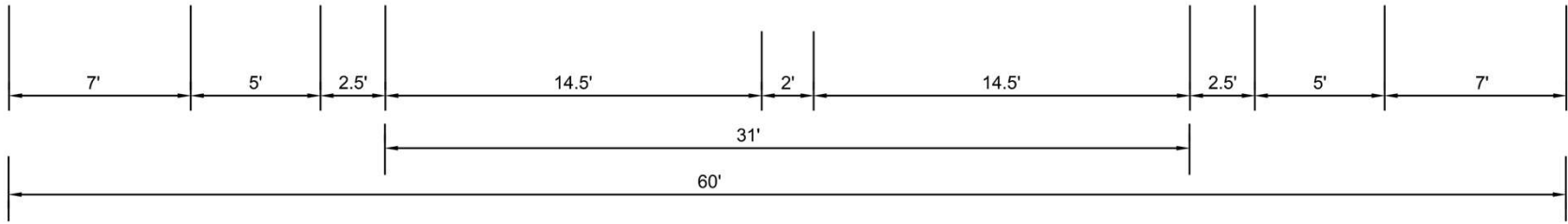
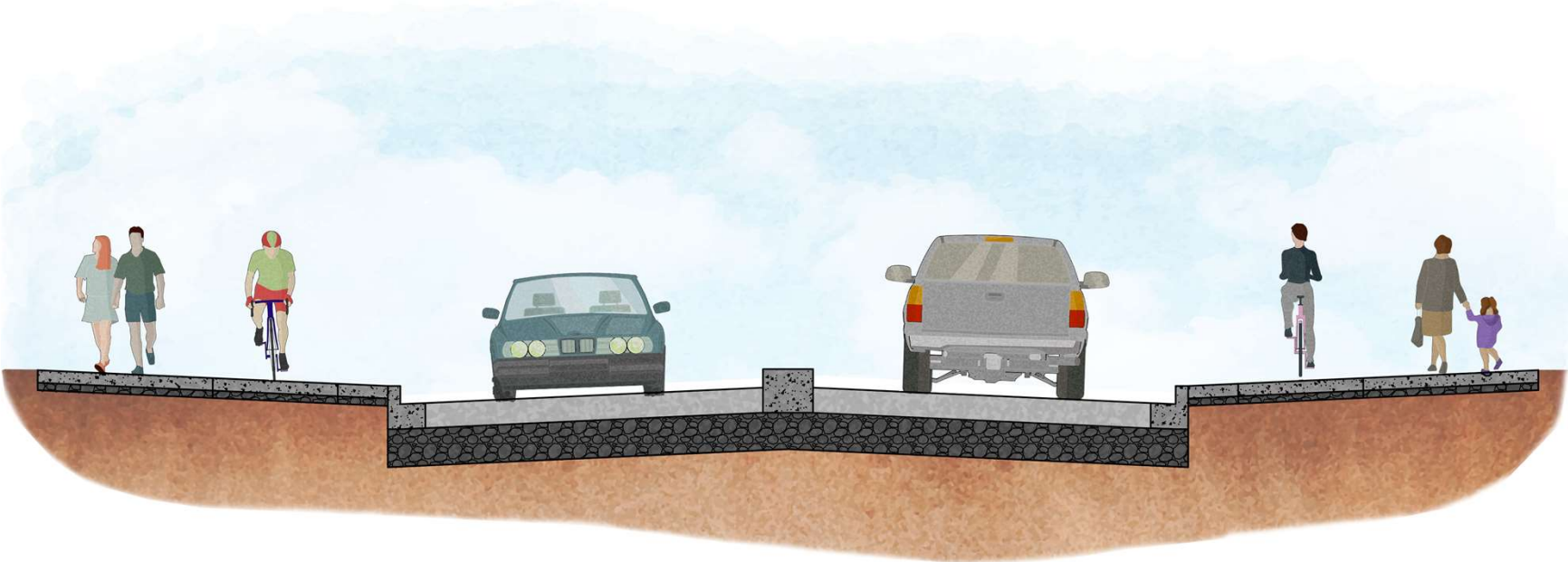


## 2. Shared-Use Path for Bicyclists & Pedestrians (MM2)



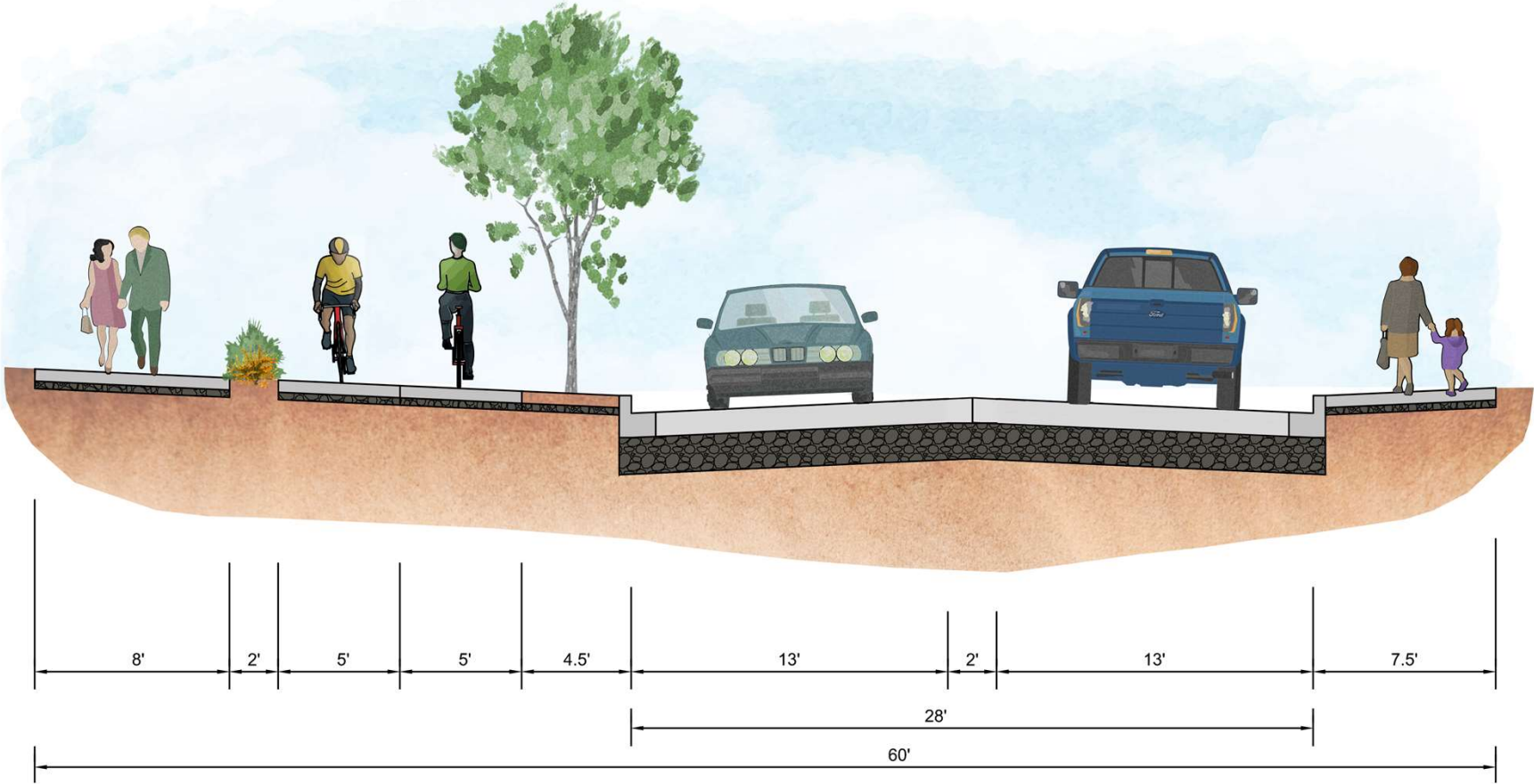
Shared-Use Path

### 3. Elevated Bike Lane and Sidewalk (MM3)



**Elevated Bike Lane and Sidewalk**

# 4. Bi-Directional Bike Lane and Sidewalk (MM4)



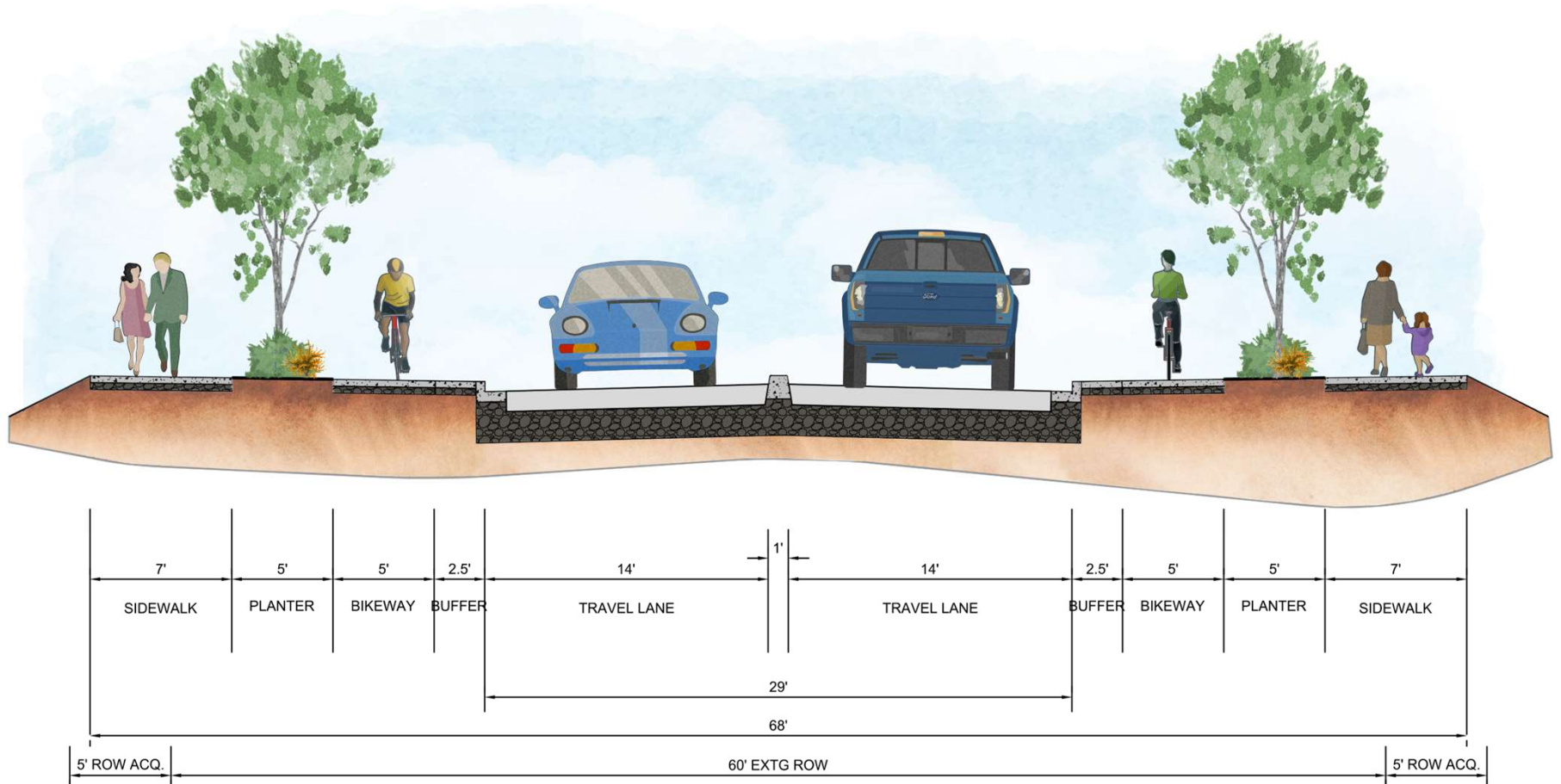
Bi-Directional Bike Lane and Sidewalk

## Analysis of Potential Improvements for Pedestrians and Cyclists (Multimodal)

- + The scores of the potential improvements for pedestrians and cyclists were very similar.
- + So, we developed a fifth option, MM5.
- + MM5 is the recommended multimodal improvement.

Everett Street Corridor Alternatives Analysis - Multi Modal						
Public Impacts and Benefits						
Analysis Criteria	Priority Weight	NB	MM1	MM2	MM3	MM4
Pedestrian Mobility and Safety	2	1	7	7	7	10
Connections to Nearby Areas	2	1	10	10	10	5
Casual Cyclist Mobility and Safety	1.5	1	1	5	10	7
Camas Look and Feel	1.2	1	10	10	3	7
Public Parking	1.2	5	1	1	1	1
Wheelchair User Safety and Mobility	1	1	10	7	10	7
Serious Cyclist Mobility and Safety	1	1	3	5	7	10
<b>Total without priority</b>		<b>11</b>	<b>42</b>	<b>45</b>	<b>48</b>	<b>47</b>
<b>Total with priority</b>		<b>14.7</b>	<b>61.7</b>	<b>66.7</b>	<b>70.8</b>	<b>67.1</b>

# 5. ELEVATED BIKE LANE AND SIDEWALK (MM5)



## REVISED SCORING WITH MM5 OPTION

### Features:

- + An elevated bikeway, sidewalk, and buffer areas would be elevated above the roadway and behind the curb on both sides of Everett Street.
- + When combined with a 2-lane (RB1) and 3-lane roadway (S1 and RB2), there would be property impacts beyond the right-of-way.
- + Up to 5 feet of right-of-way acquisition on each side of road.

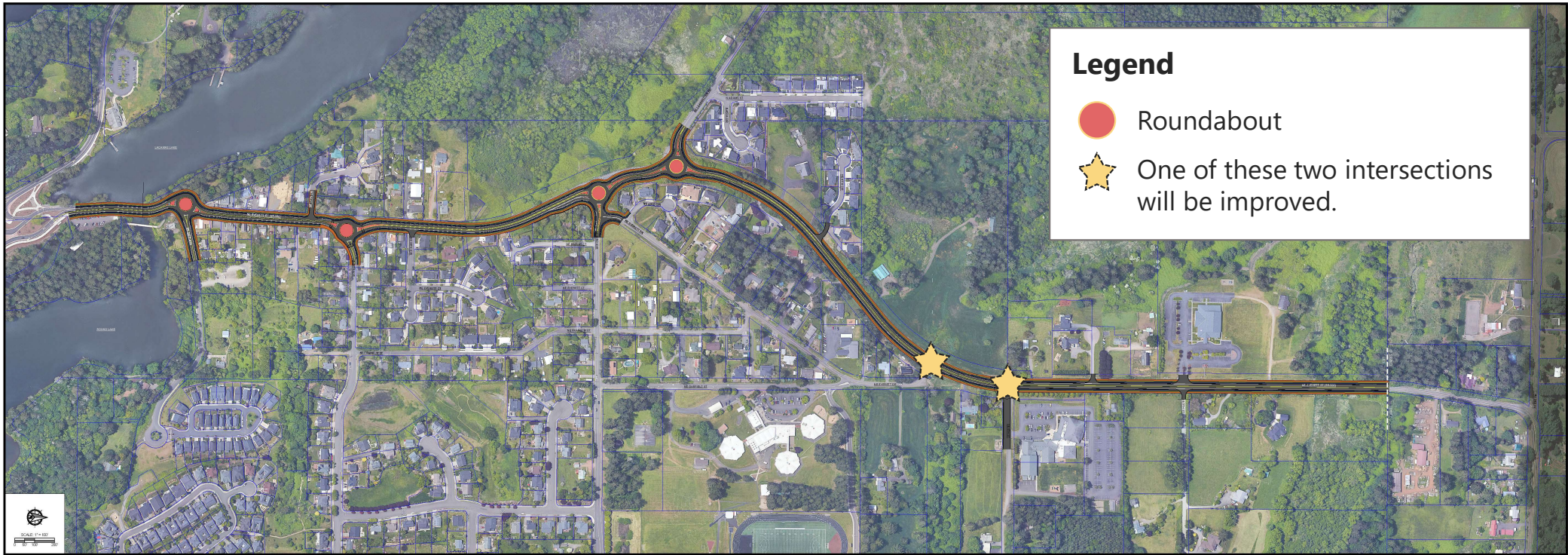
Everett Street Corridor Alternatives Analysis - Multi Modal								
Public Impacts and Benefits								
Analysis Criteria	Priority Weight	NB	MM1	MM2	MM3	MM4	MM5	MM5 justification
Pedestrian Mobility and Safety	2	1	7	7	7	10	10	Buffer from bike facilities provided by landscape strip. Sidewalk is 7' wide.
Connections to Nearby Areas	2	1	10	10	10	5	10	Sidewalks and bike facilities on both side of street along the length of the corridor.
Casual Cyclist Mobility and Safety	1.5	1	1	5	10	7	10	Bike lanes on both sides of street, and buffer from pedestrian facilities provided by buffer strip.
Camas Look and Feel	1.2	1	10	10	3	7	10	Includes street trees, and gateway
Public Parking	1.2	5	1	1	1	1	1	Does not maintain existing parking stall count, requires off street parking.
Wheelchair User Safety and Mobility	1	1	10	7	10	7	10	Separated bike facilities for length of project
Serious Cyclist Mobility and Safety	1	1	3	5	7	10	7	Bike lanes on both sides of street, and buffer from pedestrian facilities provided by landscape strip.
<b>Total without priority</b>		<b>11</b>	<b>42</b>	<b>45</b>	<b>48</b>	<b>47</b>	<b>58</b>	
<b>Total with priority</b>		<b>14.7</b>	<b>61.7</b>	<b>66.7</b>	<b>70.8</b>	<b>67.1</b>	<b>85.2</b>	

