



**DESIGN REVIEW COMMITTEE MEETING AGENDA**  
**Monday, April 30, 2018, 4:00 PM**  
**City Hall, 616 NE 4th Avenue**

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**I. CALL TO ORDER**

**II. ROLL CALL / INTRODUCTIONS**

**III. MEETING ITEMS**

- A. Design Review for Hetherwood Apartments (DR16-03)  
Details: Proposal to construct a multi-family residential apartment complex in the Multi-Family (vested as MF-24) residential zoning district. The Design Review Committee (DRC) provides a recommendation to the decision maker that includes consideration of the general design review standards of the Camas Municipal Code (CMC) Chapter 18.19 Design Review and the Camas Design Review Manual (DRM).  
Presenter: Sarah Fox, Senior Planner  
Recommended Action: That the Design Review Committee (DRC) reviews the submitted materials, deliberates and forwards a recommendation to the Director for a final decision.

 [Hetherwood Residential Development Staff Report](#)

[Exhibit 1 Design Review Checklist](#)

[Exhibit 2 Applicant's Narrative for Hetherwood](#)

[Exhibit 3 Site Plan and Elevations](#)

[Exhibit 4 Hetherwood Site Plan Review Decision](#)

- B. Design Review for Burkland Duplex (DR18-01)  
Details: The applicant proposes to construct a duplex residential building in the Multi-Family (MF-18) zoning district. The Design Review Committee (DRC) provides a recommendation to the decision maker that includes consideration of the general design review standards of the Camas Municipal Code (CMC) Chapter 18.19 Design Review and the Camas Design Review Manual (DRM).  
Presenter: Lauren Hollenbeck, Senior Planner  
Recommended Action: That the Design Review Committee (DRC) reviews the submitted materials, deliberates and forwards a recommendation to the Director for a final decision.

 [Burkland Duplex Staff Report \(DR18-01\)](#)

[Exhibit 1 Design Review Checklist](#)

[Exhibit 2 Applicant's Narrative for Burkland Duplex](#)

[Exhibit 3 Site Plan](#)

[Exhibit 4 Elevations and Floor Plan](#)

#### **IV. ADJOURNMENT**

NOTE: The City of Camas welcomes and encourages the participation of all of its citizens in the public meeting process. A special effort will be made to ensure that persons with special needs have opportunities to participate. For more information, please call the City Clerk's Office at 360.817.1591.



Community Development Department  
616 NE Fourth Avenue  
Camas, WA 98607  
(360) 817-1568

**STAFF REPORT**  
**Design Review Application for Hetherwood Residential Development**  
**City File No. DR16-03**

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**TO:** Design Review Committee  
**FROM:** Planning Staff, Sarah Fox Presenter  
**APPLICANT:** Kate's Woods, LLC  
**LOCATION:** NW Pacific Rim Blvd.  
Camas, WA 98607  
Parcel number 126040-000

**APPLICABLE LAW:** The application was submitted on June 20, 2016, and the applicable codes are those that were in effect on the date of application (through Ord. 17-008). Camas Municipal Code (CMC) Titles 16, 17, and 18, specifically (but not limited to): Chapter 16.01 General Provisions; Chapter 16.03 Definitions; Chapter 16.07; Chapter 16.13 SEPA; Chapter 16.31 Archaeological; Chapter 16.51 General Provisions; Chapter 16.53 Wetlands; Chapter 17.01 General Provisions; Chapter 18.07 Use Authorization; Chapter 18.11 Parking; Chapter 18.13 Landscaping; Chapter 18.18 Site Plan Review; Chapter 18.19 Design Review (including the Design Review Manual); Chapter 18.25 Row houses; and Chapter 18.55 Administrative Procedures. This development is also subject to Sections 2, 3, 4 and 5 of "CR 2A Settlement Agreement" (Clark County Superior Court filed on 05-24-2017), when it was formerly named "Kate's Woods".

**BACKGROUND:**

The Hetherwood residential project is located on approximately 7.04 acres of multi-family zoned property (vested as MF-24) that fronts NW Pacific Rim Blvd, north of the Sharp Electronics property. The applicant is currently seeking design review approval for the construction of 134 residential units within two four-story apartment buildings and one three story apartment building. The parcel includes parking garages as well as landscaping and additional parking.

The project area is bordered on the north by vacant land zoned Regional Commercial (RC), on the west by the Stoneleaf Subdivision wetland tract zoned multi-family residential (MF-18), on the south by NW Pacific Rim Blvd., and to the east by multi-family residential zoned property.

**PURPOSE:**

Design Review is required under CMC Chapter 18.19. Design review is not intended to determine the appropriate use on a parcel but rather review a proposed development for compliance with City codes and plans related to landscaping, architectural elevations and other elements relative to required improvements. The recommendations from the Design Review Committee (DRC) must consider the general design review standards (CMC Chapter 18.19.050.A and the Camas Design Review Manual "DRM" pages 4-7), along with the the specific standards for gateways (CMC Chapter 18.19.050.B.1 and

DRM pages 8-12), and multi-family (CMC Chapter 18.19.050.B.3 and the DRM pages 16 and 17); which are included in the enclosed Design Review Checklist.

**STANDARD AND MULTI-FAMILY DESIGN PRINCIPLES AND GUIDELINES:**

The standard, gateway and multi-family principles are required and must be demonstrated to have been satisfied in overall intent for design review approval. The standard design guidelines are developed to assist a project in meeting the established principles and each guideline should be adequately addressed. If the proposal cannot meet a specific guideline, then an explanation should be provided by the applicant as to why and how it will be mitigated to satisfy the intent of the design principles. The development guidelines include five major categories: 1) Landscaping and Screening, 2) Architecture, 3) Massing and Setbacks, 4) Historic & Heritage Preservation, and 5) Circulation and Connections. **The Design Review Checklist is enclosed to help guide the DRC in reviewing the standard applicable specific design review principles and guidelines.**

**RECOMMENDATION:**

That the Design Review Committee reviews the submitted materials, deliberates, and forwards a recommendation to the Director for a final decision.





## Design Review Checklist (DR16-03 Hetherwood Apartments)

The purpose of this sheet is to provide a simplified and expedited review of the design review principles and guidelines using objective review standards. The standards are intended as tool for the decision-maker in making findings that the proposal either achieves compliance with the intent of the principles or reasonably mitigates any conflict. When reviewing the check sheet, the proposal should as a whole “comply” with the standards and thus be generally consistent with the overriding principles. [Yes = In Compliance; No = Not In Compliance; NA = Not Applicable]

### Standard Principles and Guidelines

ARCHITECTURE				
Yes	No	NA	Principles and Guidelines	Comments
			Corrugated materials, standing seam, T-1 11, or similar siding materials are avoided unless it produces a high visual (or aesthetic) quality.	
			Buildings walls or fences visible from roadways are articulated in order to avoid a blank look.	
			The use of bold colors has been avoided unless used as minor accents.	
			Higher density/larger structures abutting lower density residential structures have been designed to mitigate size and scale differences.	
LANDSCAPING AND SCREENING				
Yes	No	NA	Principles and Guidelines	Comments
			Vegetation for landscaping includes native, low maintenance plantings. Significant trees are retained if feasible.	
			Trees planted along streetscapes with overhead power lines include only those trees identified on the City’s Tree list.	
			Landscaping, including trees, shrubs, and vegetative groundcover, is provided to visually screen and buffer the	

## DESIGN REVIEW CHECKLIST

			use from adjoining less intense uses including parking.	
			Proposed fencing is incorporated into the landscaping so as to have little or no visual impact.	
			Signs located on buildings or incorporated into the landscaping are unobtrusive and vandal resistant. If illuminated they are front lit.	
			Landscape lighting - low voltage, non-glare, indirect lighting is directed, hooded or shielded away from neighboring properties.	
			Street lighting (poles, lamps) is substantially similar or architecturally more significant than other street lighting existing on the same street and do not conflict with any City approved street lighting plans for the street.	
			Parking and building lighting is directed away from surrounding properties through the use of hooding, shielding, siting and/or landscaping.	
			Outdoor furniture samples are consistent with the overall project design.	
			Existing trees over 6" dbh that are not required to be removed to accommodate the proposed development are retained and incorporated into the landscape plan.	
			Rock outcroppings, forested areas and water bodies are retained.	
<b>HISTORIC AND HERITAGE PRESERVATION</b>				
<b>Yes</b>	<b>No</b>	<b>NA</b>	<b>Principles and Guidelines</b>	<b>Comments</b>
			The use of Historic Markers, information kiosks, project names, architectural features, or other elements of the project promote the historic heritage of the site or surrounding area.	

## DESIGN REVIEW CHECKLIST

### Specific Principles and Guidelines

GATEWAYS AND CORRIDORS				
SIGNAGE				
Yes	No	NA	Principles and Guidelines	Comments
			Free-standing signs are not proposed with the development as they are prohibited in gateways.	
			Preexisting freestanding signs are proposed for removal at the time of development, redevelopment, or major rehabilitation on the site.	
			Proposed signage is standardized to create a consistent look in terms of size, color, and materials.	
STREETSCAPE				
Yes	No	NA	Principles and Guidelines	Comments
			The main public entrance is oriented toward the public right-of-way.	
			Pedestrian walkways connect each building's front entry with the sidewalk.	
			Bike lanes are provided and link public areas with neighborhoods and other local and regional bicycle corridors.	
			Alternative transportation, such as attractive bus stop shelters, bicycle parking, etc. are provided.	
			Trees, planting strips or bioswales are used for separating vehicles and pedestrian movements.	
			Street trees no less than two inches in diameter are planted within planter strips or tree wells at a spacing that creates the appearance of a continuous canopy at tree maturation.	
			The surface of pedestrian walkways within intersections are accentuated with a unique character (i.e. pattern stone, exposed aggregate, stamped concrete, etc.)	
			Buildings are placed as close to streets and roads as the zoning code allows.	
			On-site parking is located to the rear or the side of the	

## DESIGN REVIEW CHECKLIST

			building.	
			A consistent iconic streetscape lighting scheme is used that portrays the primary development period, architecture characteristics, or predetermined theme as identified in a concept plan, sub-area plan, or master plan recognized by the City.	
<b>LANDSCAPING</b>				
<b>Yes</b>	<b>No</b>	<b>NA</b>	<b>Principles and Guidelines</b>	<b>Comments</b>
			Landscaping adjacent to the public right of way provides multiple layers of plantings, including canopy trees, understory trees, shrubs and groundcover.	
			Hanging baskets or trellises are encouraged, and if proposed they must be designed along building frontages to add visual interest.	
			Median planting design/plant selection creates a unique and cohesive streetscape design.	
			Watering system will maintain proposed landscaping (and hanging baskets) for a period to ensure that plants are well established.	
<b>MULTI-FAMILY</b>				
<b>Yes</b>	<b>No</b>	<b>NA</b>	<b>Principles and Guidelines</b>	<b>Comments</b>
<b>1. STACKED HOUSING (APARTMENTS)</b>				
<b>Landscaping &amp; Screening</b>				
			Green belts are used to separate different uses whenever possible.	
			Vertical intensity of landscaping increases as the height of the structure increases.	
			Stacked housing abutting or located in single-family residentially zoned areas is designed to mitigate size and scale differences.	
			Watering system will maintain proposed landscaping for a period to ensure that plants are well established.	
<b>Architecture &amp; Streetscape</b>				
			Buildings are brought up to the road to help define traffic/pedestrian movements.	
			Principal pedestrian entrances of buildings are along a	

## DESIGN REVIEW CHECKLIST

		street, open space or mid-block passage with the exceptions of visible entrances off a courtyard.	
		Walls are articulated in order to avoid a blank look and provide a sense of scale including a minimum solid to void ratio of 70%/30%.	
		All on-site parking areas are screened with landscaping. Parking spaces are clustered in small groups of no more than 6-10 spaces and separated by landscaping to create a pedestrian friendly park-like environment.	
		Detachable garages are located to the rear of stacked unit(s) so as not to be directly viewable from a public street.	
		Attached garages must be underground or to the rear of the units. If visible to adjoining properties, then they will account for less than 30% of the front face of the structure and articulated by architectural features, such as windows, to avoid a blank look.	
		Stoops, porches and direct individual entries are included in the ground-floor units.	
		Street lighting poles and lamps are compatible with other nearby lighting on the same street, unless other lighting is expected to be replaced in the foreseeable future or a nostalgic theme compatible with the proposed development is desired. Surrounding sites are screened from parking and building lighting.	

# HETHERWOOD MULTIFAMILY APARTMENTS

## Design Review

3/26/2018

Kate's Woods LLC, applicant

### TABLE OF CONTENTS

I.	INTRODUCTION .....	1
	PROJECT LOCATION AND IDENTIFICATION.....	1
	EXISTING CONDITIONS.....	1
	ADJACENT DEVELOPMENT .....	1
	PROJECT DESCRIPTION.....	1
	PROJECT GOALS .....	2
II.	DESIGN REVIEW – CMC 18.19 .....	3

### ATTACHMENTS

Design Review Packet

## PROJECT NARRATIVE

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### I. INTRODUCTION

#### *PROJECT LOCATION AND IDENTIFICATION*

The Hetherwood Multifamily Apartments are located on Tax Parcel 126040-000 (7.04 acres), Section 5 T1N, R3E. The property was vested under the MF-24 zone, and is subject to a Settlement Agreement limiting the total number of units on this and the adjacent tax parcel to the east to 150 units.