## **Analysis of Potential Improvements for Drivers (Roadway)**

Three roadway concepts were considered in conjunction with Pedestrian and Cyclist Improvement MM5:

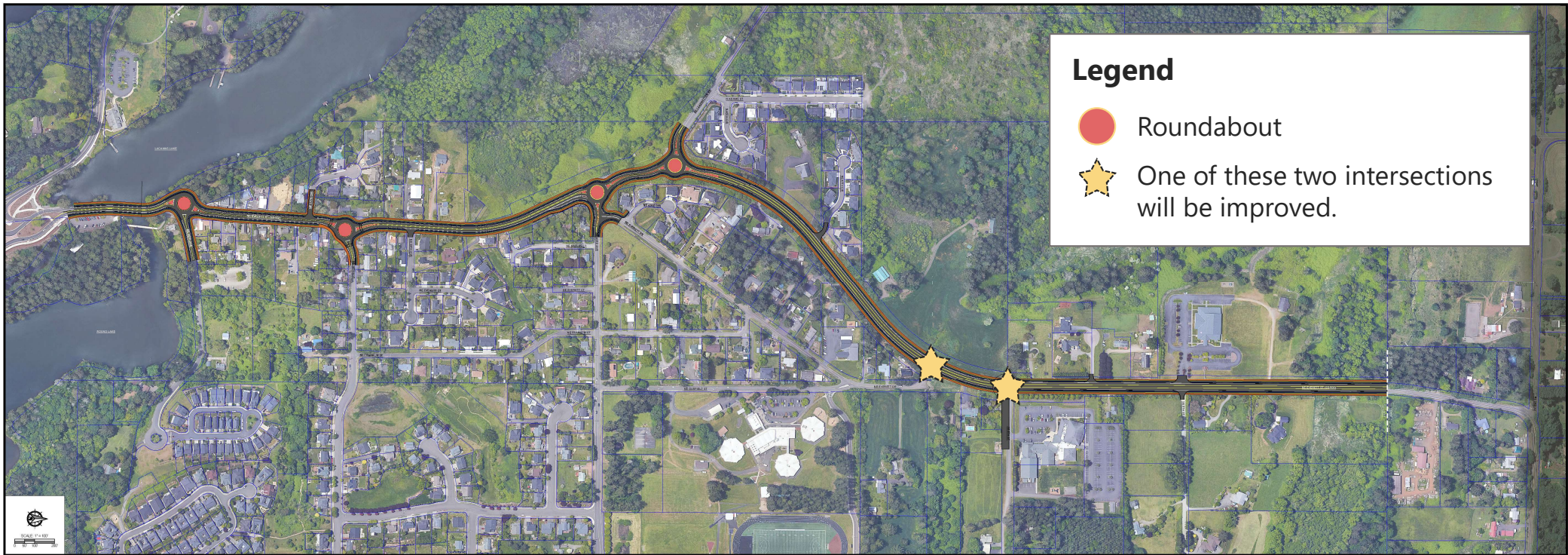
- + Roundabout 1 (RB1)
- + Roundabout 2 (RB2)
- + Signal 1 (S1)

# Roundabout 1 (RB1) Concept







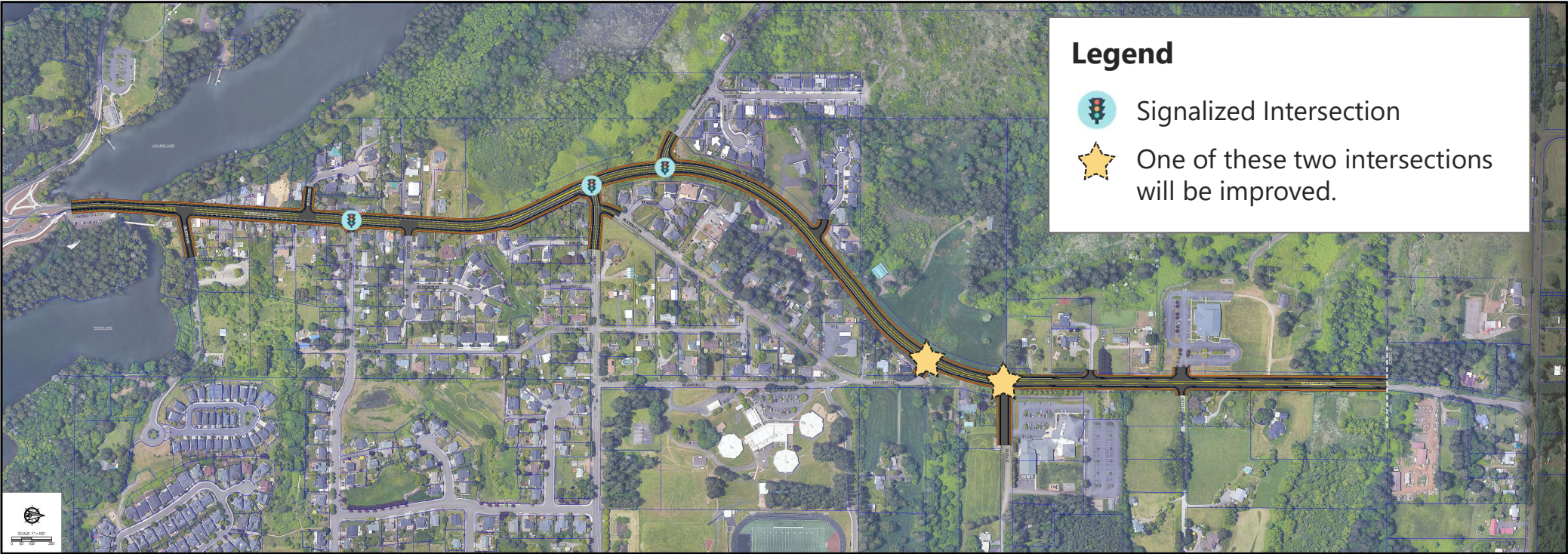
# Roundabout 2 (RB2) Concept



# Signal 1 (S1) Concept

**Legend**

-  Signalized Intersection
-  One of these two intersections will be improved.



## Cost

- + All concepts are currently in the **\$45 million range**.
- + All concepts are **within 10%** of each other.
- + Our alternatives analysis is a **comparison** of one concept against the other.



# Long-Range Project Timing

EXAMPLE



SEGMENT 1

SEGMENT 3

SEGMENT 5

SEGMENT 2

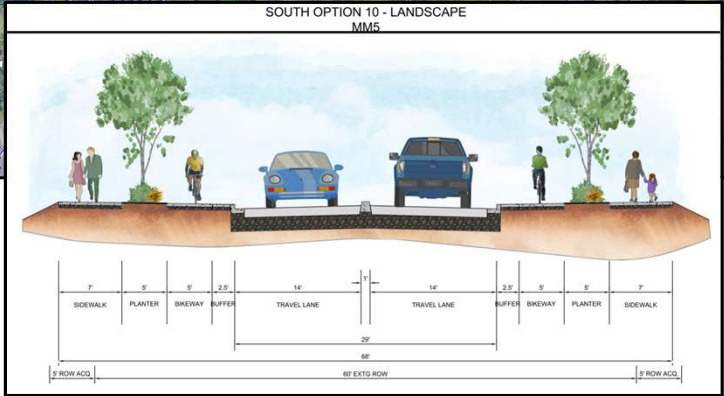
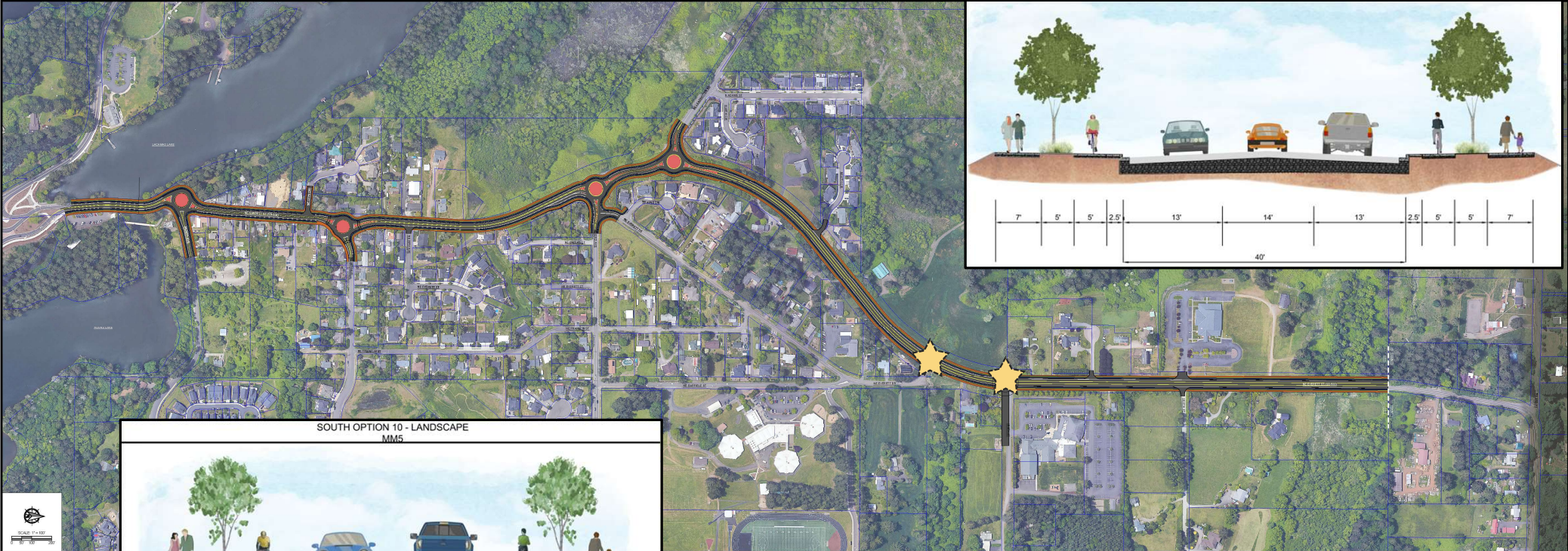
SEGMENT 4



# Roadway Alternatives - Scoring

Public Impacts and Benefits					
Analysis Criteria	Priority Weight	NB	RB1 W/ MM5	S1 W/ MM5	RB2 W/ MM5
Pedestrian Mobility and Safety	2	1	10	7	10
Connections to Nearby Areas	2	1	10	10	10
Casual Cyclist Mobility and Safety	1.5	1	10	10	10
Camas Look and Feel	1.2	1	7	7	10
Public Parking	1.2	5	1	1	1
Wheelchair User Safety and Mobility	1	1	7	10	7
Serious Cyclist Mobility and Safety	1	1	10	10	10
<b>Total without priority</b>		<b>11</b>	<b>55</b>	<b>55</b>	<b>58</b>
<b>Total with priority</b>		<b>14.7</b>	<b>81.6</b>	<b>78.6</b>	<b>85.2</b>
Traffic Impacts and Benefits					
Analysis Criteria	Priority Weight	NB	RB1 W/ MM5	S1 W/ MM5	RB2 W/ MM5
Motorist Mobility and Safety	2	1	10	5	10
Traffic Flow and Property Access during Construction	1.5	10	3	5	3
Lighting Impacts and Benefits	1.2	1	10	10	10
Emergency Access	2	5	3	10	7
<b>Total without priority</b>		<b>17</b>	<b>26</b>	<b>30</b>	<b>30</b>
<b>Total with priority</b>		<b>28.2</b>	<b>42.5</b>	<b>49.5</b>	<b>50.5</b>
Environmental Impacts and Benefits					
Analysis Criteria	Priority Weight	NB	RB1 W/ MM5	S1 W/ MM5	RB2 W/ MM5
Minimize Impact to the Environment	2	5	7	4	4
Noise Impacts & Mitigation	1	8	10	1	6
<b>Total without priority</b>		<b>13</b>	<b>17</b>	<b>5</b>	<b>10</b>
<b>Total with priority</b>		<b>18</b>	<b>24</b>	<b>9</b>	<b>14</b>
Infrastructure Impacts and Benefits					
Analysis Criteria	Priority Weight	NB	RB1 W/ MM5	S1 W/ MM5	RB2 W/ MM5
Private Property Impacts	1.2	10	8	1	8
Construction Costs	1.2	10	5	5	4
<b>Total without priority</b>		<b>20</b>	<b>13</b>	<b>6</b>	<b>12</b>
<b>Total with priority</b>		<b>24</b>	<b>15.6</b>	<b>7.2</b>	<b>14.4</b>
Summary					
		NB	RB1 W/ MM5	S1 W/ MM5	RB2 W/ MM5
<b>Total without priority</b>		<b>50</b>	<b>111</b>	<b>96</b>	<b>110</b>
<b>Total with priority</b>		<b>84.9</b>	<b>163.7</b>	<b>144.3</b>	<b>164.1</b>

# Recommended: Roundabout 2 (RB2) Concept



- Roundabout
- ★ One of these two intersections will be improved.

## What We Heard

- + Adjacent property owners are concerned about right-of-way acquisition and impacts
- + Desire for a parking solution for businesses (and residents!)
- + General support for the features of the recommended option



## What's Next



*For more information, results, and resources, see [engagecamas.com/everett-street-corridor-analysis](https://engagecamas.com/everett-street-corridor-analysis)*

### REMAINDER OF PHASE 3: MAY–NOV 2023

- Select preferred alternative
- Break out corridor into smaller segments
- Identify construction sequencing
- **\*End of corridor analysis\***
- Secure funding and begin design process for each segment



# Question & Answer



# Bonus Slides



## Responses to Common Questions

- + **Can parking somehow be added as part of the Project?**
  - + Yes, the team is recommending to Council that off-street parking be included in the overall project for both businesses and residents, which may also support recreational opportunities.
  - + Possible parking lot locations have been explored already but would be investigated further under design phase activities and/or a separate project.
- + **Why are sidewalks needed on both sides of the road?**
  - + To safely access businesses and homes on each side of Everett. Sidewalks on both sides are also necessary to prevent pedestrians from having to cross Everett and/or walk on the side of the highway.
- + **Why can't you use the "T-3" Trail proposed adjacent to the Lake, instead of using more space to install a sidewalk on the west side of Everett?**
  - + The T-3 Trail will be located on properties that were acquired using a variety of local, State and Federal conservation funds. Trails can be an allowed use within the conservation lands, but the trail would not be constructed to such standards to be a substitute for sidewalks or bike lanes along the roadway.
  - + The T-3 Trail would not provide direct access to businesses and homes as it will be adjacent to the Lake on the back (west) side of the properties and will likely be many years before it's connected all the way up to Leadbetter Road.
  - + **Can't the conservation land be swapped for land elsewhere to "free up" the trail?** There is a very low likelihood of this happening; however, even if it did happen, based on the amount of time it would take it would have to be something that's evaluated in the future. Even then, the other bullet points above would still be valid.

## Responses to Common Questions

- + **Is the City going to use “eminent domain” to take my property for improvements?**
  - + During the design phase, which may take a couple years to begin due to lack of funding, the City will look at ways to minimize impacts to properties to the extent possible – there are many ways this can be accomplished with multiple projects completed by the City that are good examples.
  - + Should property acquisitions be needed, those will be private discussions and negotiations with each property owner that may be potentially impacted. There is an entire process devoted to property acquisition and negotiations with property owners that the City is required to follow to ensure property owners receive “just compensation” based on fair market value.
- + **Why is the City planning this corridor with only the North Shore development in mind?**
  - + The Corridor Analysis has been completed with all residents and businesses in mind – both current and future. As evidenced by the survey results and comments at open houses, the existing corridor is not sufficient to provide safe and efficient access and passage for current businesses, residents and visitors to the area. For example, one of the most common requests received is for sidewalks to allow safe pedestrian movement along the corridor so that people do not have to walk on the shoulder of a busy road.
  - + Likewise, the Corridor Analysis includes a review of the 20-year traffic projections, both inside and outside the City, that could potentially use this corridor. All options considered will accommodate both existing and future residents based on current available information.

## Responses to Common Questions

- + **Why can't an option that fits within the existing right-of-way be used to minimize impacts to adjacent property owners?**
  - + Ultimately, any of the options, or combinations thereof that fit within the existing 60-foot right-of-way could be constructed. The recommendation by the project team considers all input and desires by the community gathered from public outreach as part of the Corridor Analysis.
  - + As shown, the recommended cross-section between the Bridge and 43<sup>rd</sup> is approximately 10 feet wider (70 feet) than the existing right-of-way; however, this does not mean the final constructed project has to be exactly 70 feet wide the entire way. As stated in the "eminent domain response", the City will look for ways to minimize impacts to properties during the design process, which may include reducing the width of the cross-section where possible.
  - + Unfortunately, the concerns about parking, access, and other potential impacts to properties still exist even when using the existing 60-foot right-of-way to make improvements. For example, some parking, stairs, and even portions of structures are currently inside the existing State right-of-way. As another example, regardless what form the design takes, open (full) access the length of a property adjacent to the State highway will not be possible. Based on State and City standards, each property may likely only be allowed to have one, or possible two driveways (direct access points) to Everett Street/SR-500.
  - + Designing and constructing a new roadway to serve all users will need to balance the broader needs of adjacent properties and the broader community.

## Responses to Common Questions

### + **Are improvements to NE 43<sup>rd</sup> Ave included in the analysis?**

- + Only around the intersection with Everett Street. The remainder of 43<sup>rd</sup> to the east would likely need to be improved with a separate project.

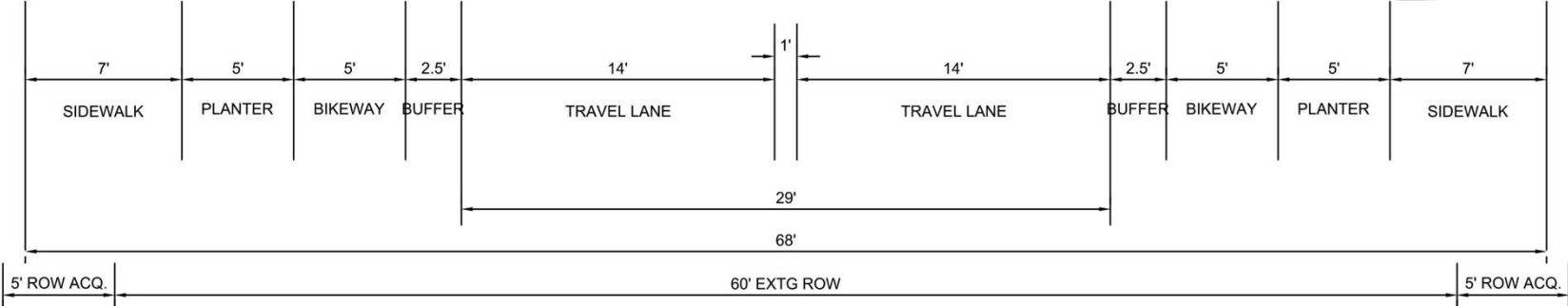
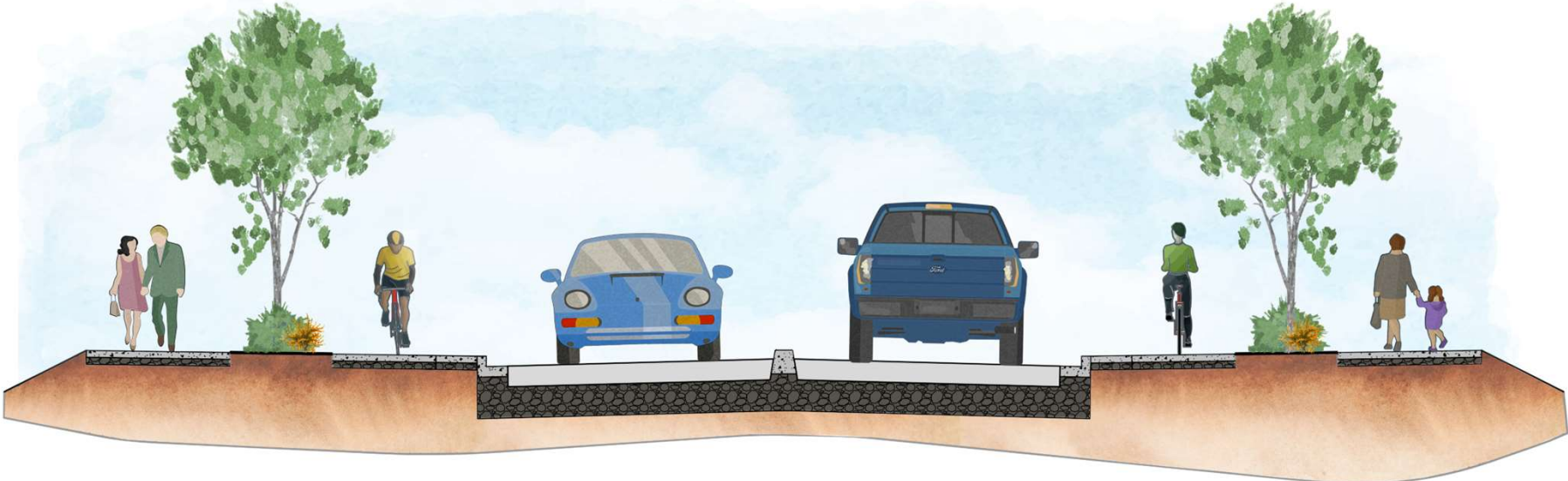
### + **How come the team did not investigate transit options?**

- + Transit options such as bus or motorized trolley are still possible with all options considered. Busses and trolleys operate on two lane roads in many jurisdictions and could also be considered as part of any off-street parking discussions. C-Tran was also invited and attended at least one Open House event and will continue to be included in discussions during the future design process.