#### *EXISTING CONDITIONS*

The site is currently vacant. There is no evidence of previous buildings or development of the site. The parcel has frontage on NW Pacific Rim Blvd, a 4-lane minor arterial with median. The site is relatively flat and slopes down slightly to the north. The site consists of open grassland near the road, and forested wetland areas to the north and west.

#### *ADJACENT DEVELOPMENT*

Existing uses adjacent to the project site:

NORTH: Regional Commercial (RC) zoned property (Fisher Creek Campus)

EAST: Regional Commercial (RC) zoned property (Fisher Creek Campus)

SOUTH: NW Pacific Rim Blvd and Regional Commercial (RC) zoned property (Sharp)

WEST: Multifamily Residential (MF)-18 zoned property (Knight's Court)

#### *PROJECT DESCRIPTION*

Hetherwood multi-family apartments are a community inspired design project. The three buildings are orientated to create a sense of community and enclosure for the 135 apartments. Each building is referred to as its directional name: NORTH, EAST, and WEST.

The apartments consists primarily of studios with seven one-beds in the East building. The North and East buildings are both four stories with a maximum height of 50'-0". The West building provides direct street frontage and a three story transition to the two-story homes located at the Stoneleaf development to the West.

All three buildings are supported by a retaining wall designed to protect the wetlands during occupancy while maintaining access for emergency services. The buildings' arrangement is driven by the wetland boundary. With this layout, most of the residents will enjoy views of the wetland. The wetland boundary's influence on the building arrangement creates the sense of enclosure and community for the project. This sense of community is further enforced with ground floor community spaces, both indoor and outdoor.

The project will include the construction of the proposed buildings, along with associated parking lots, access driveways, an underground stormwater treatment and detention facility, utilities, and other required infrastructure. Landscaping and screening will also be provided.

The project site contains Category IV wetlands located to the north and west of the proposed development area. The wetlands are part of a larger wetland complex located off-site to the north. The project proposes indirect impacts to a portion of the wetland buffer.

The main access point will be a full access driveway on NW Pacific Rim Blvd. The driveway will be gated and will provide a 25' radius turnaround area in front of the gate.

The submitted Design Review packet provides detailed responses to design principles, and this narrative reiterates those responses and relates them to the appropriate code citations.

## ***PROJECT GOALS***

### **To be meaningful, add value, and produce a positive impact**

The proposed project helps to increase the housing choices in Camas by providing housing that is suitable for young professionals and older “empty-nesters”. Since the bulk of Camas’ housing offers single-family residential, an offering of targeted, modern multi-family units will certainly add to the diversity of Camas’ housing stock.

### **To preserve or enhance the community’s character**

Through the use of materials, the project’s facade brings creativity and energy to the design. It is designed to be unique to not only provide options for housing, but to also enhance the appearance and character of the area.

### **To provide compatibility with surrounding uses and quality of design**

The project proposes both three and four story buildings to create transitions in heights that become lower as the project approaches the two-story structures to the West. Pop-outs and juxtapositions in buildings facades give a dynamic appearance while providing a sense of scale. Landscaping and fencing along Pacific Rim Blvd. further reinforce the transition from this project to neighboring sites.

### **To efficiently use the land**

The arrangement of buildings provides protection for the wetlands and provides residents with a centralized, shared parking area. Multiple layouts of buildings and parking were studied to determine the most efficient use of the land to meet the intent of the design goals.

### **To create a park like setting**

By constructing three separate buildings, it allows an opportunity at each of these intersecting nodes to provide community outdoor space. The West community space is proposed to be a dog park for residents. The East community space is designed to be gathering place for residents with grills, a fire pit, and a variety of seating with views overlooking the natural wetlands.



### **Preserve community's heritage**

The site and surrounding area are vacant. The project proposes to preserve a majority of the site as wetland open space, thereby contributing to the preservation of Camas' environmental heritage. Views of the wetlands create a connection between residents and the natural wetlands.

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## **II. DESIGN REVIEW – CMC 18.19**

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### ***18.19.050 Design Principles***

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*The principles as provided in the DDM or DRM are mandatory and must be demonstrated to have been satisfied in overall intent in order for approval of a design review application to be granted. Standard principles shall apply to all commercial, mixed use, or multifamily uses. Specific principles are used in addition to the standard principles for gateways and corridors, commercial, mixed uses, and multifamily (e.g. apartments, townhouses, duplexes).*

A. *Standard Principles.*

1. *Landscaping shall be done with a purpose. It shall be used as a tool to integrate the proposed development into the surrounding environment.*

RESPONSE: Landscaping:

Landscaping will be used as a means of way-finding through placement of flowering trees at the main community entry and next to outdoor community spaces. The existing natural wetland is an encompassing part of the residents' experience with views from units and community spaces.

The proposed landscaping will be used to screen parking areas, add dimension and aesthetic elements to building elevations, and enhance the streetscape along the site frontage on NW Pacific Rim Blvd.

The project monument sign will be incorporated into the wall adjacent to the main project entry.

Any outdoor furnishings used will be selected for compatibility with adjacent site furnishings and buildings.

Fencing will be incorporated into the site design to assist in screening, defining project lines, and protecting adjacent wetlands.

Any landscape lighting utilized will be low voltage, non-glare and indirect. Any street lights utilized will be compatible with nearby lighting if required.

2. *All attempts shall be made at minimizing the removal of significant natural features. Significant natural features shall be integrated into the overall site plan.*

RESPONSE: Significant natural features:

Significant trees and other existing plants located in the wetlands will not be impacted by development, and will contribute to the habitat diversity, ecological functions, and visual framework surrounding the site. Some onsite mitigation will occur to mitigate proposed

buffer impacts. Native plantings will be planted per the requirements of the project mitigation plan.

The placement of the buildings preserves the onsite wetland. The buildings' placement impacts some of the wetland buffer, but this impact will be mitigated through both onsite and offsite mitigation. The buildings are orientated in a way to maximize the number of residents with views of the wetlands while keeping them protected.

3. *Buildings shall have a "finished" look. Any use of panelized materials shall be integrated into the development in a manner that achieves a seamless appearance.*

**RESPONSE: Buildings and materials:**

The project has been designed to provide gradation in building massing from existing adjacent property to the west. This approach will provide greater visual interest and improve streetscape appearance and experience. The placement of the buildings on the site helps to mitigate size and scale differences.

The project architect and developer propose to use high quality materials as shown in the building elevations and renderings. Window treatment colors will be varied but muted. The materials proposed for this project are finished, low-maintenance and intended to be permanent and have been selected for their durability. Board & batten panels and corrugated metal are not proposed. The materials were selected for their abilities to mix a variety of colors and textures to complement and enhance the appearance of the building.

4. *A proposed development shall attempt to incorporate or enhance historic/heritage elements related to the specific site or surrounding area.*

**RESPONSE: Historic and Heritage Preservation:**

The project site is vacant and shows no signs of previous development. An archaeological predetermination found no evidence of previous cultural impact on the site. The project proposes to preserve a majority of the site as wetland open space, thereby contributing to the preservation of Camas' environmental heritage. Views of the wetlands create a connection between residents and the natural wetlands.

*B. Specific Principles.*

*1. Gateways.*

*a. Gateways shall be devoid of freestanding signs. Preexisting freestanding signs will be subject to removal at the time of any new development, redevelopment, or major rehabilitation on the site.*

*Exemptions include approved directional or community information signage as approved by the city.*

*b. Business signage not placed on buildings shall be integrated into the landscaping/streetscaping of the subject property.*

*c. Permanent signage within a gateway shall be standardized in a manner that creates a consistent look within the gateway in question.*

*d. The surface of pedestrian walkways within intersections shall be accentuated with a unique character.*

*e. A consistent streetscape lighting scheme shall be used.*

**RESPONSE: Specific Principles - Gateways:**

The project site is located in the designated gateway on NW Pacific Rim Blvd.

There will be no freestanding signs at the project site. A monument sign will be incorporated into a wall at the main entry.

Layered landscaping will be employed along the street frontage to assist in transition of massing along the streetscape, add dimension and variety to the streetscape, and to screen parking.

There is an existing curbside sidewalk and center median with street trees along NW Pacific Rim Blvd.

Streetscape lighting will be implemented to match existing or planned City light features, if required.

3. *Multifamily.*
  - a. *Stacked Housing.*
    - i. *All on-site parking areas shall be screened with landscaping. Parking spaces shall be clustered in small groups of no more than six to ten spaces.*

RESPONSE: Parking:

Parking is screened along Pacific Rim Boulevard and throughout the parking area with medians and trees. At minimum, one tree will be planted for an average of every three parking spaces. Parking has been directly integrated into two of the buildings to provide efficient and covered parking for residents.

Fencing will be incorporated into the site design to assist in screening, defining project lines, and protecting adjacent wetlands. Any landscape lighting utilized will be low voltage, non-glare and indirect. Any street lights utilized will be compatible with nearby lighting if required.

- ii. *Stacked houses abutting or located in single-family residentially zoned areas shall be designed to mitigate size and scale differences.*

RESPONSE: Size and Scale:

The three-story and +four-story structures are proposed to mitigate size and scale differences. This approach will provide greater visual interest, reduce the visual impact of the taller apartment building toward the rear of the site, increase the aesthetic quality of the project, and improve streetscape appearance and experience. The placement of the buildings on the site helps to mitigate size and scale differences.

- iii. *Walls shall be articulated in order to avoid a blank look and to provide a sense of scale.*

RESPONSE: Articulated Walls:

The walls are articulated to avoid a blank look. By juxtaposing walls and materials, the design of the building facades gives each of these buildings a sense of proportion. Large window fenestrations have been utilized to lighten the appearance of the building while

enhancing the facade design.

iv. *Detached garages shall be located to the rear of stacked unit(s) so as not to be directly viewable from a public street.*

RESPONSE: Detached Garages:

No detached garages are proposed.

v. *Attached garages shall account for less than fifty percent of the front face of the structure. Garages visible from the street shall be articulated by architectural features, such as windows, to avoid a blank look.*

RESPONSE: Attached Garages:

Attached garages account for a single story. Buildings are all three or more stories. As a result, garages will only account for a maximum of 33% of the facade. All garages that are potentially visible from the street will have glass panels within the doors to enhance their aesthetic and avoid a blank look.

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### ***18.19.060 Design Guidelines***

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A. *The guidelines include five major categories:*

1. *Landscaping and screening;*

RESPONSE: Landscaping and screening:

Native, low-maintenance plantings are proposed through the project site. Low shrubs and plantings transitioning to trees are used along Pacific Rim Blvd. to further enhance the transitional aspects of the proposed design. All trees being utilized are on the City's Street Tree List. Significant existing trees and natural features are remaining in both the wetland and wetland buffer.

Site lighting will be designed for safe pedestrian movements. Between building mounted lights and pole mounted lights in the parking lot, the site will have adequate lighting while reducing in intensity. The buildings shield the surrounding sites from views of the site lighting.

The parking lot is screened along the South side of the site with landscaping. The northeast and northwest corners of the parking lot will also be screened with trees and landscaping. The East and West buildings both screen and integrate the project's parking.

To provide security for residents, the project will be fenced and gated along Pacific Rim Blvd. The fencing will be integrated into the landscape buffer, providing landscape on both sides. Most of the parking area is obstructed by a fence and landscaping .

Signage for this project will be incorporated into the fence design near the entry access gate and on the facade of the North building. No freestanding signs are proposed.

2. *Architecture;*

RESPONSE: Architecture:

Through the choices of exterior materials, an intriguing, dynamic facade is proposed to give a finished appearance. The materials proposed for this project are finished, durable, low-maintenance and designed for durability. Board and batten is not proposed. The materials were selected for their abilities to mix a variety of colors and textures to complement and enhance the appearance of the building. Images and renderings shown throughout this packet show the variety and intent with materials. Final color palette will be chosen during construction.

The current placement of the buildings minimizes the impact on the wetlands boundary. Any impact in the buffer zone will be mitigated using both onsite and offsite strategies.

The fence along the street edge will be designed to blend in with the landscape buffer being provided along the street edge.

3. *Massing and setbacks;*

RESPONSE: Massing and Setbacks:

The arrangement of buildings creates a transition of heights. The West building's height lowers to three-stories to transition to the two-story residential neighbors to the west. Knight's Court wetlands are directly to the West and further buffers the proposed project.

Accessible pedestrian circulation is provided throughout the project. A main access route is provided from the public way to the North building. With the most community space, leasing office, and access to both patios, the North building is the central core to the project.

Majority of the site will be undeveloped and preserved as natural wetlands. By creating three and four story buildings, the site impact has been further minimized on the surrounding area.

The buildings are scaled appropriately to give sense of transition and proportion. The four-story buildings are a maximum height of fifty feet intermixed with three-story structures creating a variety of scales and visual interest.

4. *Historic and heritage preservation; and*

RESPONSE: Historic and heritage preservation:

An informational placard within the community patio can provide information about the natural wetland. Historic images and other heritage inspired artwork may be incorporated into some common spaces.

5. *Circulation and connections.*

RESPONSE: Circulation and connections:

All buildings have access to the public way along Pacific Rim Blvd and access to the community spaces to the North. A main access route will provide a focal point to the development. All three buildings have access to the public way.

*B. Each of the major guidelines include subcategories. Compliance with the guideline categories and subcategories demonstrate compliance with the principles. However, not every guideline may be deemed applicable, and therefore required, by the approval authority. Additionally, the approval authority may approve a variance from one or more guidelines, provided the overall intent of the principles is satisfied*

RESPONSE: Additional responses to specific guideline subcategories are provided in the attached Design Review Packet, pages 9 and 11.