# Existing & Potential Right-of-Way

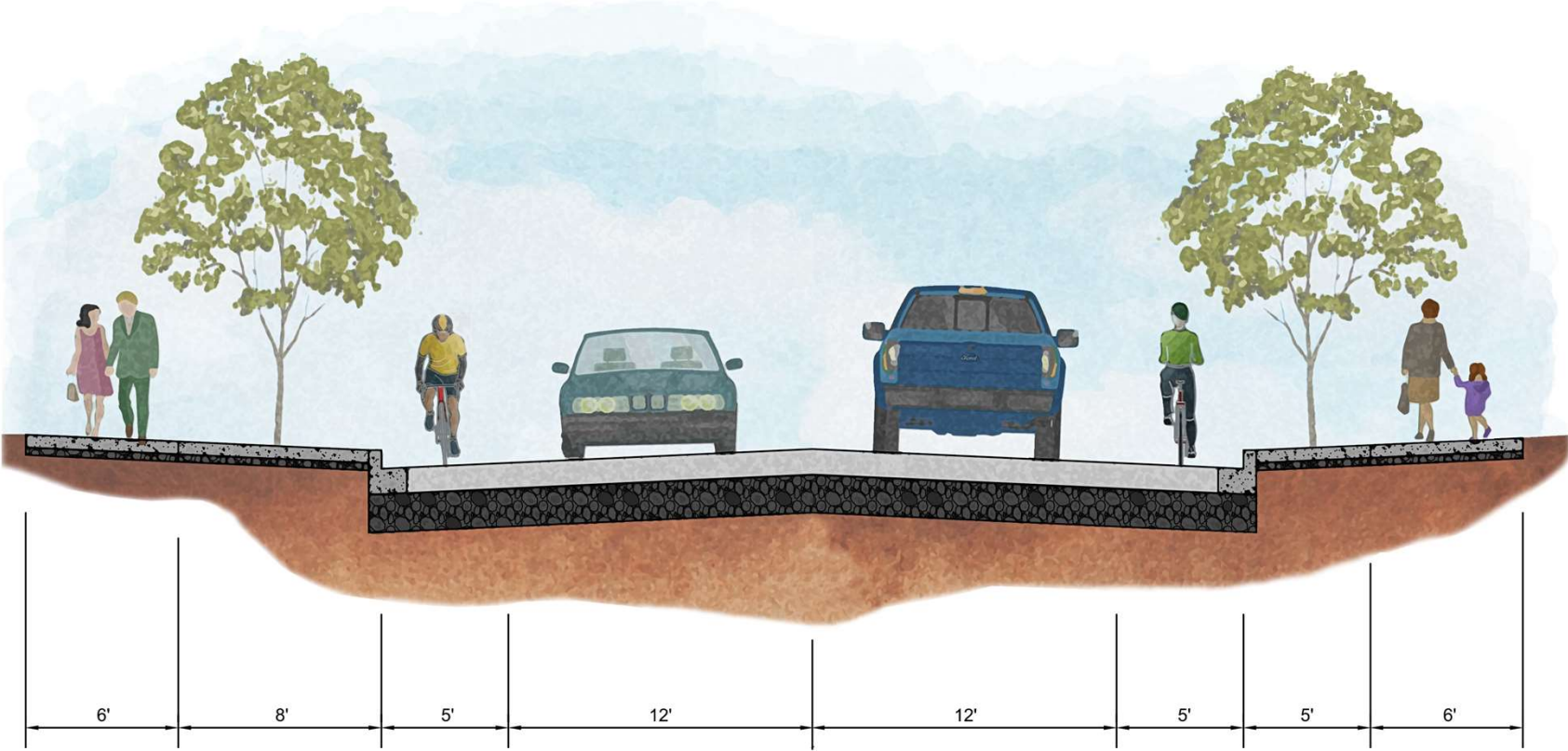


# RECOMMENDED CROSS SECTION ELEVATED BIKE LANE AND SIDEWALK (MM5)



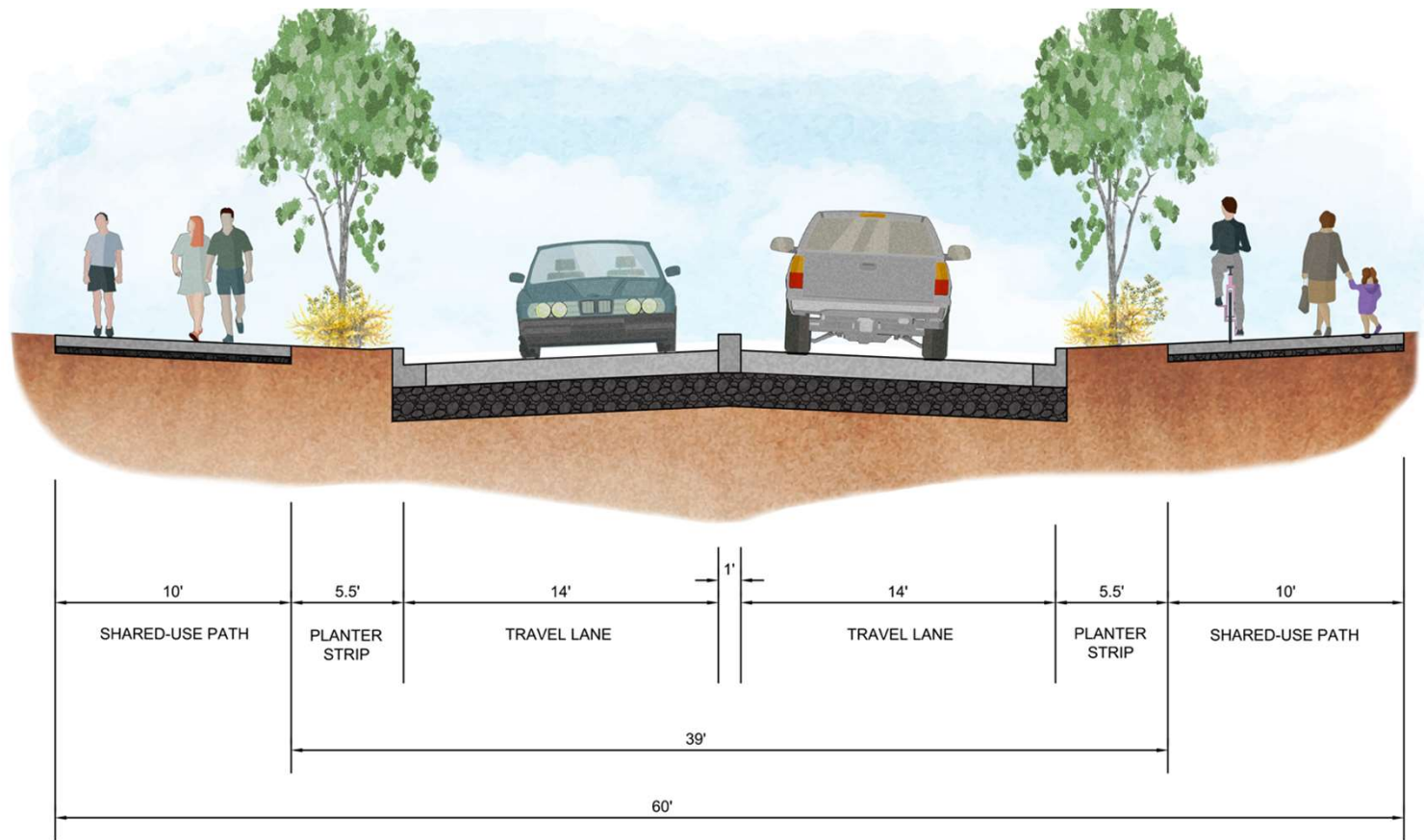


# 1. Sidewalk and Bike Lane (MM1)



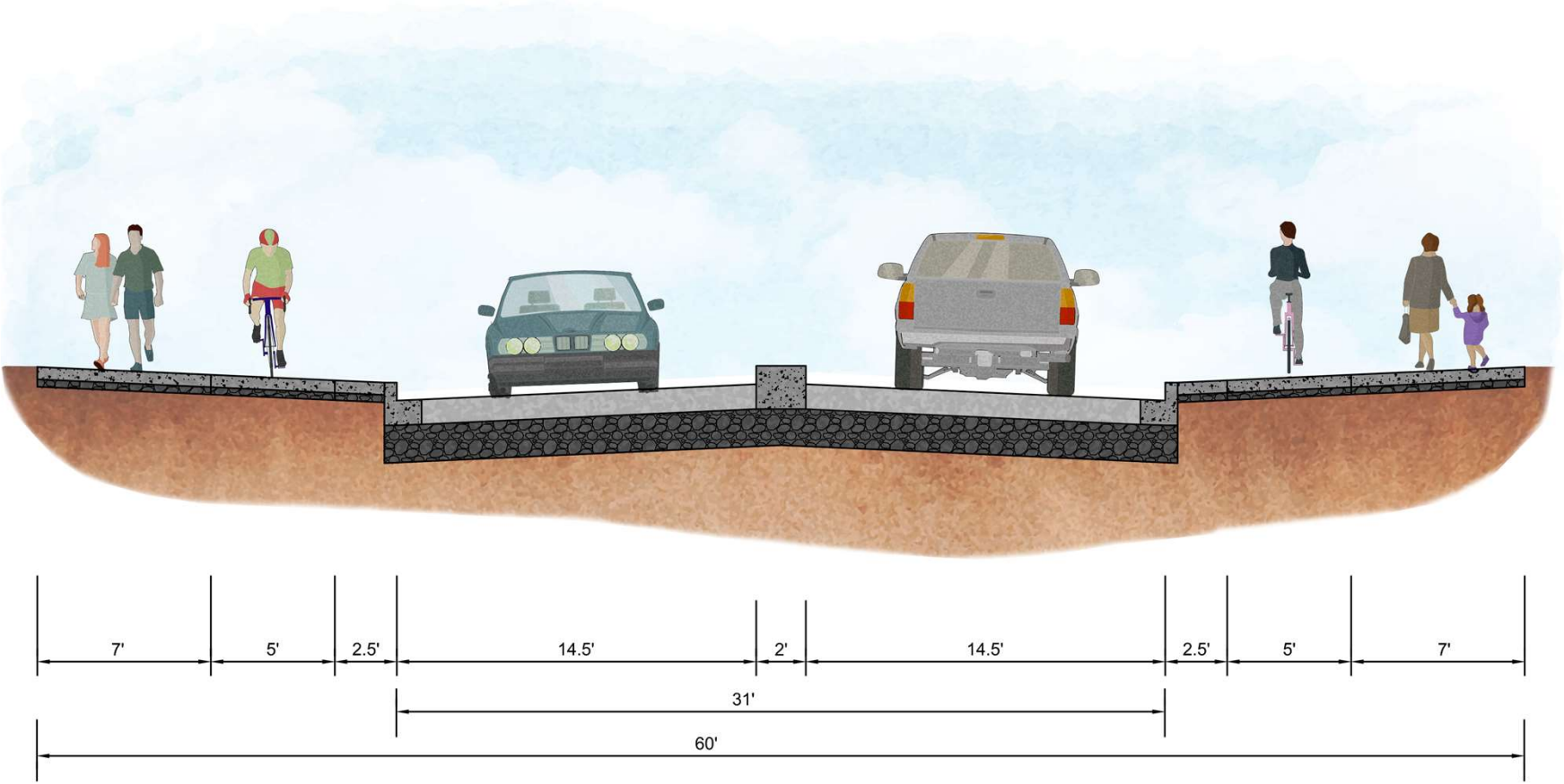
**Bike Lane with Sidewalk**

## 2. Shared-Use Path for Bicyclists & Pedestrians (MM2)



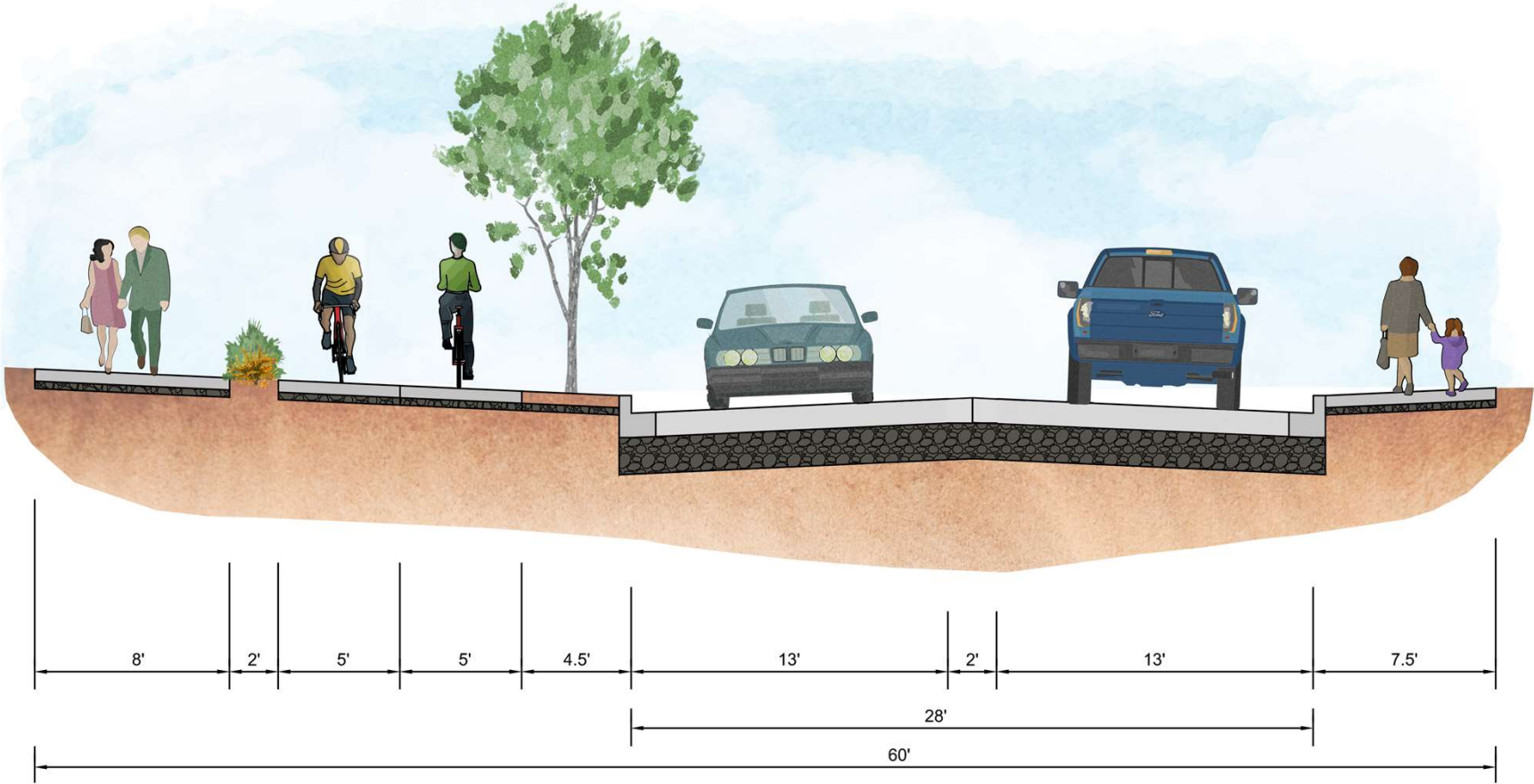
Shared-Use Path

### 3. Elevated Bike Lane and Sidewalk (MM3)



**Elevated Bike Lane and Sidewalk**

# 4. Bi-Directional Bike Lane and Sidewalk (MM4)



**Bi-Directional Bike Lane and Sidewalk**

# **Everett Street Corridor Alternative Analysis Report**

Camas, Washington

Prepared for:  
City of Camas  
616 NE 4th Avenue  
Camas, Washington 98607

November 2023  
PBS Project 74237.000



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## 1. PROJECT BACKGROUND

### Project Description

The Everett Street corridor considered in this analysis runs from the Lacamas Lake bridge at the southern terminus to Camas city limits at the northern terminus. The corridor is a Washington State facility (State Route 500) and is listed as a Gateway Corridor in the City of Camas' (City) 2035 Comprehensive Plan. There is currently a signalized intersection at NE 43rd Avenue, and all other intersections along the corridor are stop-controlled and yield to Everett Street traffic. The Everett Street corridor spans several key locations including Lacamas Park and several businesses near the southern end, Camas High School via NE 43rd Avenue at the midpoint, and several religious institutions near the northern end. Everett Street will also provide a vital connection to future developments north of Lacamas Lake via SE Ledbetter Road and via a new road shown in concept plans for the North Shore Subarea Plan.

With the overall population of the city expected to reach 34,000 by 2035, and significant development expected to take place in the North Shore subarea in the coming years, the Everett Street corridor must be prepared to serve future demand. This Alternative Analysis Report evaluates the benefits, impacts, and challenges associated with proposed improvements along the corridor. Specifically, this analysis considers several alternatives for vehicular use, and several alternatives for pedestrian and cyclist use, with an eye toward selecting the best alternative for each of these two user groups. When analyses and evaluations have been completed, a preferred alternative will be selected and a proposed phasing plan for future projects will be developed. The City will move forward with the design once funding for specific phases is secured.

### Project Purpose and Need

The intersection of Everett Street and NE 43rd Avenue includes existing crosswalks, but the remainder of the corridor does not include any existing pedestrian or bicyclist facilities. Individuals must use the shoulder or the vehicular travel lanes when walking or biking along Everett Street and must cross Everett Street without a crosswalk at locations other than NE 43rd Avenue. The current conditions described above create an undesirable travel route and the highest possible traffic level of stress for pedestrians and cyclists. Adding pedestrian and bike facilities would significantly improve pedestrian and cyclist safety and willingness to travel along the corridor. These proposed improvements would promote the health and safety of the community and would be congruent with Washington State Department of Transportation's (WSDOT) Active Transportation Plan and Target Zero initiative.

Between 2017 and 2022, roughly half of the recorded crashes along the Everett Street corridor involved two or more parties, and the other half of recorded crashes involved a single party striking wildlife or a roadside object. Of the crashes involving two or more parties, rear-ending was the most common type of crash, and several crashes involved turning movements. Safety will be improved by adding intersection and corridor improvements that will encourage lower vehicle operating speeds while also reducing conflict points. These improvements include additional illumination along the corridor, median curbs, roundabouts at select intersections or turn lanes at high-volume locations.

The existing Everett Street corridor between the Lacamas Lake bridge and Camas city limits does not have any aesthetic or interpretive elements, despite being listed as a gateway corridor by the City. The recently completed Lake and Everett Street roundabout, immediately south of the corridor considered in this analysis, contains aesthetic and interpretive elements that are in alignment with the City of Camas Gateway Corridor ordinance. These aesthetic elements will be continued along Everett Street with this project. Additional improvements will include iconic street signage, street trees, and gateway features intended to create the Camas look and feel within the Everett Street corridor.

**Public Involvement and Outreach**

There is considerable community support for this project. An initial open house hosted by the City occurred in November 2022 and discussed the North Shore Subarea Plan and the City’s comprehensive long-term planning for the area. Materials were presented to the public containing conceptual designs for consideration.

The project design team worked with City staff, the Project Advisory Committee, City Council, and the public to establish priorities. These were used in a community outreach survey to determine which priorities were most important to the public. With the survey, each participant was asked to rank each of the priorities in terms of importance. Following the community outreach, the priorities were ranked numerically with 1 having the highest ranking and 14 having the lowest ranking. The community priorities were then used to inform the Analysis Criteria that would be used to evaluate each of the alternatives (See Section 3. Analysis Criteria).

**Table 1. Community Priorities and Analysis Criteria**

Ranking	Priorities from Public Involvement	Weight	Analysis Criteria
1	Improve safety and mobility for pedestrians	2	P1 – Pedestrian Mobility and Safety
2	Improve safety and mobility for drivers	2	T1 – Motorist Mobility and Safety
3	Improve connections to nearby areas	2	P2 – Connections to Nearby Areas
4	Emergency access	2	T4 – Emergency Access
5	Minimize impact to environment	1.5	E1 – Minimize Impact to Environment
6	Improve safety and mobility for casual cyclists	1.5	P3 - Casual Cyclist Mobility and Safety
7	Maintain traffic flow and property access during construction	1.5	T2 – Traffic Flow and Property Access Impacts During Construction
8	Has a Camas look and feel	1.2	P4 – Camas Look and Feel
9	Minimize impact to properties on the corridor	1.2	I1 – Private Property Impacts
10	Can be completed for a reasonable cost	1.2	I2 – Construction Costs
11	Improve lighting	1.2	T3 – Lighting Impacts and Benefits
12	Improve parking	1.2	P5 – Public Parking
13	Improve safety and mobility for wheelchair users	1	P6 – Wheelchair User Safety and Mobility
14	Improve safety and mobility for experienced cyclists	1	P7 – Experienced Cyclist Mobility and Safety
15	Minimize noise [to adjacent properties]	1	E2 – Noise Impacts and Mitigation



## 2. ALTERNATIVES OVERVIEW

The following multimodal and roadway alternatives have been developed to address the priorities identified with the public involvement process. The design team developed five multimodal alternatives and three roadway alternatives.

### Multimodal Alternatives

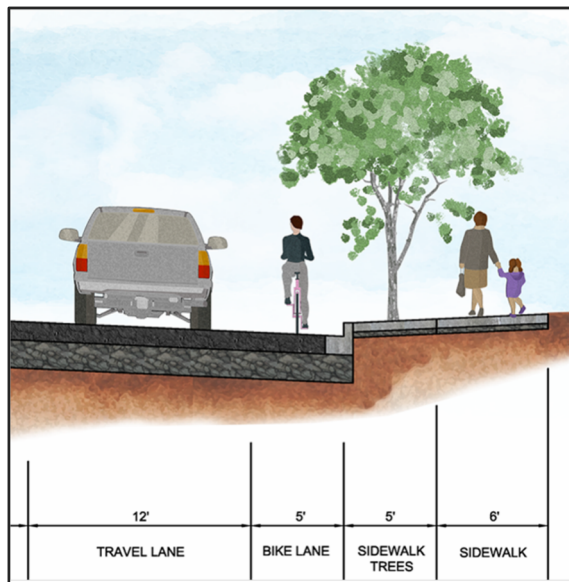
#### ***NB (No-Build)***

This alternative proposes no improvements; nothing would be constructed, and the existing roadway would remain in its current state. This option may be appropriate if all other options have adverse impacts that outweigh benefits.

#### ***Bike Lane and Sidewalk Alternative (MM1)***

This alternative would include the following features:

- Landscape strip separating pedestrians from vehicular traffic.
- Sidewalk and bicycle lane on both sides of Everett Street with the bicycle lane on the roadway.
- When combined with a two-lane roadway (RB1), there would be no property impacts beyond the right-of-way.
- When combined with a three-lane roadway (S1 and RB2), there would be property impacts beyond the right-of-way.

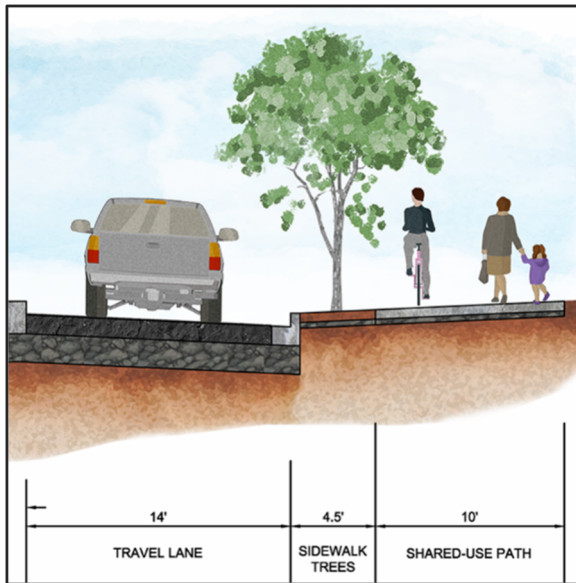


**Figure 1.** Bike Lane and Sidewalk Alternative (MM1).

**Shared-Use Path Alternative (MM2)**

This alternative would include the following features:

- Landscape strip separating bicycles and pedestrians from vehicular traffic
- Sidewalk and bicycle lane on both sides of Everett Street
- When combined with a two-lane roadway (RB1), there would be no property impacts beyond the right-of-way.
- When combined with a three-lane roadway (S1 and RB2), there would be property impacts beyond the right-of-way.

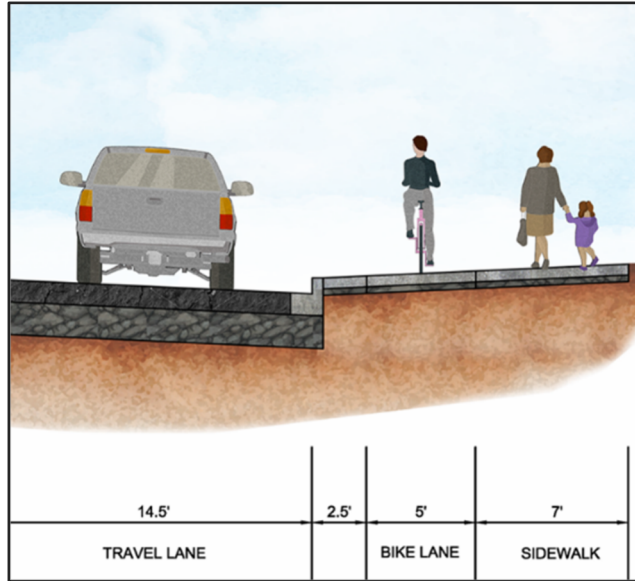


**Figure 2.** Shared-use Path Alternative (MM2).

**Elevated Bike Lane and Sidewalk Alternative (MM3)**

This alternative would include the following features:

- Bike and pedestrian traffic would be elevated above the roadway and behind the curb, with a paved buffer between the roadway and elevated bicycle lane.
- When combined with a two-lane roadway (RB1), there would be no property impacts beyond the right-of-way.
- When combined with a three-lane roadway (S1 and RB2), there would be property impacts beyond the right-of-way.