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# hetherwood apartments

Camas, Washington

EXHIBIT 3  
DR16-03  
DESIGN REVIEW





## table of contents

04 introduction

06 goals

08 principles

12 guidelines

16 design





**project information**

**project scope**

New construction of multi-family residences. The project consists of two phases. Phase 1 is (3) multifamily buildings, each are 3-4 stories. Phase 2 are (16) three-story rowhouses with garages.

**zoning information**

ZONE: MF 24  
 PARKING REQUIREMENTS: 1 space per studio apartment  
 1.5 spaces per one-bedroom  
 2 spaces per 2-bedroom rowhouse

**phase two counts**

**units**

two/three bed rowhouses 15 units

**parking**

garage spaces 2 per unit (30)  
 parking spaces 4  
 compact spaces 3  
 TOTAL 37 spaces  
 required parking 30 spaces  
 2 spaces per unit  
 37 spaces > 30 spaces; therefore OKAY

**phase one counts**

**units**

west building 36 units  
 north building 65 units  
 east building 34 units  
 TOTAL 135 UNITS

**parking**

garage spaces 10  
 covered (tuck-under) 16  
 standard 79  
 compact spaces 41  
 TOTAL 146 spaces  
 required parking 138.5 spaces  
 1 space per studio  
 1.5 spaces per one bed  
 146 spaces > 138.5 spaces; therefore OKAY

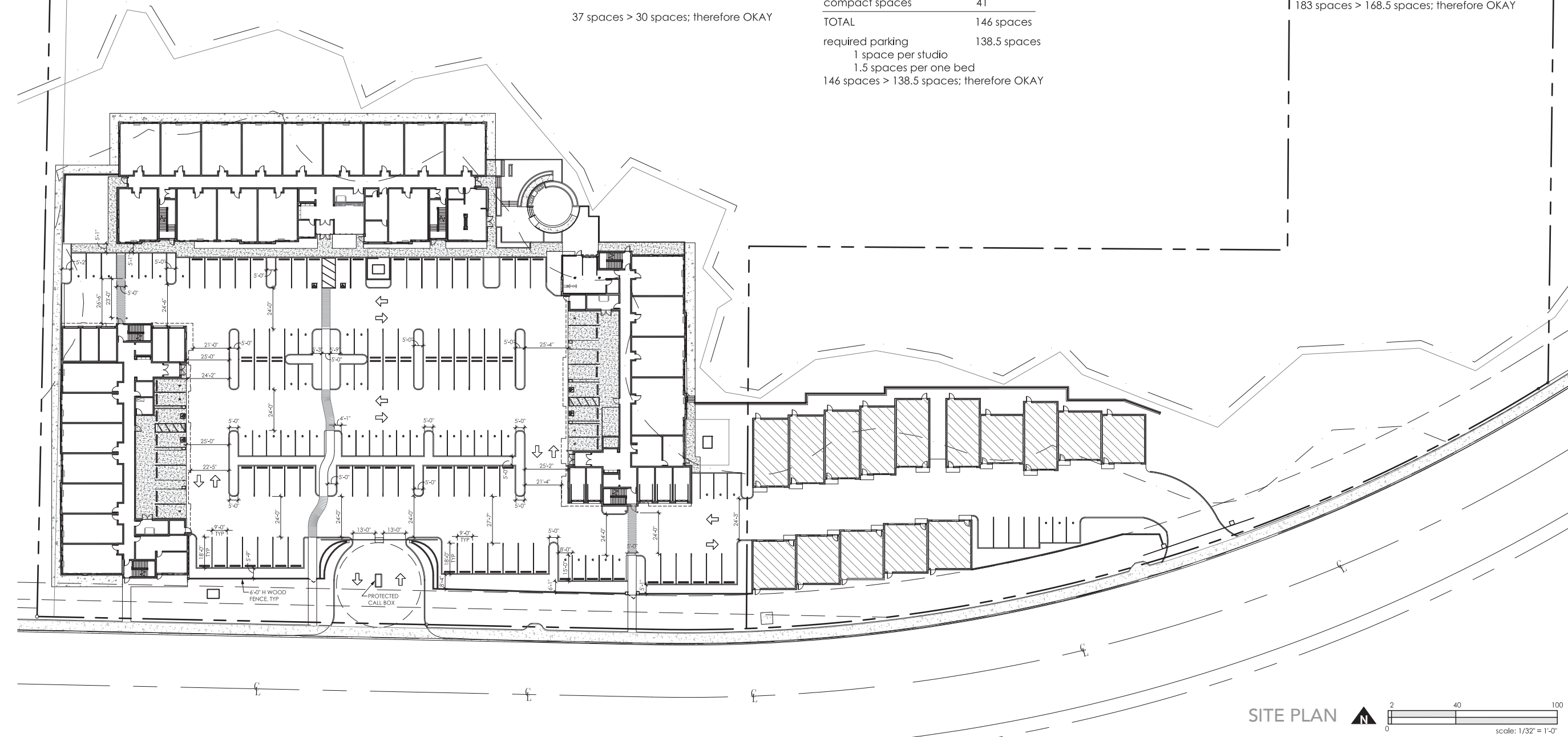
**overall counts**

**units**

studio apartments 128  
 one bed + den 7  
 two/three bed rowhouses 11  
 TOTAL 146 units

**parking summary**

apartments - spaces 146  
 rowhouses - spaces 37  
 TOTAL 183 spaces  
 required parking 168.5 spaces  
 1 space per studio  
 1.5 spaces per one bed  
 2 spaces per rowhouse  
 183 spaces > 168.5 spaces; therefore OKAY



SITE PLAN  0 20 40 100  
 scale: 1/32" = 1'-0"

**introduction**

Hetherwood multi-family apartments are a community inspired design project. The three buildings are orientated to create a sense of community and enclosure for the 135 apartments. Each building is referred to as its directional name: NORTH, EAST, and WEST.

The apartments consists primarily of studios with seven one-beds in the East building. The North and East buildings are both four stories with a maximum height of 50'-0". The West building provides direct street frontage and a three story transition to the two-story homes located at the Stoneleaf development to the West.

All three buildings are supported by a retaining wall designed to protect the wetlands during occupancy while maintaining access for emergency services. The buildings' arrangement is driven by the wetland boundary. With this layout, most of the residents will enjoy views of the wetland. The wetland boundary's influence on the building arrangement creates the sense of enclosure and community for the project. This sense of community is further enforced with ground floor community spaces, both indoor and outdoor.





SITE PHOTO

## design & project goals

### **To be meaningful, add value, and produce a positive impact**

The proposed project helps to increase the housing choices in Camas by providing housing that is suitable for young professionals and older “empty-nesters”. Since the bulk of Camas’ housing offers single-family residential, an offering of targeted, modern multi-family units will certainly add to the diversity of Camas’ housing stock.

### **To preserve or enhance the community’s character**

Through the use of materials, the project’s facade brings creativity and energy to the design. It is designed to be unique to not only provide options for housing, but to also enhance the appearance and character of the area.

### **To provide compatibility with surrounding uses and quality of design**

The project proposes both three and four story buildings to create transitions in heights that become lower as the project approaches the two-story structures to the West. Pop-outs and juxtapositions in buildings facades give a dynamic appearance while providing a sense of scale. Landscaping and fencing along Pacific Rim Blvd. further reinforce the transition from this project to neighboring sites.

### **To efficiently use the land**

The arrangement of buildings provides protection for the wetlands and provides residents with a centralized, shared parking area. Multiple layouts of buildings and parking were studied to determine the most efficient use of the land to meet the intent of the design goals.

### **To create a park like setting**

By constructing three separate buildings, it allows an opportunity at each of these intersecting nodes to provide community outdoor space. The West community space is proposed to be a dog park for residents. The East community space is designed to be gathering place for residents with grills, a fire pit, and a variety of seating with views overlooking the natural wetlands.

### **Preserve community’s heritage**

The site and surrounding area are vacant. The project proposes to preserve a majority of the site as wetland open space, thereby contributing to the preservation of Camas’ environmental heritage. Views of the wetlands create a connection between residents and the natural wetlands.





CONCEPTUAL RENDERING OF THE OUTDOOR COMMUNITY SPACE OVERLOOKING THE WETLANDS.

# design principles

## standard

### LANDSCAPING SHALL BE DONE WITH A PURPOSE

Landscaping will be used as a means of way-finding through placement of flowering trees at the main community entry and next to outdoor community spaces. The existing natural wetland is an encompassing part of the residents’ experience with views from units and community spaces.

Proposed landscaping will be used to screen parking areas, add dimension and aesthetic elements to building elevations, and enhance the streetscape along the site frontage on NW Pacific Rim Blvd.

### SIGNIFICANT NATURAL FEATURES SHALL BE INTEGRATED INTO THE OVERALL SITE PLAN

Significant trees and other existing plants located in the wetlands will not be impacted by development, and will contribute to the habitat diversity, ecological functions, and visual framework surrounding the site. Some onsite mitigation will occur to mitigate proposed buffer impacts. Native plantings will be planted per the requirements of the project mitigation plan.

The placement of the buildings preserves the onsite wetland. The buildings’ placement impacts some of the wetland buffer, but this impact will be mitigated through both onsite and offsite mitigation. The buildings are orientated in a way to maximize the number of residents with views of the wetlands while keeping them protected.

### BUILDINGS SHALL HAVE A “FINISHED” LOOK

The materials proposed for this project are finished, low-maintenance and intended to be permanent and have been selected for their durability. Board & batten panels and corrugated metal are not proposed. The materials were selected for their abilities to mix a variety of colors and textures to complement and enhance the appearance of the building.

### DEVELOPMENT SHALL ATTEMPT TO INCORPORATE HISTORIC/HERITAGE ELEMENTS

The project site is vacant and shows no signs of previous development. An archaeological predetermination found no evidence of previous cultural impact on the site. The surrounding area is also vacant. The project proposes to preserve a majority of the site as wetland open space, thereby contributing to the preservation of Camas’ environmental heritage. Views of the wetlands create a connection between residents and the natural wetlands.



## design principles

### multi-family/stacked housing

#### PARKING AREAS SHALL BE SCREENED WITH LANDSCAPING

Parking is screened along Pacific Rim Boulevard and throughout the parking area with medians and trees. At minimum, one tree will be planted for an average of every three parking spaces. Parking has been directly integrated into two of the buildings to provide efficient and covered parking for residents.

Fencing will be incorporated into the site design to assist in screening, defining project lines, and protecting adjacent wetlands. Any landscape lighting utilized will be low voltage, non-glare and indirect. Any street lights utilized will be compatible with nearby lighting if required.

#### DESIGNED TO MITIGATE SIZE & SCALE DIFFERENCES

The three-story and +four-story structures are proposed to mitigate size and scale differences. This approach will provide greater visual interest, reduce the visual impact of the taller apartment building toward the rear of the site, increase the aesthetic quality of the project, and improve streetscape appearance and experience. The placement of the buildings on the site helps to mitigate size and scale differences.

#### PRINCIPAL PEDESTRIAN ENTRANCE ALONG A STREET

The principal pedestrian entrance to the community is located next to the main vehicle access of the site. This access and entry provide a direct visual connection to Pacific Rim Blvd. The East and West buildings also provide access to the public way. Although these entrances are more subtle, they are designed for resident use only with key card access.

#### WALLS ARTICULATED TO AVOID A BLANK LOOK

The walls are articulated to avoid a blank look. By juxtaposing walls and materials, the design of the building facades gives each of these buildings a sense of proportion. Large window fenestrations have been utilized to lighten the appearance of the building while enhancing the facade design.

#### ATTACHED GARAGES SHALL ACCOUNT FOR LESS THAN 50% OF FRONT FACE OF STRUCTURE

Attached garages account for a single story. Buildings are all three or more stories. As a result, garages will only account for a maximum of 33% of the facade. All garages that are potentially visible from the street will have glass panels within the doors to enhance their aesthetic and avoid a blank look.

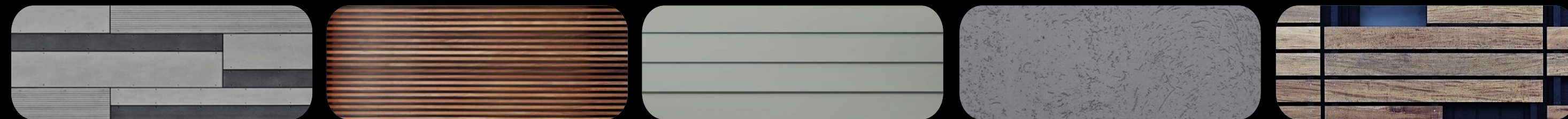
#### STOOPS, PORCHES AND DIRECT INDIVIDUAL ENTRIES SHOULD BE ENCOURAGED FOR GROUND-FLOOR UNITS

Hetherwood apartments are designed to be a community-based option for living. The North building is central to the community and serves as the 'front door'. Each building has multiple points of entry with a common mail area and corridor. Both the East and West buildings provide access to the public way.

The three buildings comprise the entire Hetherwood community as a holistic place. A single main front entry and access is provided directly to Hetherwood's 'front door.'



WEST ELEVATION  
EAST BUILDING





# design guidelines

## standard

### LANDSCAPING AND SCREENING

To provide security for residents, the project will be fenced and gated along Pacific Rim Blvd. The fencing will be integrated into the landscape buffer, providing landscape on both sides. Most of the parking area is obstructed by a fence and landscaping .

Signage for this project will be incorporated into the fence design near the entry access gate and on the facade of the North building. No freestanding signs are proposed.