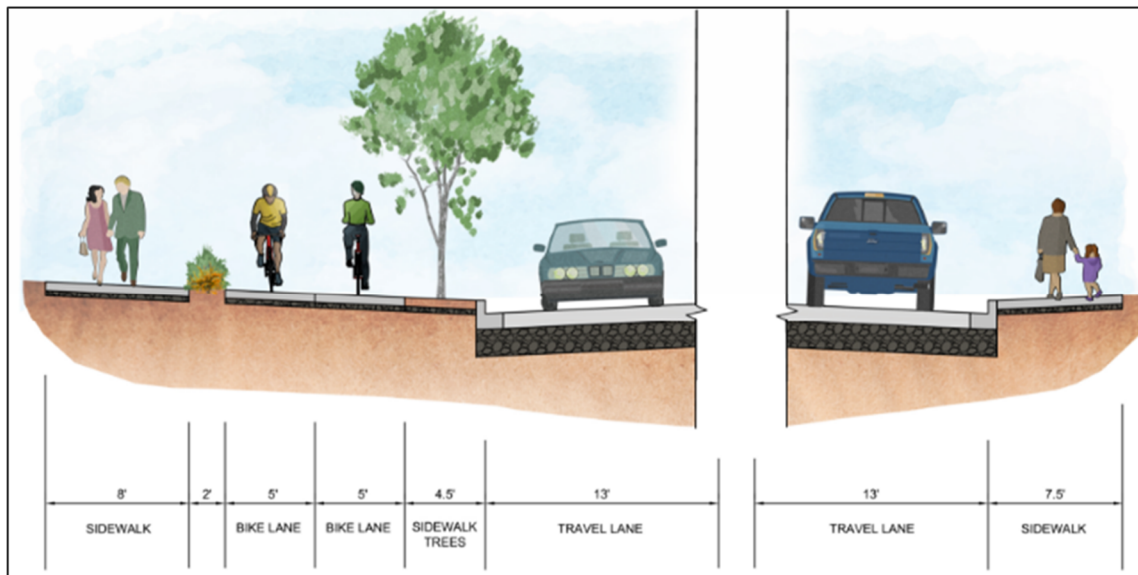


**Figure 3.** Elevated Bike Lane and Sidewalk Alternative (MM3).

**Bi-Directional Bikeway and Sidewalk Alternative (MM4)**

This alternative would include the following features:

- A bi-directional bike lane, sidewalk, and buffer areas would be elevated above the roadway and behind the curb on the western side of Everett Street as well as a new sidewalk on the eastern side of Everett Street.
- When combined with a two-lane roadway (RB1), there would be no property impacts beyond the right-of-way.
- When combined with a three-lane roadway (S1 and RB2), there would be property impacts beyond the right-of-way.



**Figure 4.** Bi-Directional Bikeway and Sidewalk Alternative (MM4).

### Roadway Alternatives

#### **Two-Lane Section with Roundabouts Alternative (RB1)**

This alternative would include the following features:

- Roundabouts at key intersections (NE 38th Avenue, NE 43rd Avenue, SE Leadbetter Rd, and SE 8th Street).
- Two travel lanes divided by a traffic curb along the full length of the corridor.
- Median breaks to provide full access to driveways north of SE 8th Street.

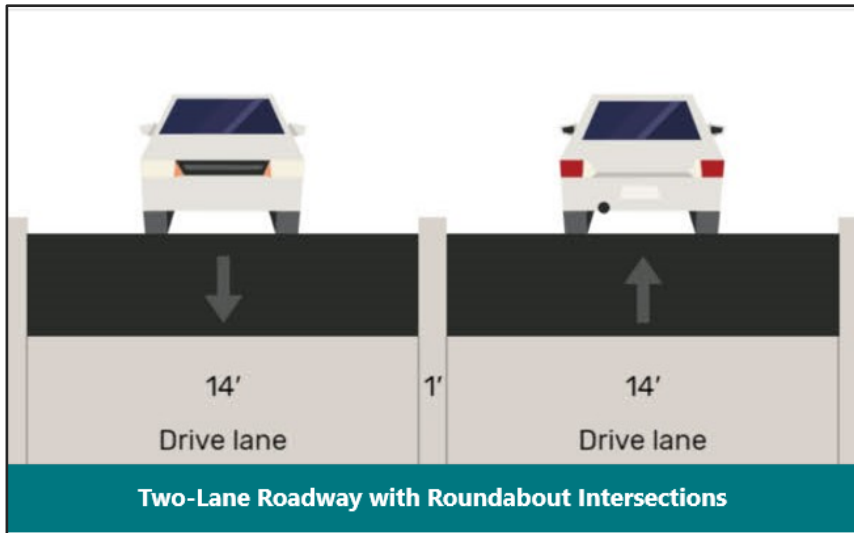


Figure 5. Two-Lane Section with Roundabouts Alternative (RB1).

#### **Three-Lane Section with Signals Alternative (S1)**

This alternative would include the following features:

- Traffic signals at key intersections (NE 38th Avenue, NE 43rd Avenue, SE Leadbetter Road, and SE 8th Street).
- Two travel lanes plus a two-way left turn lane along the full length of the corridor.

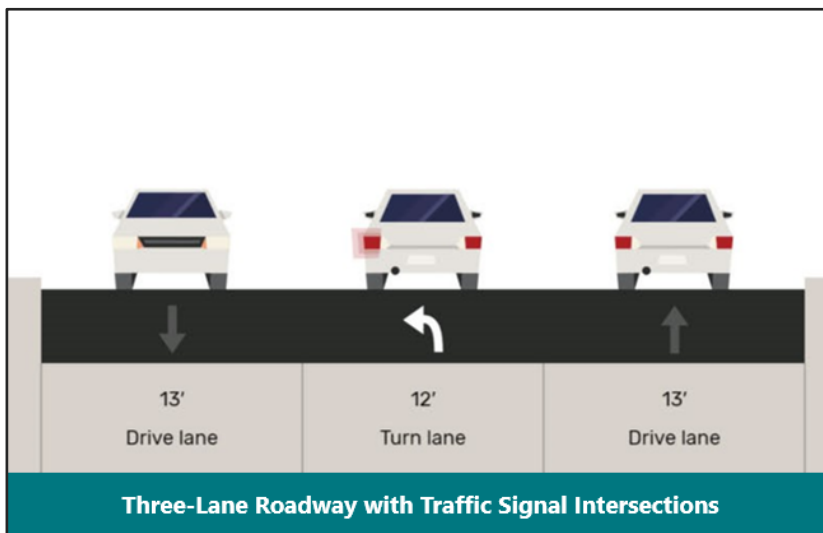


Figure 5. Three-Lane Section with Signals Alternative (S1).

### Three-Lane Section with Roundabouts (RB2)

This alternative would include the following features:

- Roundabouts at NE 43rd Avenue and other key intersections to the north (SE Leadbetter Road and SE 8th Street).
- Two travel lanes plus a two-way left-turn lane north of SE Leadbetter Road; two travel lanes divided by median south of SE Leadbetter Road.

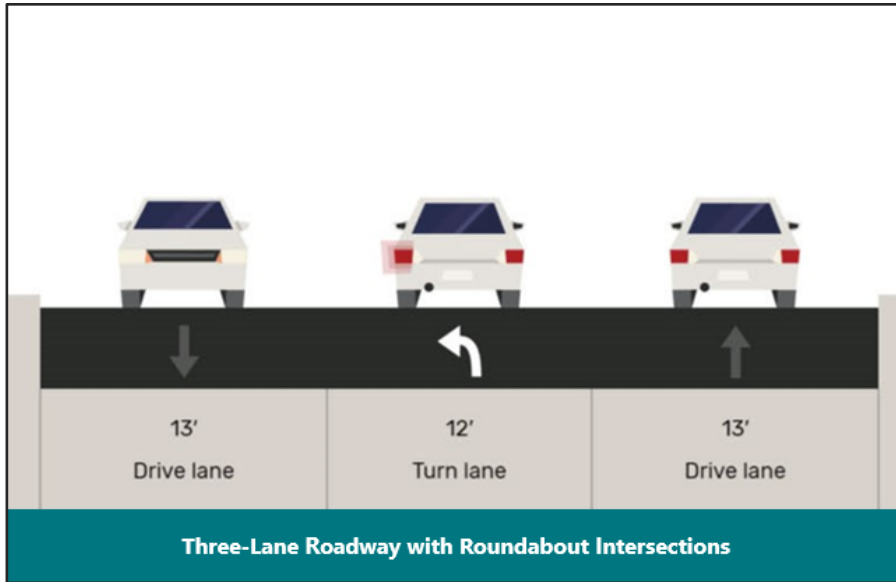


Figure 6. Three-Lane Section with Roundabouts – North of SE Leadbetter Road (RB2).

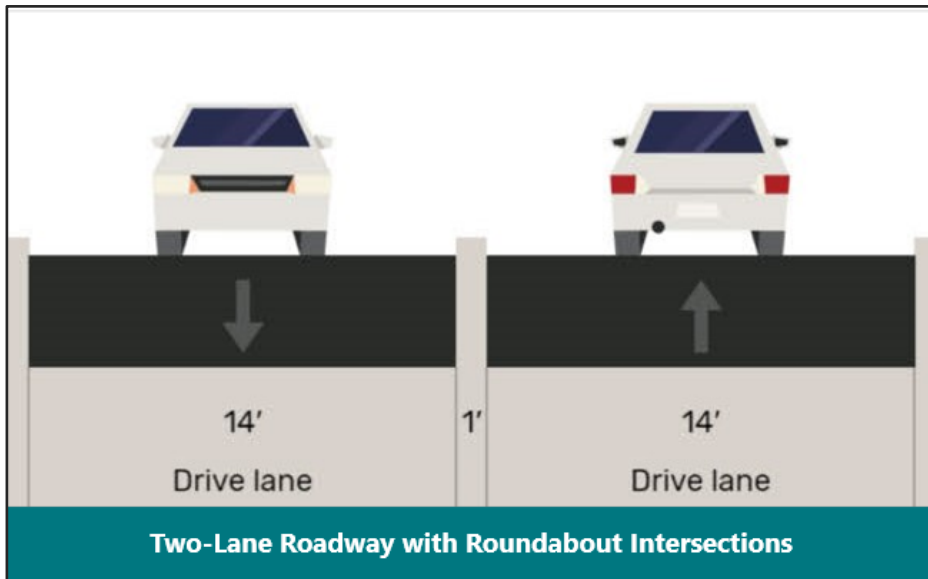


Figure 7. Two-Lane Section with Roundabouts – South of SE Leadbetter Road (RB2).

### 3. ANALYSIS CRITERIA AND ALTERNATIVE EVALUATION

The Analysis Criteria was developed based on priorities gathered during the community outreach events. Subsequently, each of these priorities were ranked and weighted based on feedback from community surveys. The criterion weights were based on community priorities, which were obtained from a community survey that ran from November 2022 to January 2023. The alternatives present above were then evaluated using the criterion scoring using a score between 1 and 10 for each applicable criterion.

**Table 2. Analysis Criteria**

<b>Public Impacts and Benefits</b>	
<b>Analysis Criteria</b>	<b>Weight</b>
P1 – Pedestrian Mobility and Safety	2
P2 – Connections to Nearby Areas	2
P3 - Casual Cyclist Mobility and Safety	1.5
P4 – Camas Look and Feel	1.2
P5 - Public Parking	1.2
P6 - Wheelchair User Safety and Mobility	1
P7 – Experienced Cyclist Mobility and Safety	1
<b>Traffic Impacts and Benefits</b>	
<b>Analysis Criteria</b>	<b>Weight</b>
T1 – Motorist Mobility and Safety	2
T2 – Traffic Flow and Property Access Impacts During Construction	1.5
T3 - Lighting Impacts and Benefits	1.2
T4 – Emergency Access	2
<b>Environmental Impacts and Benefits</b>	
<b>Analysis Criteria</b>	<b>Weight</b>
E1 – Minimize Impact to Environment	1.5
E2 – Noise Impacts and Mitigation	1
<b>Infrastructure Impacts and Benefits</b>	
<b>Analysis Criteria</b>	<b>Weight</b>
I1 – Private Property Impacts	1.2
I2 – Construction Costs	1.2

**P1 - Pedestrian Mobility and Safety**

*Criteria Description*

Currently there are no pedestrian facilities north of NE 35th Avenue along the Everett Street corridor.

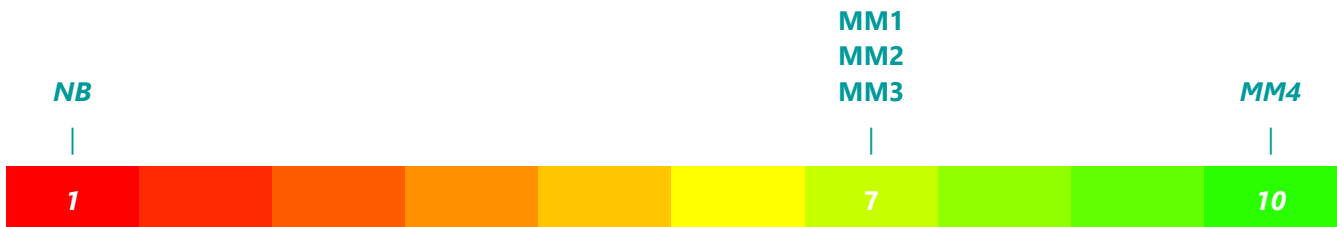
All alternatives (except no-build) add pedestrian facilities along the length of the corridor. Evaluation of added pedestrian facilities will consider: continuity of facilities, required crossings (if any), protection at crossings, buffer from other modes of traffic, and required out-of-direction travel (if any).

*Criteria Scoring*

- A score of 1 will be applied to alternatives that do not add any pedestrian facilities.
- A maximum score of 7 will be applied to alternatives having a pedestrian facility width of 6 feet.
- A score of 10 will be applied to alternatives that have pedestrian facility width of more than 6 feet and includes buffers between pedestrian facilities and other modes of transport.

Scoring		
Alt	Score	Justification
NB	1	Does not add pedestrian facilities.
MM1	7	Buffer from bike facilities provided by a curb. Sidewalk is only 6 feet wide.
MM2	7	Pedestrians have no buffer from cyclists in a shared facility. Shared use path is 10 feet wide.
MM3	7	Buffer from bike facilities provided by a landscape strip. Sidewalk is 7 feet wide.
MM4	10	Buffer from bike facilities provided by a landscape strip. Sidewalk is 8 feet wide.

**RATING SCALE**



**P2 - Connections to Nearby Areas**

*Criteria Description*

Currently there are no pedestrian or bike facilities north of NE 35th Avenue along the Everett Street corridor.

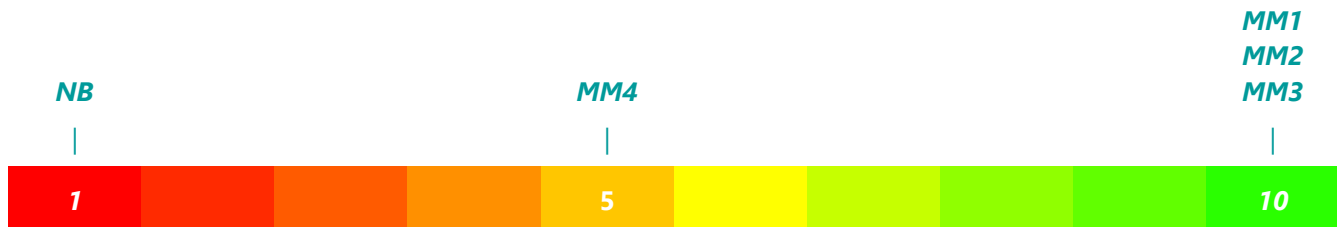
All alternatives (except no-build) add pedestrian and bike facilities along the length of the corridor, such that pedestrians and cyclists can travel north or south along Everett Street. Evaluation of connectivity will consider: ability of users to reach key locations and any out-of-direction travel required to reach key locations.

*Criteria Scoring*

- A score of 1 will be applied to alternatives that do not add pedestrian and bike facilities.
- A score of 10 will be applied to alternatives that add pedestrian and bike facilities that connect users to all identified key locations and require no out-of-direction travel.
- Other alternatives will be scored proportionally.