### MASSING & SETBACKS

The arrangement of buildings creates a transition of heights. The West building's height lowers to three-stories to transition to the two-story residential neighbors to the west. Knight's Court wetlands are directly to the West and further buffers the proposed project.

Accessible pedestrian circulation is provided through the project. A main access route is provided from the public way to the North building. With the most community space, leasing office, and access to both patios, the North building is the central core to the project.

Majority of the site will be undeveloped and preserved as natural wetlands. By creating three and four story buildings, the site impact has been further minimized on the surrounding area.

The buildings are scaled appropriately to give sense of transition and proportion. The four-story buildings are a maximum height of fifty feet intermixed with three-story structures creating a variety of scales and visual interest.

### ARCHITECTURE

Through the choices of exterior materials, an intriguing, dynamic facade is proposed to give a finished appearance. The materials proposed for this project are finished, durable, low-maintenance and designed for durability. Board and batten is not proposed. The materials were selected for their abilities to mix a variety of colors and textures to complement and enhance the appearance of the building. Images and renderings shown throughout this packet show the variety and intent with materials. Final color palette will be chosen during construction.

The current placement of the buildings minimizes the impact on the wetlands boundary. Any impact in the buffer zone will be mitigated using both onsite and offsite strategies.

The fence along the street edge will be designed to blend in with the landscape buffer being provided along the street edge.

### HISTORIC & HERITAGE PRESERVATION

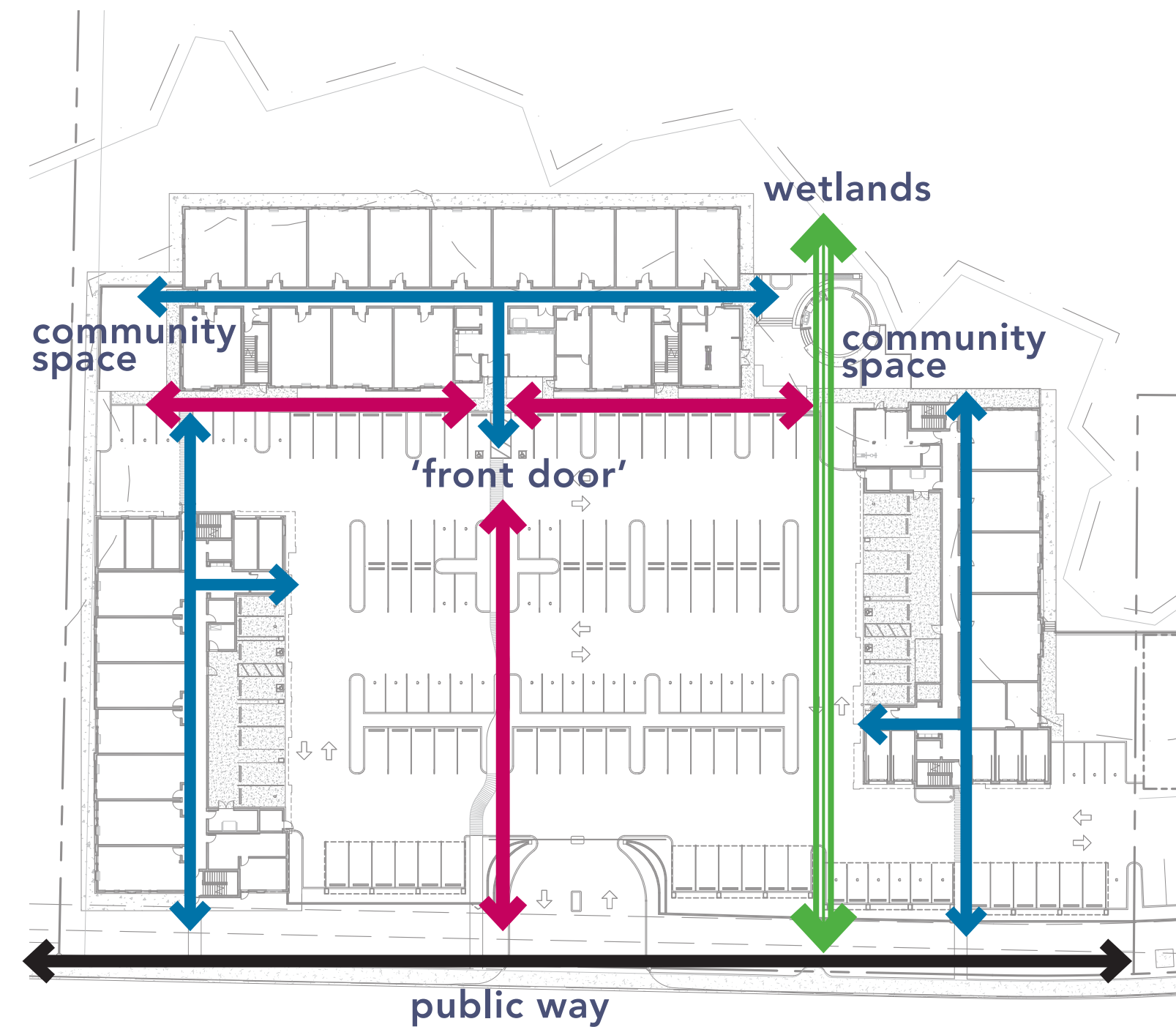
An informational placard within the community patio can provide information about the natural wetland. Historic images and other heritage inspired artwork may be incorporated into some common spaces.

- studio - A
- studio - B
- garage
- community areas

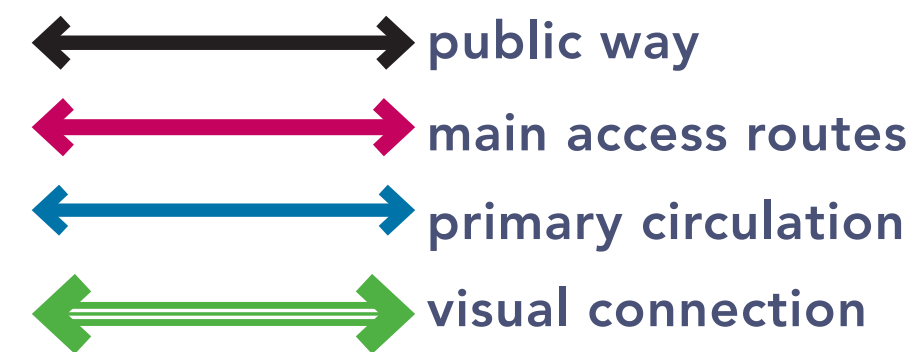


FIRST FLOOR PROGRAM DIAGRAM





CIRCULATION DIAGRAM



## design guidelines

### multi-family/stacked housing

#### LANDSCAPING & SCREENING

Native, low-maintenance plantings are proposed through the project site. Low shrubs and plantings transitioning to trees are used along Pacific Rim Blvd. to further enhance the transitional aspects of the proposed design. All trees being utilized are on the City's Street Tree List. Significant existing trees and natural features are remaining in both the wetland and wetland buffer.

Site lighting will be designed for safe pedestrian movements. Between building mounted lights and pole mounted lights in the parking lot, the site will have adequate lighting while reducing in intensity. The buildings shield the surrounding sites from views of the site lighting.

The parking lot is screened along the South side of the site with landscaping. The northeast and northwest corners of the parking lot will also be screened with trees and landscaping. The East and West buildings both screen and integrate the project's parking.

#### CIRCULATION & CONNECTIONS

All buildings have access to the public way along Pacific Rim Blvd and access to the community spaces to the North. A main access route will provide a focal point to the development. All three buildings have access to the public way.



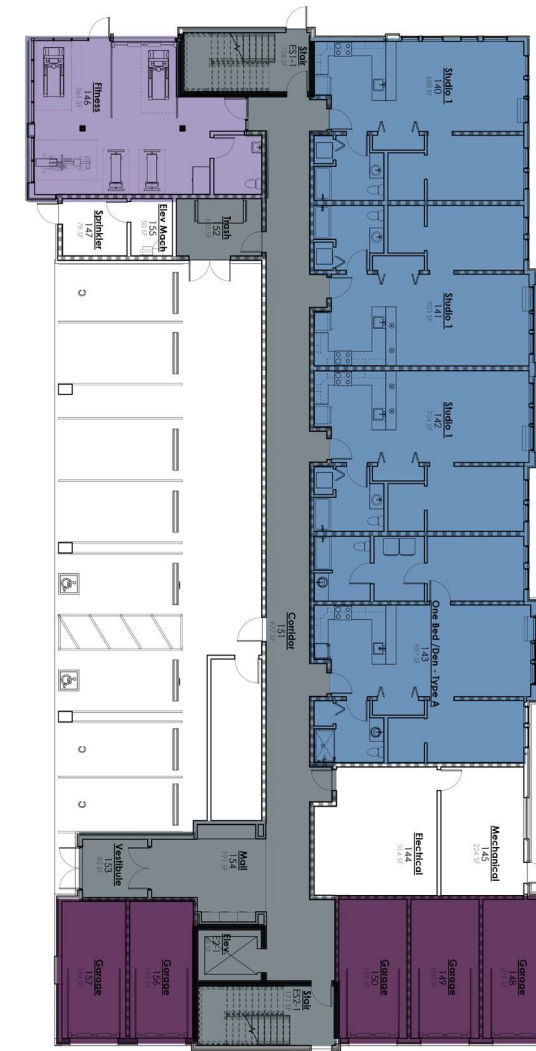
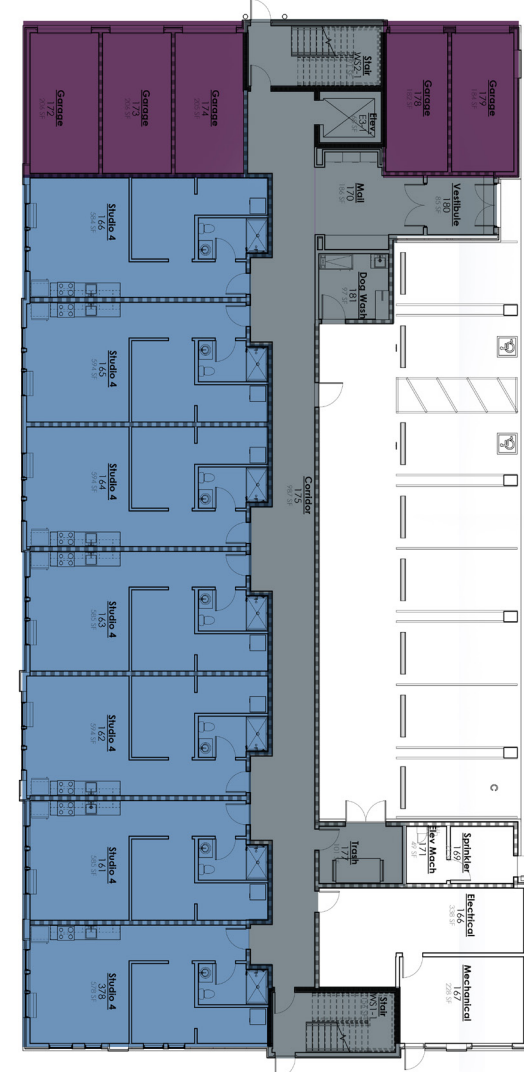
design



NORTH BUILDING FIRST FLOOR

- studio
- garage
- community areas

WEST BUILDING FIRST FLOOR



EAST BUILDING FIRST FLOOR



SOUTH ELEVATION  
NORTH BUILDING





CONCEPTUAL RENDERING: NW CORNER OF NORTH BUILDING







CONCEPTUAL RENDERING OF OVERALL PROJECT - FENCE AND LANDSCAPE BUFFER NOT SHOWN FOR CLARITY





**HETHERWOOD MULTI-FAMILY APARTMENTS**  
DESIGN REVIEW  
MARCH 2018



**Revised Consolidated Decision**

# Hetherwood Residential Development

The city originally issued a combined notice of decision on March 8, 2018, which included a SEPA determination (SEPA MDNS 16-11) and Site Plan Review (SPRV16-03). The revisions are intended only to modify the Site Plan Review decision. The appeal period for this revised decision will end on April 4, 2018.

# Preliminary Site Plan for Hetherwood (ne. Kate's Woods)

January 2018

## Project Information

### Project scope

New construction of multifamily residences. The project consists of two phases. Phase 1 is (3) multifamily buildings, each one 3-4 stories. Phase 2 are (16) two-story rowhouses with garages.