Scoring		
Alt	Score	Justification
NB	1	Does not add pedestrian facilities.
MM1	10	Sidewalks and bike facilities on both sides of the street along the length of the corridor.
MM2	10	Sidewalks and bike facilities on both sides of the street along the length of the corridor.
MM3	10	Sidewalks and bike facilities on both sides of the street along the length of the corridor.
MM4	5	Bike facilities on one side of the street, and therefore out-of-direction travel required for cyclists.

**RATING SCALE**





**P3 - Casual Cyclist Mobility and Safety**

*Criteria Description*

Currently there are no bike facilities north of the Lake & Everett roundabout along the Everett Street corridor.

All alternatives (except no-build) add bike facilities along the length of the corridor. Evaluation of added bike facilities will consider: continuity of facilities, required crossings (if any), protection at crossings, buffer from other modes of traffic, and required out-of-direction travel (if any).

*Criteria Scoring*

- A score of 1 will be applied to alternatives that do not add any bike facilities.
- A maximum score of 5 will be applied to alternatives with no buffer between bike facilities and other modes of transport (pedestrian, vehicle).
- A maximum score of 7 will be applied to alternatives having bike facilities on a single side of the street, and therefore requiring out-of-direction travel for adjacent users.
- A score of 10 will be applied to alternatives that allow cyclists to travel along the full length of the corridor without crossing Everett Street, require minimal out-of-direction travel, and have a buffer between bike facilities and other modes of transport.

Scoring		
Alt	Score	Justification
NB	1	Does not add bike facilities.
MM1	1	Bike lanes are in roadway with no buffer from vehicular traffic.
MM2	5	Elevated bike lane with no buffer from pedestrians in the shared facility.
MM3	10	Elevated bike lanes on both sides of street, and a buffer from pedestrian facilities provided by a buffer strip.
MM4	7	Bike facilities on one side of the street, and therefore out-of-direction travel required for cyclists.

**RATING SCALE**



**P4 - Camas Look and Feel**

*Criteria Description*

The Everett Street corridor has been identified in the City of Camas 2035 Comprehensive Plan as a Gateway Corridor. Desirable features within Gateway Corridors include iconic street signage and lighting, layered landscaping and street trees, historic and interpretive elements, and other unique features that give roadway users the distinct impression that they are entering Camas.

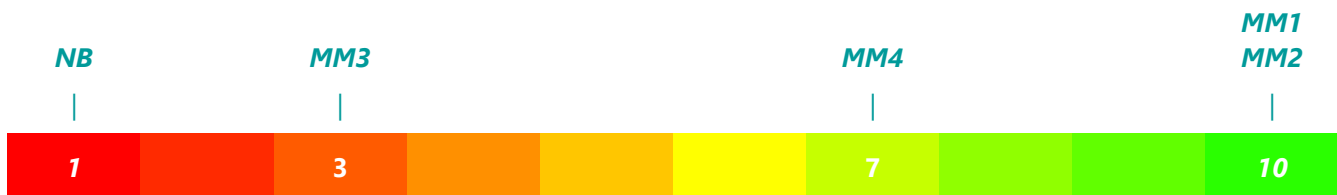
All alternatives (except no-build) will add gateway features and aesthetic elements in alignment with the character of Camas.

*Criteria Scoring*

- A score of 1 will be applied to alternatives that do not add any gateway or aesthetic improvements.
- A maximum score of 3 will be applied to alternatives that include gateway-style signage and lighting but no landscape.
- A maximum score of 7 will be applied to alternatives that do not include historical/interpretive elements.
- A score of 10 will be applied to alternatives that include gateway-style lighting and signing, street trees and landscaping, and pertinent historical/interpretive elements.

Scoring		
Alt	Score	Justification
NB	1	Does not add any gateway or landscape improvements.
MM1	10	Includes street trees and gateway features.
MM2	10	Includes street trees and gateway features.
MM3	3	Includes gateway features but does not include street trees.
MM4	7	Includes gateway features but does not include street trees on one side of the road.

**RATING SCALE**



**P5 - Public Parking**

*Criteria Description*

The quantity of legal parking spaces serving key locations at the south end of the corridor is currently insufficient.

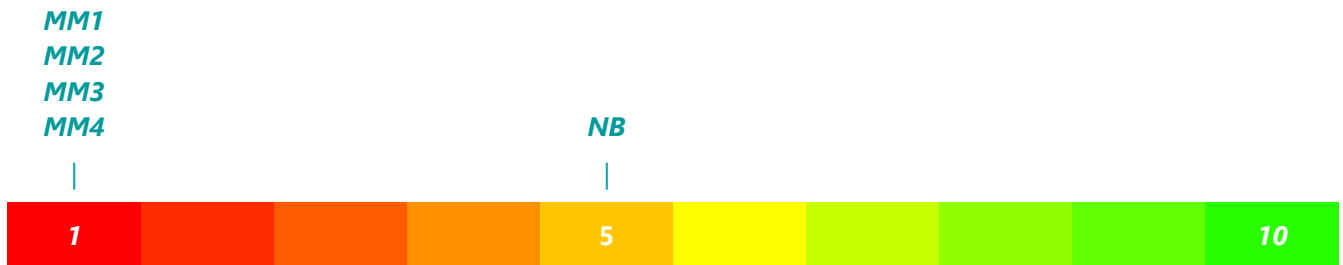
*Criteria Scoring*

- A score of 5 will be applied to alternatives that maintain parking stall count.
- One point will be deducted for every 2 parking stalls removed, down to a minimum score of 1.
- One point will be added for every 5 parking stalls added, up to a maximum score of 10.

Note: Off-site parking should be considered to mitigate the removal of current parking spaces.

Scoring		
Alt	Score	Justification
NB	5	Maintains existing parking stall count.
MM1	1	Does not maintain existing parking stall count and requires off-street parking.
MM2	1	Does not maintain existing parking stall count and requires off-street parking.
MM3	1	Does not maintain existing parking stall count and requires off-street parking.
MM4	1	Does not maintain existing parking stall count and requires off-street parking.

**RATING SCALE**



**P6 - Wheelchair User Safety and Mobility**

*Criteria Description*

Currently there are no pedestrian facilities north of NE 35th Avenue along the Everett Street corridor.

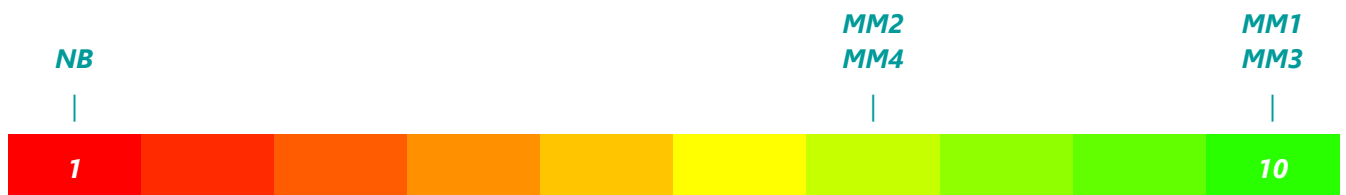
All alternatives (except no-build) add Americans with Disabilities Act (ADA) compliant pedestrian facilities along the length of the corridor.

*Criteria Scoring*

- A score of 1 will be applied to alternatives that do not add ADA-compliant pedestrian facilities.
- A maximum score of 3 will be applied to alternatives with any gaps or discontinuities in pedestrian facilities along the corridor.
- A maximum score of 5 will be applied to alternatives that require pedestrians to cross Everett Street to continue northbound or southbound travel along the corridor.
- A maximum score of 7 will be applied to alternatives with attached sidewalks and to alternatives with no buffer between pedestrian facilities and bike facilities.
- A score of 10 will be applied to alternatives that allow pedestrians to travel along the full length of the corridor without crossing Everett Street, require minimal out-of-direction travel, and have detached sidewalks.

Scoring		
Alt	Score	Justification
NB	1	Does not add pedestrian facilities.
MM1	10	Separated bike facilities for the length of the project.
MM2	7	Bike facility is shared with pedestrians.
MM3	10	Separated bike facilities for the length of the project.
MM4	7	Bike facilities are only located on one side of the road, resulting in out-of-direction travel potential.

**RATING SCALE**



**P7 - Experienced Cyclist Mobility and Safety**

*Criteria Description*

Currently there are no bicyclist facilities north of the Lake & Everett roundabout along the Everett Street corridor.

All alternatives (except no-build) add bike facilities along the length of the corridor. Evaluation of added bike facilities will consider: continuity of facilities, required crossings (if any), protection at crossings, buffer from other modes of traffic, and required out-of-direction travel (if any).

*Criteria Scoring*

- A score of 1 will be applied to alternatives that do not add bicycle facilities that meet WSDOT traffic stress criteria.
- A maximum score of 5 will be applied to alternatives with no buffer between bike facilities and other modes of transport (pedestrian, vehicle).
- A maximum score of 7 will be applied to alternatives which have more intersection crossings.
- A score of 10 will be applied to alternatives that allow cyclists to travel along the full length of the corridor without crossing Everett Street, minimal intersection crossings, and have a buffer between bike facilities and other modes of transport.

Scoring		
Alt	Score	Justification
NB	1	Does not add bike facilities.
MM1	3	Bike lanes are in roadway with no buffer from vehicular traffic.
MM2	5	Cyclists have no buffer from pedestrians in a shared facility.
MM3	7	Bike lanes on both sides of the street, and a buffer from pedestrian facilities is provided by a landscape strip.
MM4	10	Bike facilities on one side of the street with minimal intersection crossings.

**RATING SCALE**



**Multimodal Results**

The following table summarizes the results from section 3, Analysis Criteria and Weight:

Everett Street Corridor Alternatives Analysis – Multimodal						
Public Impacts and Benefits						
Analysis Criteria	Priority Weight	NB	MM1	MM2	MM3	MM4
Pedestrian Mobility and Safety	2	1	7	7	7	10
Connections to Nearby Areas	2	1	10	10	10	5
Casual Cyclist Mobility and Safety	1.5	1	1	5	10	7
Camas Look and Feel	1.2	1	10	10	3	7
Public Parking	1.2	5	1	1	1	1
Wheelchair User Safety and Mobility	1	1	10	7	10	7
Serious Cyclist Mobility and Safety	1	1	3	5	7	10
<b>Total without priority</b>		<b>11</b>	<b>42</b>	<b>45</b>	<b>48</b>	<b>47</b>
<b>Total with priority</b>		<b>14.7</b>	<b>61.7</b>	<b>66.7</b>	<b>70.8</b>	<b>67.1</b>

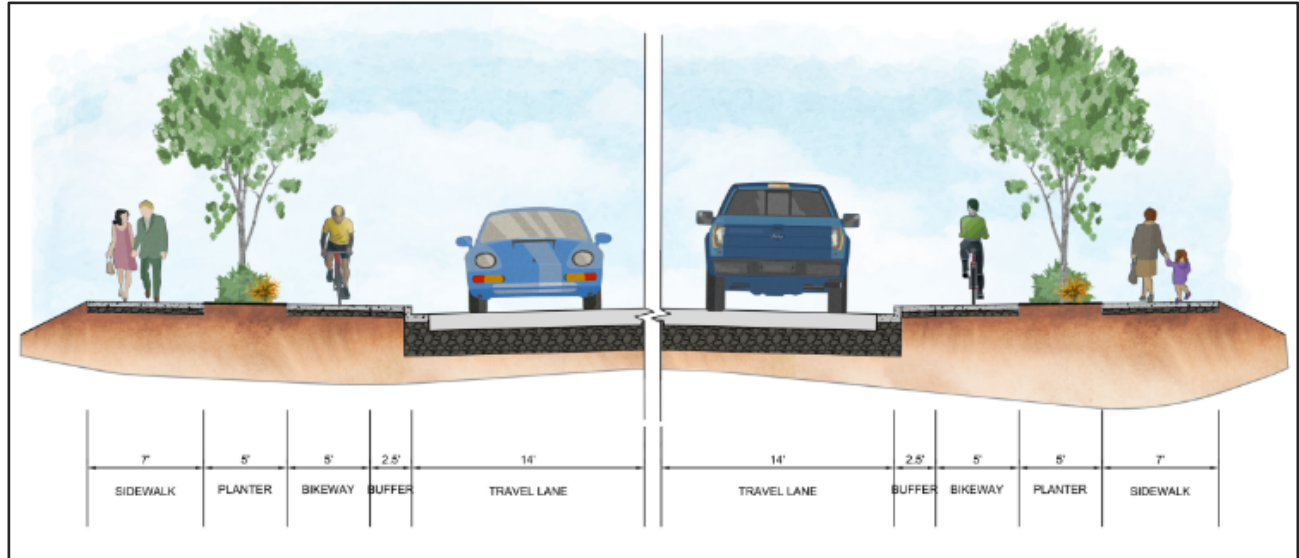
**Multimodal Selected Alternative**

MM3 scored the highest of options MM1 through MM4. However, due to the relatively small point differential between all options, in conjunction with the fact that no single option adequately satisfied the community and City goals, an additional option was added to best meet the multimodal criteria (MM5). See below for the new alternative cross section and the updated results summary including MM5.

**Elevated Bikeway and Sidewalk Alternative (MM5)**

This alternative would include the following features:

- An elevated bikeway, sidewalk, and buffer areas would be elevated above the roadway and behind the curb on both sides of Everett Street.
- When combined with a two-lane (RB1) and three-lane roadway (S1 and RB2), there would be property impacts beyond the right-of-way.



**Figure 8.** Elevated Bikeway and Sidewalk Alternative (MM5).

Everett Street Corridor Alternatives Analysis – Multimodal								
Public Impacts and Benefits								
Analysis Criteria	Priority Weight	NB	MM1	MM2	MM3	MM4	MM5	MM5 Justification
Pedestrian Mobility and Safety	2	1	7	7	7	10	10	Buffer from bike facilities provided by landscape strip. Sidewalk is 7 feet wide.
Connections to Nearby Areas	2	1	10	10	10	5	10	Sidewalks and bike facilities on both sides of the street along the length of the corridor.
Casual Cyclist Mobility and Safety	1.5	1	1	5	10	7	10	Bike lanes on both sides of the street, and buffer from pedestrian facilities provided by buffer strip.
Camas Look and Feel	1.2	1	10	10	3	7	10	Includes street trees and gateway features.
Public Parking	1.2	5	1	1	1	1	1	Does not maintain existing parking stall count, requires off-street parking.
Wheelchair User Safety and Mobility	1	1	10	7	10	7	10	Separated bike facilities for length of project.

Serious Cyclist Mobility and Safety	1	1	3	5	7	10	7	Bike lanes on both sides of the street, and buffer from pedestrian facilities provided by landscape strip.
<b>Total without priority</b>		<b>11</b>	<b>42</b>	<b>45</b>	<b>48</b>	<b>47</b>	<b>58</b>	
<b>Total with priority</b>		<b>14.7</b>	<b>61.7</b>	<b>66.7</b>	<b>70.8</b>	<b>67.1</b>	<b>85.2</b>	

Option MM5 was determined to best satisfy the community and City's goals for all users of the corridor: connectivity, Camas look and feel, mobility, and safety. The design team strongly recommends option MM5 for the multimodal corridor as the best option for the City. This option was further vetted with City staff and the team concluded that MM5 is the recommended multimodal solution which will be used in conjunction to the roadway alternatives.



**P1 - Pedestrian Mobility and Safety**

*Criteria Description*

Currently there are no pedestrian facilities north of NE 35th Avenue along the Everett Street corridor.

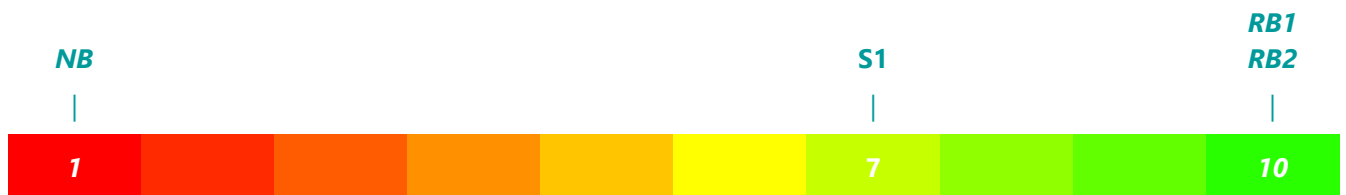
All alternatives (except no-build) add pedestrian facilities along the length of the corridor. Evaluation of added pedestrian facilities will consider pedestrian safety (results are based on research by the National Insurance Institute for Highway Safety).

*Criteria Scoring*

- A score of 1 will be applied to alternatives that do not add any pedestrian facilities.
- A score of 10 will be applied to the safest alternatives.
- Other alternatives will be scored proportionally.