### Zoning Information

ZONE: MF 24

PARKING REQUIREMENTS:  
1 space per studio apartment  
2 spaces per 2-bedroom rowhouse

## Phase two counts

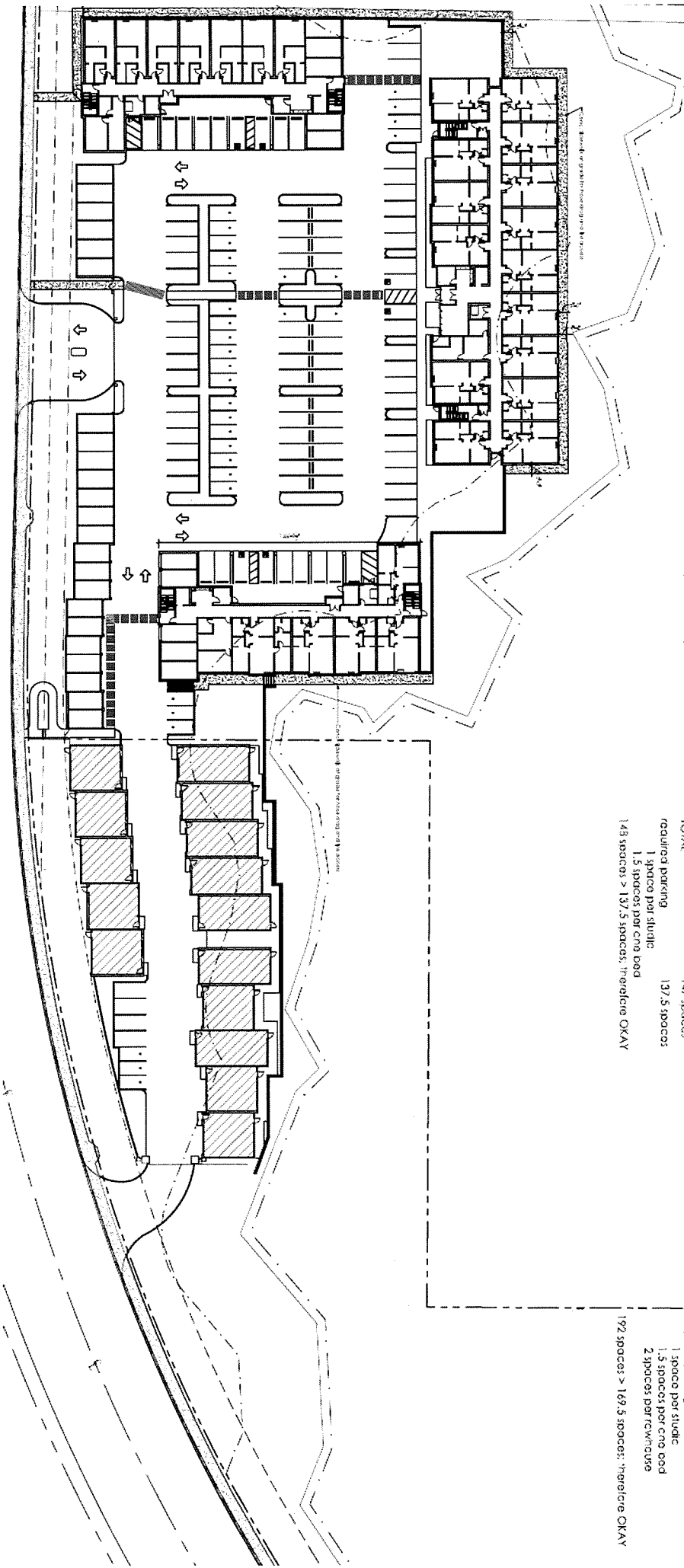
units	two/three bed rowhouse	15 units
<b>parking</b>	2 per unit (30)	
garage spaces	7	
parking spaces	7	
TOTAL	37 spaces	
required parking	30 spaces	
2 spaces per unit		
37 spaces > 30 spaces; therefore OKAY		

## Phase one counts

units	west building	36 units
east building	43 units	
TOTAL	35 units	
<b>parking</b>	134 UNITS	
garage spaces	33	
covered spaces	13	
standard/compact spaces	96	
TOTAL	147 spaces	
required parking	137.5 spaces	
1 space per studio		
1.5 spaces per one bed		
1.5 spaces > 137.5 spaces; therefore OKAY		

## Overall counts

units	studio apartments	127
one bed + one	7	
two/three bed rowhouses	16	
TOTAL	150 units	
<b>parking</b>	190 spaces	
garage spaces	33	
covered spaces	20	
phase one - spaces	97	
phase two - spaces	3	
phase two - rowhouse garage spaces	32	
TOTAL	190 spaces	
required parking	169.5 spaces	
1 space per studio		
1.5 spaces per one bed		
2 spaces per rowhouse		
192 spaces > 169.5 spaces; therefore OKAY		





**Revised STAFF REPORT AND DECISION FOR  
HETHERWOOD RESIDENTIAL DEVELOPMENT  
(FILE #SPRV16-03)  
SITE PLAN REVIEW & CRITICAL AREA REVIEW**

Decision Issued: ~~March 8, 2018~~ March 21, 2018

Revision note: All changes have been shown as strike-out and underlined text.

Applicant/Owner: Kate's Woods LLC  
16420 SE McGillivray Blvd.  
Vancouver, WA 98683

Location: NW Pacific Rim Blvd. Zoning: MF-24\* (as vested)

Parcels: 126040-000 (Phase 1 Apartments) and 125599-000 (Phase 2 Row houses)

**APPLICABLE LAW:** The application was submitted on June 20, 2016, and the applicable codes are those that were in effect on the date of application (through Ord. 17-008†). Camas Municipal Code (CMC) Titles 16, 17, and 18, specifically (but not limited to): Chapter 16.01 General Provisions; Chapter 16.03 Definitions; Chapter 16.07; Chapter 16.13 SEPA; Chapter 16.31 Archaeological; Chapter 16.51 General Provisions; Chapter 16.53 Wetlands; Chapter 17.01 General Provisions; Chapter 18.07 Use Authorization; Chapter 18.11 Parking; Chapter 18.13 Landscaping; Chapter 18.18 Site Plan Review; Chapter 18.19 Design Review; Chapter 18.25 Row houses; and Chapter 18.55 Administrative Procedures. This development is also subject to Sections 2, 3, 4 and 5 of "CR 2A Settlement Agreement" (Clark County Superior Court filed on 05-24-2017), when it was formerly named "Kate's Woods".

**Contents:**

Site Plan Review.....3  
Title 16 Critical Area Review .....13  
Conclusions of Law .....15  
Decision.....15  
Conditions of Approval.....15  
Appeals.....19

**SUMMARY**

- The development discussed throughout this report and decision includes two parcels for a combined 11.38 acre site.
- On the westerly, 7.04 acre parcel, the applicant proposes to construct 134 residential units within two four-story apartment buildings and a three story apartment building as Phase 1. The parcel includes detached parking garages.
- On the easterly, 4.34 acre parcel, the applicant proposes to build 16 three-story row houses as Phase 2.
- The combined property area ("the site") contains approximately 5.95 acres of wetlands. The development is allowed per the Settlement Agreement to utilize five foot wide buffers from the wetland and mitigate off-site for up to 75% of the impacts. The application included a mitigation report for proposed impacts.

\* The MF-24 zone is vested with the application. The property is currently **zoned MF-18**. The application is subject to regulations up to Ordinance 17-008 and a Settlement Agreement. The current comprehensive plan, and zoning of MF-18 were adopted a month later.

† See above.



A consolidated decision for the Hetherwood Site Plan Review, Critical Area Review and Archaeological Review is conditionally approved based on the applicant's narrative, drawings, and supporting technical reports except as otherwise clarified or modified through the conditions of approval stated herein. To date, the city's has not reissued the SEPA MDNS for this development.

The applicant provided multiple revised versions throughout the review process. Unless noted, the staff report comments and conditions are in response to 2018 revised submittals.

**APPROVAL** OF SPRV-16-03, IS BASED ON THE FOLLOWING FINDINGS OF FACT AND CONCLUSIONS OF LAW:

## DISCUSSION AND FINDINGS OF FACT

### SITE PLAN REVIEW

CMC§18.18.060 - *Criteria for approval. The city shall consider approval of the site plans with specific attention to the following (A through F):*

#### A. COMPATIBILITY WITH THE CITY'S COMPREHENSIVE PLAN;

**Staff:** The property is located within the "Multi-family high" residential comprehensive plan designation. The zoning was Multi-family 24 (MF-24) when the application was submitted. A month after the application was submitted, the comprehensive plan designation remained the same, although the zoning was changed to Multi-family 18 (MF-18). The property is also subject to a Settlement Agreement that guarantees that it may develop up to 150 units, which was consistent with the regulations of the MF-24 zone at the time of submittal. The applicant proposes to develop a mix of apartments and row houses on the combined property for a total of 150 residential units. Apartments and row houses are land uses that are outright permitted in the zone, and consistent with the comprehensive plan.

**FINDING: As vested and subject to the Settlement Agreement, the proposal is consistent with the comprehensive plan designation.**

#### B. COMPLIANCE WITH ALL APPLICABLE DESIGN AND DEVELOPMENT STANDARDS CONTAINED IN THIS TITLE AND OTHER APPLICABLE REGULATIONS;

**Staff:** Site development standards for multi-family housing include (among other standards) lot size, building height, setbacks from property lines, landscaping, parking, and unit density.

**[Density]** The city requires that the unit density be within the minimum and the maximum of the zone. The MF-24 zone (now repealed) required a *minimum* density of six dwelling units per acre and a *maximum* of 24 dwelling units per acre. The MF-24 zone allowed for a determination of density based on the "gross acreage". The property size on the application form states that there are 11.38 acres, and the updated narrative (Third revision, 9/1/2017) states that there are 9.97 acres. At 9.97 acres the maximum units allowed would be 239 units. The property is also subject to the terms of a Settlement Agreement, which limits the project to 150 units on the site. For these reasons, this property would be required to build between 59 units (6 x 9.97 acres) and 150 units. The applicant is proposing to develop 150 units on the site.

**FINDING: As vested and subject to the Settlement Agreement, the applicant meets the density standards.**

**[Lot size]** As vested, the minimum lot size within the MF-24 is 20 feet wide and 60 feet deep per CMC18.09.050 Table 3-Density and Dimensions for Multifamily residential zones. The applicant is not subdividing the parcels, and there is not a maximum lot size in multifamily zones. The application meets this standard.

**[Setbacks]** As vested, the minimum setbacks are ten feet at the front, three feet side yard setbacks, 10 foot rear yard setbacks, and 15 feet flanking a street. The buildings meet the required setbacks. Discussion of how the project meets setback standards follows.

The western parcel (126040-000) includes three apartment buildings and two garage structures. Along the frontage of NW Pacific Rim Blvd the buildings are setback as follows (west to east): the three-story apartment building is setback 25 feet; the 60 foot garage structure is setback 20 feet; and the 178 lineal foot garage structure is set back 20 feet. The western side lot line includes the three-story apartment building, which is 10 to 14 feet from the property line. The northernmost four-story apartment building has a retaining wall 10 feet from the property line that will be 10-12 feet high, and the structure will be approximately 42 feet back. To the east along the shared lot line, a four-story apartment building will be 35 to 38 feet from the side lot line. To the rear of the structures is a wetland area and for that reason, the buildings are approximately 180 feet to the rear of the lot.

The eastern parcel (125599-000) includes 15 row houses (submittal ver. 01/31/18). There are five row houses that are setback 22 feet from NW Pacific Rim Blvd. They are also setback 3 feet from the west side lot line and over 200 feet to the eastern lot line. The buildings are approximately 80 feet from the rear property line, which contains wetlands and buffers.

**FINDINGS FOR LOT SIZE AND SETBACKS: As vested, the lot size and setbacks comply with zoning.**

1 Rendering of the development as viewed from Pacific Rim Bl



PROJECT ELEVATION AND STREETScape—  
NW Pacific Rim Blvd

**[Building Height]** The applicant stated on page 1 of their narrative that if the code were modified to allow four-story residential structures, then they would like to apply for a “site modification”. As vested under the (then) MF-24 standards, residential developments were restricted to three stories. The city doesn’t have a “site modification” process as proposed by the applicant.

As such, the current zone of MF-18 allows four stories. This zone would also limit the density of the property to 18-units per net acre, which would reduce the unit count to 72 units<sup>‡</sup>. However, the property is also controlled by a Settlement Agreement, which states that the property may have up to 150 units. For these reasons, if the applicant withdrew the application and resubmitted to vest in the current, MF-18 standards in order to be allowed to utilize the height standard, the MF-18 density limitation would not apply. Staff is unaware of any other substantive amendments to code that would affect the development if it were reviewed under the MF-18 standards, aside from the density limitation. For these reasons, the city is not requiring that the application be withdrawn and resubmitted under current standards, only to utilize the height allowance.

The height of the detached garages are limited to 14-feet, according to CMC§18.17.040 Accessory Structures. The applicant is not proposing to exceed that height.

**[Retaining walls]** The development includes retaining walls along the western and northern portions of the site, with heights that are up to 12 feet high. The walls appear to be continuous between the two parcels and as such an easement for access and joint maintenance agreement will be required. The retaining walls are supporting the structures, otherwise they would be subject to terracing and other such design standards for landscape walls.

<sup>‡</sup> Calculated as (97.7 acres – 5.95 acres of wetlands)x 18 units/acre = 72 units



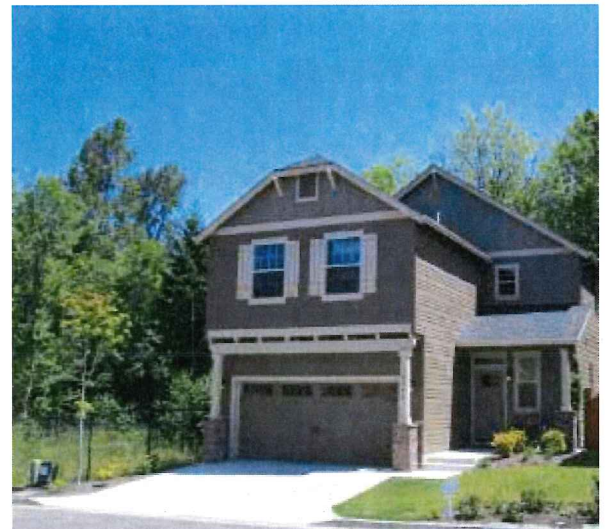
**FINDINGS FOR HEIGHT: Staff finds that four-story residential structures may be constructed, if unit count does not exceed 150 units consistent with the Settlement Agreement. Detached structures and other accessory structures must not exceed 14-feet.**

**[Architectural Design]** Design Review approval is required for all new developments within multifamily zones and within gateway overlays, per CMC§18.19.020 Scope. The design review standards within the city's Design Review Manual include mandatory elements in regard to site and building design. The guidelines and principles that must be included in the design are provided within CMC, and are more detailed within the city's Design Review Manual. The chapter's "Purpose" states that "*The design review process is intended to produce a meaningful integration of building, landscaping and the natural environment.*" It is not clear from the submittal drawings (Figure 1) how the buildings will integrate the natural surrounding backdrop of the forested areas or the site topography that drops away from the street, or with the development to the west. To the north are forested areas and wetlands, which will likely be blocked from view with the current design proposed. To the west are residential structures, which include two story row houses and townhomes in the style as demonstrated with the inset photo (Figure 2).

Stacked housing must include the following design elements which are not evident in the current submittal:

- Buildings shall have their principal pedestrian entrance along a street, open space or midblock passage with the exceptions of visible entrances off a courtyard.
- Walls shall be articulated in order to avoid a blank look and to provide a sense of scale and shall provide a minimum solid to void ratio of 70%/30%.
- Stoops, porches and direct individual entries should be included encouraged at ground-floor units.

2 Adjacent residential development (typical style)



Row houses must include the following design elements that are not evident in the current submittal:

- No more than eight attached dwellings are permitted in a row or single group of structures per CMC§18.25.050.
- No more than forty percent of the total square footage of the front facade of each unit may be garage door area per CMC§18.25.050.

**FINDING FOR DESIGN REVIEW: A condition in regard to Design Review is included with this decision, and specific design requirements that must be addressed.**

**[Parking]** The off-street parking requirements for apartments are based on the unit size and per CMC Chapter 18.11 Parking, and for row houses the parking requirements are also determined by CMC Chapter 18.25 Row houses.

The easterly row house development (Phase 2) would be required to provide a minimum of one per unit or 16 parking spaces, per CMC§18.25.050. In contrast with the specific provisions in Chapter 18.25 Row Houses, there are provisions within "Residential Parking" at CMC§18.11.100, that states, "*Residential off-street parking space shall consist of a parking strip, driveway, garage or combination thereof.*" The design of the row houses includes garages at the first level, and a shared, seven space parking lot that is within walking distance of the units (less than 100-feet). The shared lot could be considered equivalent to either the "parking strip" or "driveway" requirement. Given that both garage parking and the shared lot are provided, off-street parking for the row houses is satisfied.



The westerly parcel (Phase 1) will have 134 units (127 studio apartments and 7 one-bedrooms) and will need to provide a minimum of **138 parking spaces**. The February 8<sup>th</sup> site plan drawing indicates that there will be 96 parking spaces within the open lot and 18 covered spaces for a total of **114 spaces**. The applicant has also proposed 33 spaces within the detached garage structures, and concluded that there would be a total of 147 parking spaces provided. However, the location of the garages appears to exceed the allowed distances to be counted toward parking for the multifamily use, as CMC§ 18.11.030 Location, requires that parking for multifamily dwellings be within 200-feet. The garages are located along the street frontage and the westerly garage (nearest corner), appears to be approximately 150 feet from the entrance of the West Apartments. The easterly garage appears to be over 220 feet from the East Apartment building. The North Apartment building is over 350-feet from either garage structure. It is possible that the West and East Apartments may have side entrances or exits that could shorten the distances to these garages, and open parking could be proposed in those locations instead. Without more details on the architectural layout, only the western garage with six (6) spaces meets the distance requirement. In summary, the property is short 18 parking spaces to meet the minimum parking requirements (Equation 138 – (114 +6) = 18). A shortage of parking on site, may produce a long term parking enforcement issue along NW Pacific Rim Blvd, where parking is not allowed. Per CMC§ 18.11.130 Standards, “The city shall have the authority to request a parking study when deemed necessary.” Given that parking is not allowed on the frontage road for residents, guests or overflow, and as defined in CMC, the location of the detached garages will not function as parking spaces, a parking study may be required.

The Supplemental Design Standards at CMC Ch. 18.17, requires that detached, accessory structures be located to the side or rear of primary structures in residential and multi-family zones. The detached garage structures are proposed at the front of the property<sup>§</sup>. Combined, the back side of the garages would encompass 62% of the site frontage, with the westernmost garage at 65 feet long and the other at 178 feet long. The specific principles for multi-family developments reaffirms, “Detached garages **shall** be located to the rear of stacked unit(s) so as not to be directly viewable from a public street” (CMC§ 18.19.050(3)(a)(iv)). There isn't a prohibition on the construction of open (uncovered) parking along a street frontage. CMC§ 18.19.050(B)(3)(a)(i) requires certain design features for parking, “All on-site parking areas shall be screened with landscaping. Parking spaces shall be clustered in small groups of no more than six to ten spaces.” Conditions in regard to the location of the detached garages is warranted and included.

Per CMC§ 18.11.120 Additional Requirements, “The city may make such other requirements or restrictions as shall be deemed necessary in the interests of safety, health and general welfare of the city, including, but not limited to, lighting, jointly (sic) development of parking facilities, entrances and exits, accessory uses, and conditional exceptions.”

**FINDINGS FOR PARKING: The off-street parking requirements for the row houses at the easterly parcel are in compliance with CMC. The westerly parcel has not met the off-street parking requirements for the apartment uses per CMC§18.11.030(B), CMC§18.17.040 and CMC§18.19.050(B)(3)(a)(iv).**

**[Landscaping]** Each residential unit is required to have a street tree per CMC§ 17.19.030(F)(1). In balance with this standard, the landscape standards in CMC Chapter 18.13 require fifteen percent of the site to be landscaped with shrubs and trees and has specific requirements for parking areas. CMC§ 18.13.060, requires parking lots to include perimeter landscaping within a curbed area that is at least five feet wide, interior planting islands with trees, and wheel stops. The final landscaping plan must include a watering system, or other measure, acceptable to the city to ensure the success of the plantings.

The applicant included a revised landscaping plan for both parcels at Sheet LS1 (dated January 2018, received February 14, 2018). The easterly parcel (Phase 2) conforms to the landscaping requirements, however the landscaping for the westerly parcel (Phase 1) is deficient if the parcels were reviewed separately. ~~For the purposes of this section of the report, the two phases are discussed independently, however the applicant could develop the properties simultaneously. A condition in regard to timing for tree installation is included.~~

<sup>§</sup> Note: The 390 feet of frontage view would include the side of the west apartment (14% or 55'), back of garages (62% or 243'), and a 55-foot wide entry.



Phase 2 indicates that there will be 15 row houses with seven parking spaces grouped at the eastern side of the structures. The code requires 17 street trees—one tree per unit and one tree per every three parking spaces. The applicant provided 17 street trees and a mix of shrubs to comply with the screening and ground cover provisions of the landscape chapter. As previously noted, the landscaping for Phase 2 is in compliance.

Phase 1 proposes 134 apartment units, 68 parking spaces (double-loaded), and 47 single parking spaces (single-loaded), not including garage spaces, which would requires up to 162 trees\*\*. The applicant proposes to plant 49 trees in Phase 1, with 26 of them proposed as street trees. There is not enough street frontage to accommodate an additional 108 street trees, given that their landscape plan proposes to plant street trees at 20-foot intervals.

Specific landscape deficiencies include: the parking lot needs a minimum of 28 trees and only 23 are proposed; the perimeter of the parking lot at the northwest and northeast corners lack curbed landscape areas of trees and shrubs (min. 5' wide) and the eastern parking area landscaping lacks trees (Refer to CMC§ 18.13.060(A)). The landscape plan shows two trees located at the northwest corner of the "West Building", which might appear to be a parking lot edge, however the trees are located to the west of the 5-foot hose drag path, which is 10 feet below the top of the retaining wall (parking lot level). Those trees would not provide the shading functions or landscape perimeter as required per subsection "B" of the code. At the single row of parking spaces that are located east of the "East Building" there are shrubs, but no trees.

Minimal landscaping of six trees are proposed along the western property line and no landscaping is proposed along the eastern side of the row houses. There is approximately 200 feet of frontage from the edge of the easternmost row house to the eastern property line of Phase 2. No landscaping is proposed at the front of the row houses from the view of the driveway (unit entries). The site also has wetland and buffer areas to the north of the structures. No landscaping is proposed between the (rear) of the buildings where there is a five foot path (fire hose drag area) and the natural areas. New trees in these areas would likely need to be approved for installation within a wetland habitat area.

Staff is demonstrating that there are several potential areas on site that could accommodate the minimum number of trees to be planted landscaping requirements. Specifically at the eastern portion of the site an additional 10 street trees could be planted at 20-foot intervals (approx. 200 feet of frontage). ~~around the sides and rear of the structures where no trees or new vegetation is currently proposed.~~ A condition in regard to correcting the landscaping deficiencies is warranted and included.

The city requires that the applicant provide a plan for successful establishment of the landscape plan, per CMC§ 18.13.070. The applicant provided details for a sprinkler system at Sheets LS2 and LS3, and planting details. The installation of a sprinkler system is a "reasonable performance measure", consistent with this section of code. No additional assurance measures will be recommended.

**FINDINGS FOR LANDSCAPING: Staff finds that it is feasible for the development to comply with the minimum landscaping and tree requirements for both phases as conditioned to include additional street trees along the entire frontage.**

C. AVAILABILITY AND ACCESSIBILITY OF ADEQUATE PUBLIC SERVICES SUCH AS ROADS, SANITARY AND STORM SEWER, AND WATER TO SERVE THE SITE AT THE TIME DEVELOPMENT IS TO OCCUR, UNLESS OTHERWISE PROVIDED FOR BY THE APPLICABLE REGULATIONS;

#### ROADS

The project is located on the north side on NW Pacific Rim Blvd (NW Pac Rim), approximately 1,000 feet east of the intersection of NW Pac Rim and NW Payne Road. NW Pac Rim is a fully improved road consisting of an 80-ft ROW with two 12.5-foot travel lanes in each direction, a 14-foot wide landscaped center median, and a 5.5-foot wide sidewalks on both sides of the road.

\*\* Calculation: 134 (1 tree per new residential unit) + 11 (68 double-loaded stalls/6) + 17 (51 single stalls/3) = 162



The City's design standards for a new 5-lane arterial requires a 100-foot right-of-way with two 12-foot travel lanes in each direction, a 14-foot raised center median or center left-turn lane, a 5 to 7-foot wide planter strip on each side, and a 6-foot wide detached sidewalk on each side. As this project is located on an existing road, and based on environmentally sensitive lands on the subject property and existing adjacent development, and street patterns, the City Engineer recommends approval of a deviation for the existing 80-foot right-of-way. Based on the deviation, the Applicant would not be required to dedicate any additional right-of-way for this development.

The full width road section for NW Pacific Rim Blvd. was constructed sometime between 1990 and 1994<sup>72</sup>, ~~while there~~ There is not a requirement to construct a half-width street improvement with this development, since the existing sidewalks, which are attached to the 0.5 foot wide curb, and only are 5.5-foot wide should be replaced to the and will, in this situation, fulfill the full arterial standard equivalent of a 6-foot width wide sidewalk and meet ADA standards. Additionally, ~~there will be a significant amount of existing sidewalk removed in order to construct the west and east access roads and to allow for tie-ins to existing water, sewer, and storm lines. A condition of approval to this effect is warranted.~~

Staff finds that it is appropriate to require under the transportation element of SEPA, to provide for mitigation of any open trench cuts in NW Pacific Rim Blvd, as the adopted standards will not adequately mitigate for potential impacts to the roadway. As such, the development shall be conditioned through SEPA to provide a 0.15' depth pavement grind and inlay for the full width of the affected travel lane/s and a minimum of 10-feet either side of the trench as surface restoration. The surface restoration work shall include replacement of all pavement markings that may be removed or obliterated during the course of this work. Additionally, CDF is the preferred method of trench backfill above the pipe zone and below pavement section.

**Finding: Staff finds ~~that the Applicant should be required to replace the existing sidewalk along the frontage in order to provide a full 6-foot width and meet ADA standards.~~ A SEPA condition in regard to restoration of pavement if work occurs within NW Pacific Rim Blvd. is ~~also~~ warranted.**

Gates: The improvements include two gated entrances. Per CMC 12.36.010 gated entrances are only permitted when adequate provisions are made for access by fire, police, medical emergency and other public services. In order to meet this provision, a gated community must meet CMC 12.36.040 Design Standards. The design standards include, but are not limited to, a minimum 25-foot radius turnaround located prior to a gate; signs installed at a point visible from the public roadway informing the public that there is a locked gate ahead; an unlocked pedestrian access gate; and the gate shall be located in a manner so as to allow viewing of obstructions located within the swing path of the gate. A condition of approval to this effect is warranted.

**Finding: Staff finds that applicant should install a minimum 25-foot radius turn-around prior to the main access gate. The east access gate is for emergency use only and the gate must be located at the top of slope and a minimum of 5-feet behind the sidewalk.**

Access Spacing: NW Pac Rim Blvd. is designated as an existing 4 or 5 lane arterial. The intersection of NW Pac Rim Blvd. and SE Payne Road is located approximately 890-feet west of the proposed main access. Per access spacing standards for a roadway classified as an arterial, the minimum access spacing is 660-feet. The west access meets the minimum access spacing standard.