Scoring		
Alt	Score	Justification
NB	1	Does not add pedestrian facilities.
RB1 W/MM5	10	Buffer from bike facilities provided by a curb. The sidewalk is only 6 feet wide.
S1 W/MM5	7	Research has proven that signalized intersections are less safe than roundabouts, as when collisions happen, they are more likely to result in injuries or fatalities.
RB2 W/MM5	10	Buffer from bike facilities provided by a landscape strip. The sidewalk is 7 feet wide.

**RATING SCALE**



**P2 - Connections to Nearby Areas**

*Criteria Description*

Currently there are no pedestrian or bike facilities north of NE 35th Avenue along the Everett Street corridor.

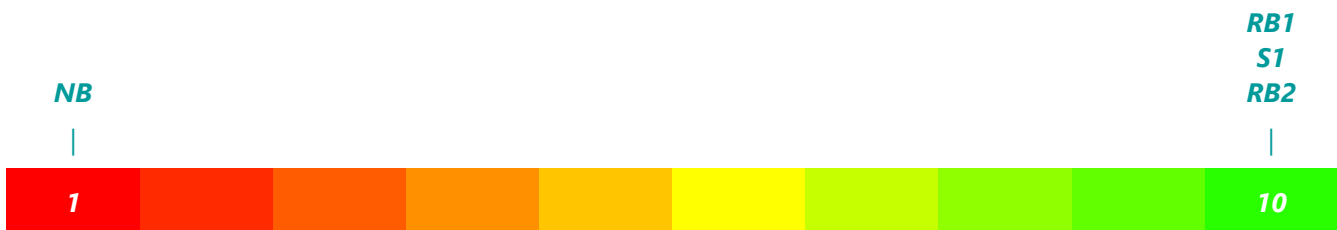
All alternatives (except no-build) add pedestrian and bike facilities along the length of the corridor, such that pedestrians and cyclists can travel north or south along Everett Street. Evaluation of connectivity will consider the ability of users to reach key locations and any out-of-direction travel required to reach key locations.

*Criteria Scoring*

- A score of 1 will be applied to alternatives that do not add pedestrian and bike facilities.
- A score of 10 will be applied to alternatives that add pedestrian and bike facilities that connect users to all identified key locations and require no out-of-direction travel.
- Other alternatives will be scored proportionally.

Scoring		
Alt	Score	Justification
NB	1	Does not add pedestrian facilities.
RB1 W/MM5	10	Sidewalks and bike facilities on both sides of street along the length of the corridor.
S1 W/MM5	10	Sidewalks and bike facilities on both sides of the street along the length of the corridor.
RB2 W/MM5	10	Sidewalks and bike facilities on both sides of the street along the length of the corridor.

**RATING SCALE**



**P3 - Casual Cyclist Mobility and Safety**

*Criteria Description*

Currently there are no bike facilities north of the Lake & Everett roundabout along the Everett Street corridor.

All alternatives (except no-build) add bike facilities along the length of the corridor. Evaluation of added bike facilities will consider casual bicyclist safety (results are based on research by the National Insurance Institute for Highway Safety).

*Criteria Scoring*

- A score of 1 will be applied to alternatives that do not add any bike facilities.
- A score of 10 will be applied to alternatives that provide the highest safety standards. This has been interpreted as providing dedicated bike facilities.
- Other alternatives will be scored proportionally.

Scoring		
Alt	Score	Justification
NB	1	Does not add bike facilities.
RB1 W/MM5	10	Bike lanes are in the roadway with no buffer from vehicular traffic.
S1 W/MM5	10	Elevated bike lane with no buffer from pedestrians in the shared facility.
RB2 W/MM5	10	Elevated bike lanes on both sides of the street, and buffer from pedestrian facilities provided by a buffer strip.

**RATING SCALE**



**P4 - Camas Look and Feel**

*Criteria Description*

The Everett Street corridor has been identified in the City of Camas 2035 Comprehensive Plan as a Gateway Corridor. Desirable features within Gateway Corridors include iconic street signage and lighting, layered landscaping and street trees, historic and interpretive elements, and other unique features that give roadway users the distinct impression that they are entering Camas.

All alternatives (except no-build) will add gateway features and aesthetic elements in alignment with the character of Camas.

*Criteria Scoring*

- A score of 1 will be applied to alternatives that do not landscape or gateway features
- A score of 10 will be applied to alternatives that have the highest potential to add landscape or gateway features.
- Other alternatives will be scored proportionally.

Scoring		
Alt	Score	Justification
NB	1	Does not add landscape or gateway features.
RB1 W/ MM5	7	Adds landscape and gateway features behind the curbs.
S1 W/ MM5	7	Adds landscape and gateway features behind the curbs.
RB2 W/ MM5	10	Adds landscape and gateway features behind the curbs, with potential to add landscaped medians north of Leadbetter Road.

**RATING SCALE**



**P5 - Public Parking**

*Criteria Description*

The quantity of legal parking spaces serving key locations at the southern end of the corridor is currently insufficient.

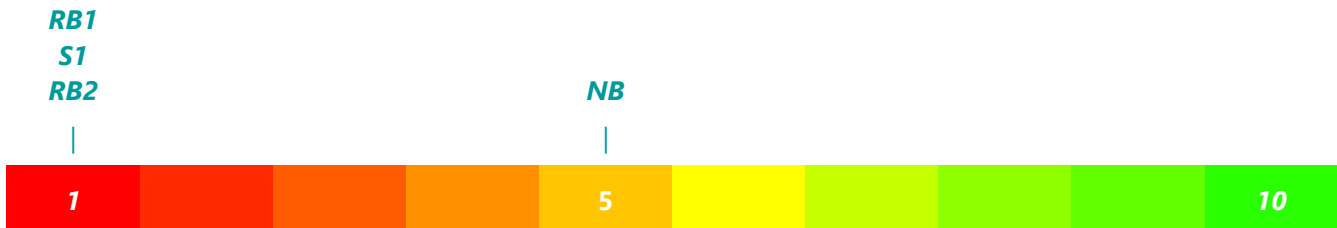
*Criteria Scoring*

- A score of 5 will be applied to alternatives that maintain parking stall count.
- One point will be deducted for every 2 parking stalls removed, down to a minimum score of 1.
- One point will be added for every 5 parking stalls added, up to a maximum score of 10.

Scoring		
Alt	Score	Justification
NB	5	Maintains existing parking stall count.
RB1 W/ MM5	1	Does not maintain existing parking stall count and requires off-street parking.
S1 W/ MM5	1	Does not maintain existing parking stall count and requires off-street parking.
RB2 W/ MM5	1	Does not maintain existing parking stall count and requires off-street parking.

Note: Off-site parking should be considered to mitigate the removal of current parking spaces

**RATING SCALE**



**P6 -Wheelchair User Safety and Mobility**

*Criteria Description*

Currently there are no pedestrian facilities north of NE 35th Avenue, along the Everett Street corridor.

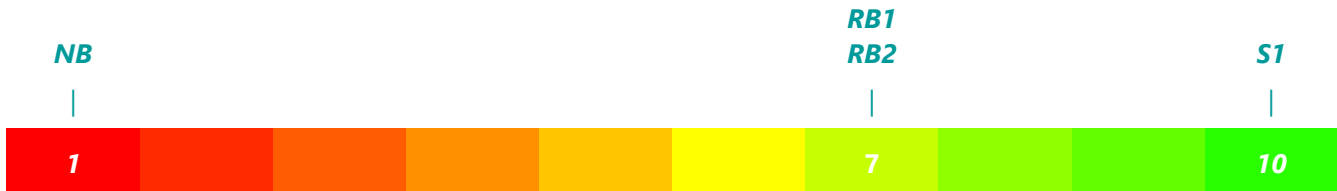
All alternatives (except no-build) add ADA-compliant pedestrian facilities along the length of the corridor.

*Criteria Scoring*

- A score of 1 will be applied to alternatives that do not add any bike facilities.
- A score of 10 will be applied to alternatives that provide the highest safety standards. This has been interpreted as providing a signalized crossing for slower mobility users
- Other alternatives will be scored proportionally.

Scoring		
Alt	Score	Justification
NB	1	Does not add pedestrian facilities.
RB1 W/MM5	7	Single lane crossings reduce exposure time.
S1 W/MM5	10	Signalized crossing provides the highest level of safety
RB2 W/MM5	7	Single lane crossings reduce exposure time.

**RATING SCALE**



**P7 - Experienced Cyclist Mobility and Safety**

*Criteria Description*

Currently there are no bike facilities north of the Lake & Everett roundabout along the Everett Street corridor.

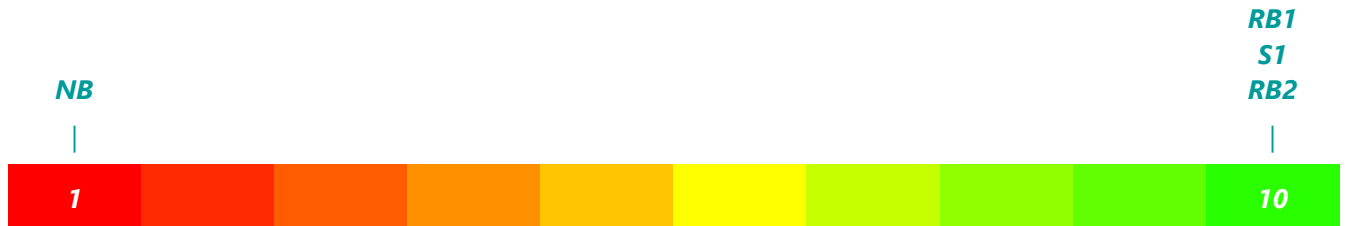
All alternatives (except no-build) add bike facilities along the length of the corridor. Evaluation of added bike facilities will consider casual bicyclist safety (results are based on research by the National Insurance Institute for Highway Safety).

*Criteria Scoring*

- A score of 1 will be applied to alternatives that do not add any bike facilities.
- A score of 10 will be applied to alternatives that provide the highest safety standards. This has been interpreted as providing dedicated bike facilities.
- Other alternatives will be scored proportionally.

Scoring		
Alt	Score	Justification
NB	1	Does not add bike facilities.
RB1 W/MM5	10	Bike lanes are in the roadway with no buffer from vehicular traffic.
S1 W/MM5	10	Elevated bike lane with no buffer from pedestrians in the shared facility.
RB2 W/MM5	10	Elevated bike lanes on both sides of the street, and a buffer from pedestrian facilities provided by a buffer strip.

**RATING SCALE**



**T1 - Motorist Mobility and Safety**

*Criteria Description*

Currently NE 43rd Avenue is the only intersecting street along the corridor with facilities to protect turning movements onto Everett Street. All other intersecting streets are stop-controlled and must yield to Everett Street traffic, thereby generating unprotected turns onto Everett Street.

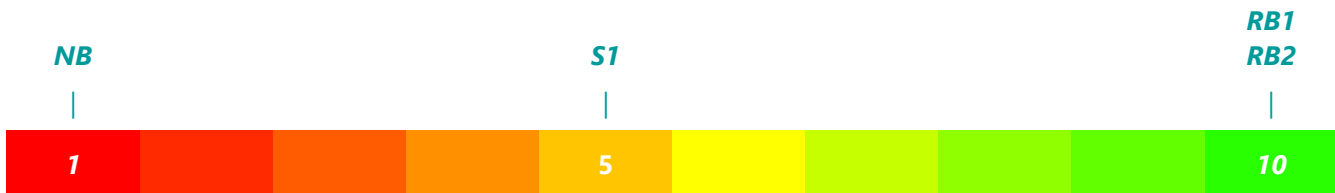
Alternatives propose stop lights or roundabouts at key intersections to eliminate unprotected turns onto and off of Everett Street. Access at other intersections may be reduced, and limited out-of-direction travel may be introduced in some locations.

*Criteria Scoring*

- A score of 1 will be applied to the alternative with the highest probability of fatal crashes and largest anticipated speeds through intersections.
- A score of 10 will be applied to the alternative with the lowest probability of fatal crashes and safest anticipated speeds through intersections.
- Other alternatives will be scored proportionally. Overall crash rates may not coincide with fatal crash probabilities, in which case ratings of 1 or 10 may not be applied to any alternatives.

Scoring		
Alt	Score	Justification
NB	1	There is currently a signalized intersection at NE 43rd Avenue, and all other intersecting roads are stop-controlled and yield to Everett Street. This leaves motorists performing turning movements unprotected against high-speed through traffic. Additionally, the current two-lane section does not have any auxiliary turn lanes south of NE 43rd Avenue, meaning that turning movements off of Everett Street in this area cause delays of through traffic.
RB1 W/MM5	10	Roundabouts allow for higher traffic throughput than intersections with the same number of lanes, and fewer fatal collisions occur at roundabouts than intersections due to lower speeds and oblique collision angles.
S1 WMM5	5	This alternative adds a two-way center turn lane and several signalized intersections that would provide storage and protected phases for turning movements, but there is a higher chance of high-speed and fatal collisions when compared to roundabouts.
RB2 W/MM5	10	Roundabouts allow for higher traffic throughput than intersections with the same number of lanes, and fewer fatal collisions occur at roundabouts than intersections due to lower speeds and oblique collision angles.

**RATING SCALE**





**T2 -Traffic Flow and Property Access Impacts During Construction**

*Criteria Description*

All alternatives (except no-build) will introduce traffic impacts as a result of construction activity. Impacts may include: reduced speeds, lane closures, temporary traffic signals, temporary traffic flaggers, traffic realignments, and traffic delays.

The extent of these impacts will be dependent upon several factors including: space available for construction, project scope, and construction phasing. In general, the more improvements that are made within the footprint of the existing roadway, the greater the traffic impacts will be.

*Criteria Scoring*

- A score of 1 will be applied to alternatives that require a full closure of the road for a significant duration.
- A maximum score of 3 will be applied to alternatives that require a partial closure of the road for a significant duration.
- A maximum score of 5 will be applied to alternatives that impose significant property access impacts, including out-of-direction travel.
- A score of 10 will be applied to alternatives that can be achieved with no traffic impacts.

Scoring		
Alt	Score	Justification
NB	10	No construction; zero traffic impacts due to construction.
RB1 W/MM5	3	Based on available space, it is likely that roundabouts will require at least partial roadway closures for significant durations.
S1 W/M5	5	It may be possible to complete signalized alternative without roadway closures, but property access will be affected at times by construction of adjacent roadway and multimodal facilities.
RB2 W/MM5	3	Based on available space, it is likely that roundabouts will require at least partial roadway closures for significant durations.

**RATING SCALE**



**T3 -Lighting Impacts and Benefits**

*Criteria Description*

Lighting along the Everett Street corridor currently includes modern streetlights at the intersections of NE Everett Drive, SE Leadbetter Road, and NE 43rd Avenue. All other locations have no lighting, or lighting that doesn't meet modern standards.

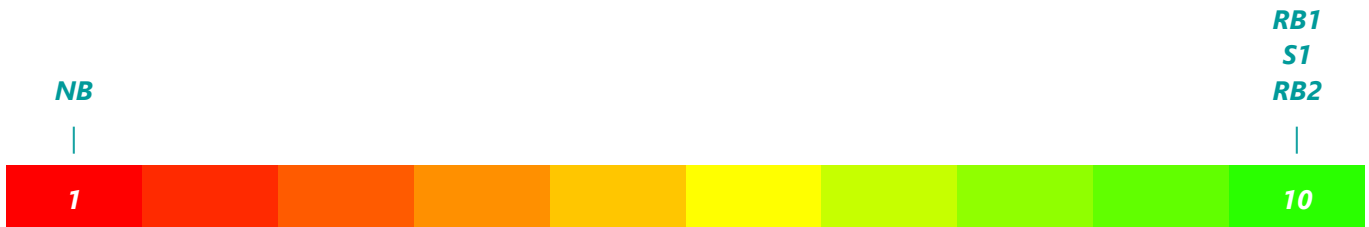
All alternatives will add lighting and improve illumination along the corridor. Illumination will be of particular importance at intersections and pedestrian/cyclist crossings.

*Criteria Scoring*

- A score of 1 will be applied to alternatives that do not add lighting along the corridor.
- A score of 10 will be applied to alternatives that provide satisfactory lighting at all locations along the corridor.
- Other alternatives will be scored proportionally.