The east access is located approximately 500-feet from the west access and therefore does not meet the minimum 660-foot access spacing standard. The east entrance is proposed as a separate fire truck/emergency vehicle only access. As the minimum access spacing standard is not being met, and based on the proposed usage, this entrance should be restricted to a right-in / right-out only access. Additionally, the east access shall have the appropriate signage and markings for ~~right-in and right-out movements for east~~ emergency only vehicular access. A condition of approval to this effect is warranted.

**Finding: Staff finds that the Applicant must provide the appropriate signage and markings for ~~right-in and right-out movements~~ emergency only access for the east ~~vehicular access~~ driveway.**



A traffic impact analysis (TIA), dated June 20, 2016, was prepared and submitted by Kittelson & Associates, for the Kate's Wood site development, now known as Hetherwood. The proposed development is located east of a single-family/multi-family residential neighborhoods and west of the southern entrance to the Fisher Investment Campus. The proposed development will consist of up to 139 apartments and 29 condominiums / townhouses.

The TIA provided a Level of Service (LOS) evaluation, for existing and with full buildout of the proposed development, at several off site intersections including the following: SE 192nd Avenue & SE 34th Street (COV), SE 34th Street & SE 196th Avenue (COV), SE 34th Street & SE Payne Road (COV), and NW Pacific Rim Blvd. & Proposed Site Access (COC). Traffic operations at these intersections were analyzed as part to the TIA under existing and future traffic conditions.

The study area roadways were subject to the following operating standards:

- City of Camas (COC) requires a LOS 'D' or better and a volume-to-capacity ratio of 0.90 or less for all intersections within the city limits.
- City of Vancouver (COV) requires that signalized intersections with Vancouver city limits operate at LOS 'E' or better with a volume-to-capacity ratio of 0.95 or less and that unsignalized intersections maintain a volume-to-capacity ratio less than 0.95 for any lane on any approach.

The TIA shows that the existing traffic volumes and operations at each of the study intersections operate acceptably during both peak periods and meet the LOS and/or volume-to-capacity ratio standards enforced by the governing agencies.

At full buildout the TIA estimates that the development will generate a total of 1,035 daily trips, with the weekday AM Peak hour total of 80 trips and the weekday PM Peak hour total of 95 trips, by full buildout.

Based on full buildout, the critical northbound approach, SE Payne Road at its intersection with NW Pac Rim (SE 34th Street), is projected to operate at LOS 'E' during the weekday p.m. peak hour of the total traffic condition, which exceeds Camas' standard of LOS 'D' or better. The a.m. peak hour operations are satisfactory. The PM results for this intersection indicate that the average control delay the northbound approach reaches 35.5 seconds, which is only 0.5 seconds into the LOS 'E' threshold. A LOS 'E' would require this development to mitigate this intersection to operate at LOS D or better.

There are plans for the intersection to be upgraded with a signal as part of the Camas School District's (CSD) Project Based Learning (PBL) High School project. That project is scheduled for construction in 2018. Until such time as the signal is constructed, the TIA states that the projected operating conditions for weekday p.m. peak hour should be tolerable for drivers, considering that this is a traffic signal nearby to the west at SE 196th Avenue which may be allowing some drivers on SE Payne Road more opportunities to find gaps in a semi-progressed traffic stream. Staff finds that this conclusion does not address the substandard level of service (LOS) at this intersection. ~~This traffic signal should be installed prior to issuance of occupancy of any residential units. A condition to this effect is warranted. However, this signal is Transportation Impact Fee (TIF) eligible and the applicant contributes an adequate pro rata share payment via TIFs to mitigate the substandard LOS for this intersection.~~

~~**Finding: Staff finds that intersection signal improvements at NW Pacific Rim Blvd. and NE Payne Road are necessary prior to occupancy of any residential units.**~~

The TIA states that the proposed development can be constructed while maintaining acceptable levels of service (LOS) and safety on the surrounding transportation system with the following recommended mitigation measures:

- Remove portion of the landscaped median on NW Pacific Rim Blvd. to allow full directional movements to/from the primary site access (west access), including construction of an eastbound left-turn lane with 50-feet of storage and appropriate design taper to facilitate left-turns into the site.

- Any new landscaping, signage, or above-ground utilities within the right-of-way or along the site frontage should be installed and maintained so that adequate sight distance is provided at the primary (west) site access upon buildout.

These improvements will require removal of existing mature trees and vegetation. The replacement of vegetation in the median should be maintained until fully re-established. A condition in regard to maintenance of the landscaping and signage within the right-of-way or along the site frontage shall be maintained by the Property Owner/s is warranted.

**Findings: Staff finds that the applicant must modify the landscaped median on NW Pacific Rim Blvd. to allow for full directional movements to/from the primary site access (west access), including construction of an eastbound left-turn lane.**

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#### SANITARY SEWAGE DISPOSAL

There is an existing 6-pressure sewer main located in NW Pacific Rim Blvd. There are no existing laterals stubbed to this site.

The Applicant is proposing to construct a combination STEP/STEF system to serve the development. The system that serves the North, East, and West buildings, will provide a 3-inch tap at the existing 6-inch pressure main and consists of two STEF tanks (40K and 45K gallons), with a service line to each building, that then flows to a 3,000 gallon STEP tank that discharges to the existing 6-inch sewer pressure main. The system that serves the three buildings on the east end of the development, will have a 2-inch tap at the main with the services to the three buildings discharging to a 12,000 gallon STEP tank that ties into the 6-inch existing sewer pressure main.

Prior to final engineering approval, a basin and capacity analysis will be required to confirm that there is sufficient capacity for the flows identified for this development. A condition of approval to this effect is warranted.

The proposed on-site sanitary system, that includes both STEP and STEF tanks, is to be a private system and the maintenance of said system is to be the responsibility of the Property Owner/s. A condition of approval to this effect is warranted.

**Finding: Staff finds that the applicant must provide a basin and capacity analysis to confirm that the existing 6-inch pressure sewer main has sufficient capacity for the flows identified for this development, prior to final engineering approval.**

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#### STORM DRAINAGE

This project is subject to Ecology's latest edition of the Stormwater Management Manual for Western Washington (2014 SWMMWW). The proposed site improvements will also result in over 5,000 square feet of impervious surface, including roofs, pavement, sidewalks, and landscaping. Therefore the project will be subject to Minimum Requirements (MR) 1-9. A condition approval to this effect is warranted.

A preliminary drainage analysis, dated August 29, 2017, was prepared by Olson Engineering, Inc. The proposed development is approximately 2.82 acres in size, consisting of 1.14 acres of roof, 1.20 acres of impervious surface, and 0.35 acres of landscaping. The preliminary analysis demonstrates that the Applicant can or will make adequate provisions for the detention and treatment of stormwater runoff from the site.

The preliminary drainage analysis proposes that the roof runoff be routed to an underground detention facility and/or discharged to a flow spreader system located behind the buildings and discharging into the wetlands located to the north of the buildings. The runoff from the impervious surfaces will be collected via a series of area drains, which are routed to the underground bioretention units for treatment, then routed to the underground detention facility, and ultimately discharging via a level spreader into the wetlands to the north.



The stormwater site plans, dated February 9, 2018, proposes to provide detention via a Contech detention system, however, there does not appear to be any of the water quality treatment that is required for impervious surfaces in excess of 5,000 square feet, per Ecology's SWMMWW manual. Water quality treatment is required for stormwater runoff from impervious surfaces in excess of 5,000 square feet. Prior to final engineering approval the Applicant must submit a final drainage analysis report to the City for review and approval. A condition of approval to this effect is warranted.

Maintenance of the proposed stormwater system in its entirety, including but not limited to the following: the underground collection system, detention and treatment facilities, storm control manholes, level spreader system, and outfalls, are to be maintained by the Property Owner/s. The City will have rights-of-entry to the entire system for inspection purposes. A condition of approval to this effect is warranted.

**Findings: Staff finds that the applicant must design the proposed project to include water quality treatment and detention for stormwater runoff from impervious surfaces per Ecology's latest edition of the SWMMWW Manual. Staff also finds that the applicant must provide a final drainage analysis, and a maintenance plan for entire stormwater system. The City must also be provided access for inspection purposes.**

#### WATER

The submitted preliminary utility plan shows that there is an existing 12-inch water main located in NW Pac Rim. There are no existing water services stubbed to this parcel. The proposed improvements must include the domestic water system, an irrigation system for landscaping, and a fire suppression system that includes on-site hydrants and sprinklered buildings. A condition of approval to this effect is warranted.

The domestic water system is proposed as dual (west and east side) system that would provide water to the six (6) buildings.

The west side of the development, has proposed a 4-inch on-site waterline to provide service to the North, West, and East apartment buildings. The 4-inch waterline will be tapped at the 12-inch water main, on the east side of the main entrance, and will include a double check valve assembly (DCVA) and a 4-inch meter. Three separate, 4-inch service lines, will tee off this 4-inch mainline and will extend to each of the three buildings.

The east side of the development has proposed a 2-inch waterline to provide service for the four townhome building. The 2-inch waterline will be tapped at the 12-inch water main, at the east entrance, and will include a double check valve assembly (DCVA), and a 2-inch meter. Three (3) separate, 2-inch service lines, will tee off this 2-inch mainline and will be extended to each of the buildings.

The on-site domestic water systems, located north of the meters, will be private and the maintenance and repair will be the responsibility of the Property Owner. A condition of approval to this effect is warranted.

An underground irrigation system is proposed for the development. The irrigation line is to include its own meter and backflow prevention device. The irrigation line will be private, on the development side of the meter, with maintenance and repair the responsibility of the Property Owner. A condition of approval to this effect is warranted.

A 6-inch fire line is proposed to be tapped at the main and will include a meter and a double check valve assembly (DCVA) vault. Additionally, there will be a separate 2-inch to 4-inch fire line to each building. Each of these fire lines will end at an FDC at the face of each building. The fire suppression system and onsite fire hydrants, will be a private system starting at the development side of the meter, and will require annual testing by a certified company. Private hydrants are to be painted red from the factory. Annual testing, maintenance, and repair are to be the responsibility of the Property Owner/s. A condition of approval to this effect is warranted.

**Findings: Staff finds that adequate provisions can or will be made for water, stormwater, and sanitary sewer that will be consistent with City requirements**

#### EROSION CONTROL





Adequate erosion control measures shall be provided during the site improvements in accordance with adopted city standards. The Erosion Sediment Control plans shall be submitted to the City for review and approval prior to any ground disturbance. Per CMC 17.21.030 an erosion control bond for ground disturbances of one acre or more is to be submitted to the City prior to release of approved construction plans. A condition of approval to this effect is warranted.

The Washington State Department of Ecology requires sites with ground disturbing activities of one acre or more to obtain an NPDES Construction Stormwater General Permit. The Applicant shall provide a copy of their NPDES Construction Stormwater General Permit and their Stormwater Pollution Prevention Plan (SWPPP), prior to release of approved construction plans. The SWPPP is a requirement of the NPDES Construction Stormwater General permit. A condition of approval to this effect is warranted.

CMC 15.50.090 (1) states that from October 1 through July 5, that no unworked soils shall remain exposed for more than two (2) days. This time frame may be adjusted with prior approval of the Director. However, due to the improvements proximity to the wetlands, early grading in advance of site improvements should not be allowed and a phased approach to construction should be strictly adhered to, with all disturbed soil stabilized to a condition that is acceptable to the City. A condition of approval to this effect is warranted.

**Findings: Staff finds that with acceptable measures in-place, adequate provisions for erosion and sediment control can or will be made.**

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*D. ADEQUATE PROVISIONS ARE MADE FOR OTHER PUBLIC AND PRIVATE SERVICES AND UTILITIES, PARKS AND TRAILS (E.G., PROVIDE COPIES OF PRIVATE COVENANT DOCUMENTS);*

**Staff:** As noted throughout this report, the development is located adjacent to an existing right-of-way with existing public services and utilities. There are no proposed parks or trails on the subject property or adjacent.

Street lighting currently exists only in the center raised median along the frontage of the proposed development. The proposed site plan does not show any additional lighting along the frontage, nor are there provisions shown for relocating any of the existing illumination poles that may be impacted due to the construction of the left-turn lane for the main access road (west). The City recently installed illumination along the length of NW Pacific Rim Blvd. from NE Brady Road east to NE Payne Road. A gap in the illumination plans was left along the frontage of this parcel as the City was aware of the planned improvements for this property in the very near future. As such, a lighting study with calculations supporting the spacing shall be per the Camas Design Standards Manual and is to be submitted to the City for review and approval. The study is to evaluate the gap in the illumination along the frontage improvements. Construction of said illumination improvements will then be required as part of this development. A condition of approval to this effect is warranted.

Additionally, any existing illumination, located in the raised center median, that is impacted by the improvements for the left-turn lane are to be replaced in-kind. A condition of approval to this effect is warranted.

The onsite private improvements include the following: the stormwater conveyance, detention, and treatment system; the entire water system, both domestic and fire, located on the development side of the meters and double detector check valves; the sanitary system located development side of the valves; the parking areas, associated landscaping, and any other private improvements. These systems are not public, and the applicant will need to provide for their perpetual maintenance. A condition of approval to this effect is warranted.

**FINDINGS: Staff finds that adequate provisions have or will be made for the maintenance of private improvements.**

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*E. ADEQUATE PROVISIONS ARE MADE FOR MAINTENANCE OF PUBLIC UTILITIES; AND*



**Staff:** The City maintains all public utilities located within the right-of-way; including the streets, storm sewer, sanitary sewer, and water system. All of the on-site utilities are to be private and maintained by the Property Owner/s. However, the applicant must provide access and utility easements to the City for the water and sewer systems serving the site. A condition of approval to this effect is warranted.