Scoring		
Alt	Score	Justification
NB	1	No lighting added.
RB1 W/MM5	10	Satisfactory lighting added at all locations along the corridor.
S1 W/MM5	10	Satisfactory lighting added at all locations along the corridor.
RB2 W/MM5	10	Satisfactory lighting added at all locations along the corridor.

**RATING SCALE**



**T4 - Emergency Access**

*Criteria Description*

Currently there are no medians or islands along the Everett Street corridor that pose a navigation obstacle to emergency vehicles. However, there are areas where shoulder width is extremely limited, especially at the southern end of the corridor.

Alternatives that introduce medians or islands will maintain adequate clear space. Alternatives will also minimize out-of-direction travel and incorporate a shoulder where feasible.

*Criteria Scoring*

- A score of 1 will be applied to alternatives that do not include sufficient clear space at certain locations and/or require considerable out-of-direction travel.
- A score of 10 will be applied to alternatives that maintain sufficient clear space at all locations, and do not require out-of-direction travel.
- Other alternatives will be scored proportionally.

Scoring		
Alt	Score	Justification
NB	5	Two-lane section with a limited shoulder along much of corridor, but full access at all intersections and no out-of-direction travel required.
RB1 W/MM5	3	Two-lane section divided by a median throughout the corridor will result in clear space constraints throughout the corridor.
S1 W/MM5	10	Three-lane section with a center-left turn lane and full access preserved at all intersections.
RB2 W/MM5	7	Two-lane section divided by a median along the southern half of the corridor will have clear space constraints, but a three-lane section with a center turn lane along the northern half of corridor will provide full access.

**RATING SCALE**



**E1 - Minimize Impact to the Environment**

*Criteria Description*

Impact on the environment includes a number of more specific impacts such as ground disturbance, tree disturbance and removal, and changes in water and air quality.

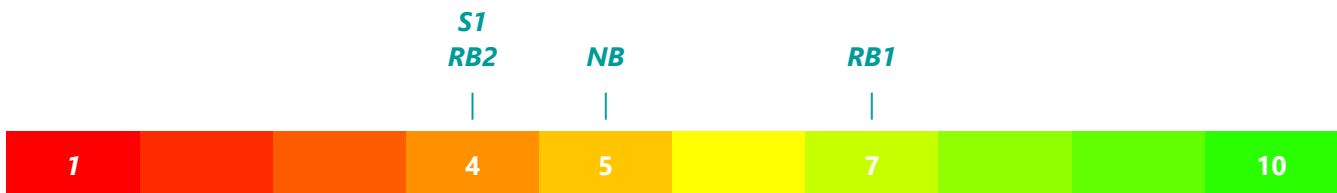
All alternatives (except no-build) will require a certain degree of environmental impact, and in general, the larger the footprint of the new roadway the greater the environmental impact.

*Criteria Scoring*

- A score of 1 will be applied to the alternative that results in significant ground disturbance, removal of numerous trees, and degradation of air and water quality.
- A score of 10 will be applied to the alternative that results in no ground disturbance (and thus no tree removal or disturbance), and no water or air quality impacts.
- Other alternatives will be scored proportionally.

Scoring		
Alt	Score	Justification
NB	5	No ground disturbance, tree disturbance, or removal. However, no roadway and stormwater improvements could lead to increased vehicular traffic congestion, reduced air quality, and water quality in the immediate area.
RB1 W/ MM5	7	The two-lane section with roundabouts will likely require moderate ground disturbance, tree disturbance/removal, and increases in stormwater runoff. However, roundabouts provide greater traffic throughput than intersections, thereby limiting air quality impacts due to traffic congestion.
S1 W/ MM5	4	The three-lane section with signalized intersections will likely require moderate ground disturbance, tree disturbance/removal, and increases in stormwater runoff.
RB2 W/ MM5	4	The three-lane section with roundabouts has the largest footprint and will likely require the greatest ground disturbance, tree disturbance/removal, and greatest increase in stormwater runoff. However, roundabouts provide greater traffic throughput than intersections, thereby limiting air quality impacts due to traffic congestion.

**RATING SCALE**



**E2 - Noise Impacts and Mitigation**

*Criteria Description*

In general, noise generated by a road will increase with the average speed of traffic, and with the volume of traffic. It is assumed that traffic will continue to increase independent of any improvements made to Everett Street.

Currently, there are no noise barriers along the Everett Street corridor. Studies will determine anticipated future noise levels generated by traffic, and if said noise levels exceed a critical threshold, construction of noise barriers will be considered.

*Criteria Scoring*

- A score of 1 will be applied to the alternative that results in the loudest traffic noise affecting adjacent properties.
- A score of 10 will be applied to the alternative that results in the quietest traffic noise affecting adjacent properties (likely by means of a noise barrier and/or traffic calming).
- Other alternatives will be scored proportionally.

Scoring		
Alt	Score	Justification
NB	8	No traffic calming will be implemented, but travel lanes will not be shifted toward residences.
RB1 W/MM5	10	Roundabout chicanes will reduce traffic speed through intersections and along the corridor.
S1 W/MM5	1	Travel lanes will shift closer to residences and traffic speeds while likely be higher.
RB2 W/MM5	6	Roundabout chicanes will reduce traffic speed through intersections and along the corridor. However, portion of the travel lanes will be closer to residences.

**RATING SCALE**



**I1 - Private Property Impacts**

*Criteria Description*

Several alternatives may require right-of-way acquisition from adjacent private properties.

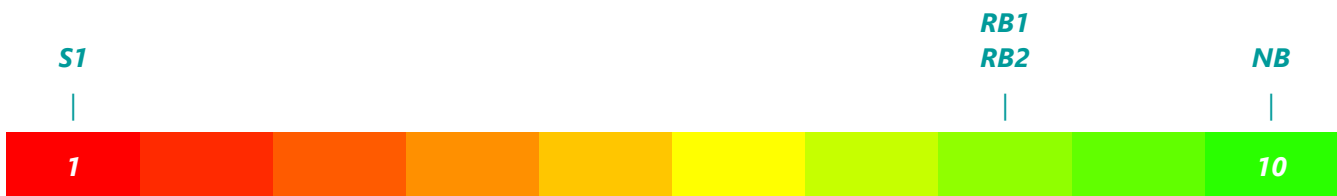
One or more private properties have improvements within the existing right-of-way, and all alternatives may require the removal of said improvements.

*Criteria Scoring*

- A score of 1 will be applied to alternatives that will likely require relocation of residences or demolition of structures.
- A score of 5 will be applied to alternatives that require right-of-way acquisition from properties and substantially impact the use of the properties.
- A maximum score of 8 will be applied to alternatives that require right-of-way acquisition but are not likely to substantially impact the use of said properties.
- A score of 10 will be applied to alternatives that do not extend roadway hardscape into impact private property.

Scoring		
Alt	Score	Justification
NB	10	No right-of-way impacts.
RB1 W MM5	8	Some right-of-way impacts but maintains existing driveways and parking at residences.
S1 W/MM5	1	High probability of substantially impacting or demolishing existing structures.
RB2 W/MM5	8	Some right-of-way impacts but maintains existing driveways and parking at residences.

**RATING SCALE**



**I2 - Construction Costs**

*Criteria Description*

The three construction-based alternatives have been conceptually costed out for the purposes of a cost comparison.

Upon selection of a preferred alternative, the preferred alternative and its project additives will be refined to provide a more detailed construction cost estimate.

*Criteria Scoring*

- Lowest cost will receive a score of 10.
- Highest cost will receive a score of 1.
- All options start at 10 and lose a point for every \$8 million

Scoring		
Alt	Score	Justification
NB	10	\$0
RB1 W/MM5	5	\$41M
S1 W/MM5	5	\$41M
RB2 W/MM5	4	\$46M

**RATING SCALE**



**Alternative Evaluation Results**

The following table summarizes the results from the analysis of the roadway alternatives and their respective scores. The overall results were combined with the preferred multimodal alternative (MM5).

<b>Public Impacts and Benefits</b>						
<b>Analysis Criteria</b>	<b>Priority Weight</b>	<b>NB</b>	<b>RB1 W/ MM5</b>	<b>S1 W/ MM5</b>	<b>RB2 W/ MM5</b>	
Pedestrian Mobility and Safety	2	1	10	7	10	
Connections to Nearby Areas	2	1	10	10	10	
Casual Cyclist Mobility and Safety	1.5	1	10	10	10	
Camas Look and Feel	1.2	1	7	7	10	
Public Parking	1.2	5	1	1	1	
Wheelchair User Safety and Mobility	1	1	7	10	7	
Serious Cyclist Mobility and Safety	1	1	10	10	10	
<b>Total without priority</b>		<b>11</b>	<b>55</b>	<b>55</b>	<b>58</b>	
<b>Total with priority</b>		<b>14.7</b>	<b>81.6</b>	<b>78.6</b>	<b>85.2</b>	

<b>Traffic Impacts and Benefits</b>						
<b>Analysis Criteria</b>	<b>Priority Weight</b>	<b>NB</b>	<b>RB1 W/ MM5</b>	<b>S1 W/ MM5</b>	<b>RB2 W/ MM5</b>	
Motorist Mobility and Safety	2	1	10	5	10	
Traffic Flow and Property Access during Construction	1.5	10	3	5	3	
Lighting Impacts and Benefits	1.2	1	10	10	10	
Emergency Access	2	5	3	10	7	
<b>Total without priority</b>		<b>17</b>	<b>26</b>	<b>30</b>	<b>30</b>	
<b>Total with priority</b>		<b>28.2</b>	<b>42.5</b>	<b>49.5</b>	<b>50.5</b>	

<b>Environmental Impacts and Benefits</b>						
<b>Analysis Criteria</b>	<b>Priority Weight</b>	<b>NB</b>	<b>RB1 W/ MM5</b>	<b>S1 W/ MM5</b>	<b>RB2 W/ MM5</b>	
Minimize Impact to the Environment	2	5	7	4	4	
Noise Impacts & Mitigation	1	8	10	1	6	
<b>Total without priority</b>		<b>13</b>	<b>17</b>	<b>5</b>	<b>10</b>	
<b>Total with priority</b>		<b>18</b>	<b>24</b>	<b>9</b>	<b>14</b>	

<b>Infrastructure Impacts and Benefits</b>						
<b>Analysis Criteria</b>	<b>Priority Weight</b>	<b>NB</b>	<b>RB1 W/ MM5</b>	<b>S1 W/ MM5</b>	<b>RB2 W/ MM5</b>	
Private Property Impacts	1.2	10	8	1	8	



Construction Costs	1.2	10	5	5	4
<b>Total without priority</b>		<b>20</b>	<b>13</b>	<b>6</b>	<b>12</b>
<b>Total with priority</b>		<b>24</b>	<b>15.6</b>	<b>7.2</b>	<b>14.4</b>

Summary				
	NB	RB1 W/ MM5	S1 W/ MM5	RB2 W/ MM5
<b>Total without priority</b>	<b>50</b>	<b>111</b>	<b>96</b>	<b>110</b>
<b>Total with priority</b>	<b>84.9</b>	<b>163.7</b>	<b>144.3</b>	<b>164.1</b>

Note:

- RB1 = Single-lane roundabout corridor along the entire corridor.
- RB2 = Single-lane corridor from the Lake and Everett Roundabout Corridor to Leadbetter Road, and a three-lane roundabout corridor north to the city limits.
- S1 = Three-lane signalized corridor.

#### 4. DRAFT RECOMMENDED ALTERNATIVE

Option RB2 (three-lane section north of Leadbetter Road) was determined to best satisfy the community and City’s goals for all users of the corridor. RB2 is a single-lane roundabout corridor, with a narrow median from the southern project limits to SE Leadbetter Road, and a single-lane roundabout corridor with a large median from SE Leadbetter Road to the northern project limits.

This Alternative Analysis Report evaluated the benefits, impacts, and challenges associated with proposed improvements along the corridor. After considering several vehicular and pedestrian/cyclist alternatives, the final alternatives chosen are the MM5 cross section and RB2 roundabout design. The RB2 design in combination with MM5 improves the connectivity to key locations, as well as the safety and mobility of pedestrians, cyclists, and motorists along the corridor. These options are projected to reduce the severity of rear-end and turning movement related crashes by speed reduction, added illumination, and roundabout design. Additionally, these options create the distinct City of Camas look and feel. The design team strongly recommends the combination of these two alternatives as the best option for the City of Camas.

#### 5. FEEDBACK FROM OPEN HOUSE #3

The third corridor open house, held on September 20, 2023, at Lacamas Lake Lodge again saw an attendance of over 50 people, including several elected officials and those running for office, and lasted until after 8:00 pm. To allow participants to catch up on past events, presentation printouts and event summaries from open houses 1 and 2 were provided before the presentation began. Additionally, project staff were available for one-on-one discussion both before and after the program. Public Works Director Steve Wall, with support from project team members, fielded more than 20 questions and comments.

Several attendees posed questions and made comments. Key themes were as follows:

- Property Impacts/Right-of-Way
- Design
- Roundabout Benefits
- Funding
- Timing

- Comprehensive Planning

These questions and comments were made during an open Question & Answer session in which project staff provided answers and feedback. These notes were made to the best of the notetaker's ability and are not an actual transcription of discussion. Any items can be further researched for accuracy and completeness upon request.

- What is the right-of-way (ROW) distance? About 30 feet from the road's center stripe.
- In the recommended concept, MM5, does the sidewalk need to be on both sides of the roadway? Yes.
- Is this where eminent domain comes in? Steve referenced the formal ROW process.
- Request for bigger graphics so measurements are readable.
- Is the timing of this project being coordinated with the North Shore? Yes, the North Shore is being considered. We do not yet know the timing of the phases in this project.
- Question on the recommended concept and bike use.
- What size are the roundabouts? Not as big as the Lake-Everett roundabout. Approximately 110 feet, using WSDOT guidance and the newest roundabout guide for design. We will refine the design with community input. Additional discussion on the roundabout concepts having less impact along the corridor than the signal concept, more at intersections.
- At the intersection near Camas High School (43rd and Everett), how does the roundabout play out with traffic volumes? Roundabouts keep traffic moving, provide gaps, and slow people down. The traffic simulation shown on screen (references a monitor set up in the event space) show a 20-year projection, are sped up five times, and don't show cars slowing to enter.
- Regarding widening in the north segment, what has the conversation with WSDOT addressed in terms of the transition to unincorporated areas? WSDOT is planning roundabouts at 3rd & Everett and 3rd & Robinson, with construction anticipated summer 2024.
- Is the bridge part of the project? Yes, the bridge and the 35th intersection would probably go together. Raising the bridge will be required to get out of the floodplain?
- Regarding congestion and future development, is public transit being considered? Yes. The CTRAN representative present added that this project could allow for new access to their services.
- Regarding timing, is it possible that pieces of this project could be completed faster than two decades? There are potential alternatives, such as trails being looked at by the Parks Department, that could provide access sooner.
- Can we do anything to reduce speed? Traffic studies would likely be required with proof shown of how people are using the corridor. Unable to answer fully tonight.
- As the county and city expands to the north, how is this project planning being integrated with land use planning? Our traffic analysis uses the county's most recent data. Future planning will evolve, with new details being incorporated constantly.
- The corridor project doesn't show ways to accommodate areas coming off of it. Is there a plan for improving infrastructure into and out of this area? The city's planning process looks at this, and planning growth is included in this project's plan.
- What is the cost estimate and funding outlook? \$40-50 million. We'll break out the project into segments, look at options and grants. The city tracks and pursues funding opportunities.

- Does this cost include maintenance costs? We separate the two, but they need to work together despite coming from different funding streams. The Council weighs in on these discussions. It's getting hard to find maintenance dollars state and nationwide.
- Do you know what the segments are? Somewhat, but we don't know the order of addressing them. The south section will likely take priority.
- Regarding intersection priorities, it depends on the pedestrian or roadway focus. How you move through the roadway affects movement through the intersections.
- Will people move through the corridor easier if bottlenecks at intersections are fixed? Yes.
- Specific question about the south and north sections and how the concept would affect her property. Staff will follow up with her one on one.
- With WSDOT's roundabouts, the total is eight. Is there a hybrid option to do some roundabouts and some signals? Yes, we've looked at that. "Consistent expectation" is important.
- Is combining intersections possible? The hill makes it hard.
- Does modeling incorporate the new planned infrastructure? Yes, and other city planning documents reflect that too.

## 6. CITY COUNCIL FEEDBACK

TBD

## 7. FINAL RECOMMENDED ALTERNATIVE

TBD