**Findings:** The development has proposed private utilities to serve the site, however access easements to the city will be required.

F. ALL RELEVANT STATUTORY CODES, REGULATIONS, ORDINANCES AND COMPLIANCE WITH THE SAME. THE REVIEW AND DECISION OF THE CITY SHALL BE IN ACCORDANCE WITH THE PROVISIONS OF CMC CHAPTER 18.55 ADMINISTRATION AND PROCEDURES.

**Staff:** The procedures for Type II permits are found at CMC§18.55.100 to 18.55.130, and for decision issuance at CMC§18.55.230. The application was initially received June 20, 2016. Staff provided comments to the applicant regarding missing information in emails and meetings with the applicant. The applicant has submitted several revisions to the city to review, with the most recent site plan drawings being dated within the month of February, 2018.

After review and analysis was concluded, the City issued a SEPA Mitigated Determination of Non-significance (MDNS). The appeal period for this consolidated decision and SEPA will run concurrently.

**Findings:** The review and consolidated decision are in accordance with the provisions of CMC Chapter 18.55 Administration and Procedures.

18.18.070 - IMPROVEMENTS FOR RESIDENTIAL DEVELOPMENT.

- A. *Public.* Prior to the issuance of a building permit for residential construction, all public improvements required to adequately service that portion of the plat for which the building permit will be issued shall be installed, or the developer shall provide financial surety acceptable to the city pursuant to CMC§ 17.21.050 Bonds and Other Financial Agreements.
- B. *Private.* Prior to issuance of final occupancy permits all public and private improvements shall be completed in accordance with CMC§ 17.21.070 Final Acceptance.

**Findings:** As provided in the conditions of approval, public improvements will be required to be completed prior to issuance of occupancy permits.

TITLE 16 CRITICAL AREA REVIEW

WETLANDS

**Staff:** The city must determine whether the development conforms to the purposes and performance standards of the critical areas ordinance, and assess whether the potential impacts are necessary and unavoidable (CMC§16.51.130). For this property, a determination of avoidance was superseded by a Settlement Agreement (Agreement). The Agreement at Section 3 states (in part), "...future development on Kate's Woods property will not directly impact any delineated wetlands, but indirect impacts (i.e., impacts to the buffer) will be allowed; provided that the applicant will preserve at least 5 feet of the buffer. Further, impact on any designated buffer areas shall be mitigated on site or off site per CMC and State Law; provided that the applicant shall be entitled to purchase at least 75% of the mitigation from an established regional wetland mitigation bank serving any drainage basins within the City of Camas. Finally, based on the report submitted from The Resource Group with





*the concurrence of Ecological Land Services, the City agrees that the wetland on the Kate's Woods site (and surrounding areas) is a Category 4 wetland, as shown on the maps."*

A Category 4 wetland per CMC Table 16.53.040-1, requires a 50-foot buffer. The preliminary mitigation plan indicates that the development will impact the 50-foot buffer area by 14,401 square feet (0.33 acres), and preserve a 5-foot buffer as Agreed. The mitigation plan indicates that 25% of the mitigation will occur onsite at an "enhancement ratio of 3:1. Total enhancement area is 10,801 sq. ft. as described at page 6 of the plan.

The preliminary plan indicates that 75% of the impacts (10,801 sq. ft.) will be mitigated off-site at the Columbia River Wetland Mitigation Bank (CRWMB). Category IV wetlands are compensated at a 0.85:1 ratio (Table 3) at the CRWMB. Therefore, the applicant is proposing to purchase 0.21 bank credits to compensate for the 0.25 acres (Table 2) of indirect impacts to the wetland. A condition in regard to providing evidence to the city of approval for wetland mitigation bank credits is warranted and provided with this decision.

The preliminary mitigation plan included temporary markers and sediment fencing along the wetland buffer, however it incorrectly cites the requirements for permanent demarcation at page 10. A final mitigation plan must include protection measures consistent with CMC§ 16.53.040(C), to include permanent, continuous fencing along the boundaries of wetland buffers. The fencing must be 42 inches high, vinyl-coated chain link, wooden split rail or similar, per CMC§ 16.53.040(C)(2)(a). The city also requires that wetland and buffers be placed in a conservation tract per CMC§ 16.53.040(C)(4).

A final mitigation plan is required per CMC§ 16.53.050(E)(3). The plan must incorporate the conditions of approval of the development, and include detailed construction drawings. A condition in regard to a Final mitigation plan is warranted and included.

**Findings: Staff finds that the applicant proposed a combination of on-site preservation and off-site wetland bank credits per terms of the Settlement Agreement. Permanent protection measures must be included in a Final Mitigation Plan.**

ARCHAEOLOGICAL RESOURCE PRESERVATION

**Staff:** The property is rated as having a high to moderate-high probability for having cultural resources. There are approximately 11 archaeological sites within a 1-mile radius of the property.

The applicant submitted an archaeological report meeting the standards of CMC§ 16.31.080 and CMC§ 16.31.120, titled "Pacific Rim Multi-Family Development" (March 8, 2016), prepared by Archaeological Services, LLC. The applicant provided the tribes with a copy of the report and all supporting materials by certified mail on June 22, 2016. The city did not receive any comments from the tribes by the fourteenth day from the date notification was mailed, pursuant to CMC§ 16.31.160.

The report did not recommend any further archaeological work.

**Findings: The applicant has provided complete and adequate archaeological resources information in fulfillment of CMC§ 16.31.140.**

## CONCLUSIONS OF LAW

The following conclusions of law are based on the findings of facts as discussed throughout this report and decision.

- As proposed, SPRV16-03 conforms to the city's comprehensive plan goal of providing multifamily housing within the designated comprehensive plan area.
- As conditioned, SPRV16-03 can comply with CMC§ 18.18.060 for Site Plan development.
- As conditioned, SPRV16-03 can comply with the requirements of CMC§ 18.18.070 for completion of public improvements within a private residential development.
- As proposed, SPRV16-03 does not comply with the design standards for location of detached parking garages per CMC§ 18.19.050(B)(3)(a)(iv), CMC§ 18.11.030(B), or CMC§ 18.17.040.
- As conditioned, SPRV16-03 can comply with the off-street parking requirements for both phases with revisions as noted in this report, in accordance with CMC§ 18.11.030(B), CMC§ 18.17.040 and CMC§ 18.19.050(B)(3)(a)(i and iv).
- As conditioned, SPRV16-03 can comply with landscape provisions of CMC Chapter 18.13 and CMC§ 17.19.030(F)(1).
- As conditioned, SPRV16-03 can comply with the requirements for wetland mitigation to include submittal of a final wetland mitigation plan per CMC§ 16.53.050(E and I).
- As conditioned, SPRV16-03 can comply with the Camas Design Standards Manual for water, sewer, and stormwater improvements.

## DECISION

**APPROVAL** of the consolidated application for Site Plan Review, Archaeological Review and Critical Area Review of **Hetherwood** (SPRV16-03) is based on the applicant's narrative, drawings, and supporting technical reports except as otherwise clarified or modified through the following conditions of approval. Further, unless otherwise waived in writing in this decision, **the development must comply with the minimum requirements of Camas Municipal Code**.

## CONDITIONS OF APPROVAL

### STANDARD CONDITIONS OF APPROVAL

1. Site improvement plans shall be prepared by a licensed civil engineer in Washington State and in accordance with City of Camas standards.
2. Improvements shall consist of, but are not limited to: street, water, sanitary sewer, stormwater, irrigation, landscaping, sidewalks, ADA accessibility, etc.
3. The plans shall be submitted to the City for review and approval. Under no circumstances will the applicant be allowed to begin construction prior to approval of the construction plans.
4. A 3% plan review and inspection fee shall be required for this development. The fee will be based on an engineer's estimate or construction bid. The estimate shall be submitted to the City for review and approval. The fee shall be paid prior to the construction plans being released to the Applicant or the Applicant's Consultant.



5. Installation of public improvements shall be in accordance with CMC 17.21 *Procedures for Public Improvements*.
6. Underground (natural gas, CATV, power, street light and telephone) utility plans shall be submitted to the City for review and approval prior to approval of the construction plans.
7. In the event that any item of archaeological interest is uncovered during the course of a permitted ground disturbing action or activity, all ground disturbing activities shall immediately cease and the Applicant shall notify the Public Works Department and DAHP.
8. The Applicant shall remove all temporary erosion prevention and sediment control measures from the site at completion of all site improvements, including stabilization of all disturbed soil, unless otherwise directed by the Public Works Director.
9. Final as-built construction drawing submittals shall meet the requirements of the Camas Design Standards Manual.

#### SPECIAL CONDITIONS OF APPROVAL

10. ~~The Applicant shall be required to replace the existing sidewalk along the frontage in order to provide a full 6-foot width and meet ADA standards. Vacant~~
11. The Applicant shall install a minimum 25-foot radius turn-around prior to the main access gate. The east access gate is for emergency use only and the gate shall be located at the top of slope and a minimum of 5-feet behind the sidewalk. Both gates shall install signs at a point visible from the public roadway informing the public that there is a locked gate ahead; an unlocked pedestrian access gate shall be installed; and the vehicle access gates are to be located in a manner that shall allow viewing of obstructions located within the swing path of the gate. Additionally, the east access gate is to have 'No Parking – Tow Away Zone' signs installed on the development side of the gate to ensure that the gate is not block.
12. The Applicant shall ~~be conditioned to~~ sign the east vehicle access into the development ~~to be an emergency right-in / right-out~~ only access.
13. The Applicant shall remove that portion of the landscaped median on NW Pacific Rim Blvd. that allows for full directional movements to/from the primary site access (west access), including construction of an eastbound left-turn lane with a minimum 50-feet of storage and appropriate design taper to facilitate left-turns into the site.
14. The Applicant shall ensure that any new landscaping, signage, or above-ground utilities, within the right-of-way or along the site frontage shall be installed and maintained so that adequate sight distance is provided at both the primary site access (west) and the secondary site access (east) upon buildout.
15. The Applicant shall provide conditions, covenants, and restrictions (CC&R's) or a perpetual maintenance agreement for the landscaping and signage within the right-of-way and along the site frontage that states that this is the responsibility of the Property Owner/s.
16. The Applicant shall provide a basin and capacity analysis to verify that the existing 6-inch pressure sewer main has sufficient capacity for the flows identified for this development, prior to final engineering approval.
17. The Applicant shall provide conditions, covenants, and restrictions (CC&R's) or a perpetual maintenance agreement acceptable to the City for the maintenance of the on-site sanitary sewer system.
18. This project is subject to the latest edition of the Stormwater Management Manual for Western Washington (2014 SWMMWW).
19. The Applicant shall design the proposed project to include water quality treatment for stormwater runoff from impervious surfaces in excess of 5,000 square feet.

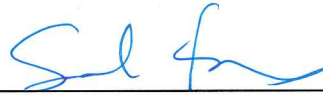
20. Prior to Engineering plan approval, the Applicant shall submit a final drainage analysis report to the City for review and approval.
21. The Applicant shall provide conditions, covenants, and restrictions (CC&R's) or a perpetual maintenance agreement acceptable to the City that states that the maintenance of the stormwater system, in its entirety, is the responsibility of the Property Owner/s.
22. The Applicant shall provide the City with written rights-of-entry to the entire storm system for inspection purposes.
23. The Applicant shall provide adequate water service to the development in order to provide for domestic water service, irrigation for landscaping, and adequate fire sprinkler flows.
24. The Applicant shall provide conditions, covenants, and restrictions (CC&R's) or a perpetual maintenance agreement acceptable to the City that states that the on-site domestic water systems, located north of the meters, shall be private and the maintenance and repair shall be the responsibility of the Property Owner.
25. The irrigation line shall include its own meter and backflow prevention device. The irrigation line shall be private, on the development side of the meter, with maintenance and repair the responsibility of the Property Owner.
26. The fire suppression system and onsite private fire hydrants, will be a private system starting at the development side of the meter, and will require annual testing by a certified company. Private hydrants are to be painted red from the factory. Annual testing, maintenance, and repair are to be the responsibility of the Property Owner/s.
27. The Applicant shall provide an Erosion Control Bond, per CMC 17.21.030, prior to release of approved construction plans.
28. The Applicant shall provide a copy of their NPDES Construction Stormwater General Permit and their SWPPP, prior to release of approved construction plans.
29. Due to the improvements proximity to the wetlands, early grading in advance of ~~site improvements~~ May 1<sup>st</sup> of any year shall not be permitted, ~~and a phased approach to construction shall be strictly adhered to, with all disturbed soil stabilized to a condition that is acceptable to the City.~~
30. The Applicant shall perform a lighting analysis, including calculations supporting the spacing. The analysis shall be per the Camas Design Standards Manual and is to be submitted to the City for review and approval. The study is to evaluate the gap in the illumination along the frontage improvements. Construction of said illumination improvements will then be required as part of this development.
31. The Applicant shall identify any existing illumination that will be impacted by the improvements for the left-turn lane. Any impacted illumination poles are to be replaced in-kind.
32. The Applicant shall maintain all onsite private improvements, including: the stormwater conveyance, detention, and treatment system; the entire water system, both domestic and fire, located on the development side of the meters and double detector check valves; the sanitary system located development side of the valves; the parking areas, associated landscaping, and any other private improvements.
33. The Applicant shall replace with equivalent numbers of trees and shrubs that portion of the landscaped median on NW Pacific Rim Blvd that was removed for turn lane.
34. The location of the detached garages at the front of the site along NW Pacific Rim Boulevard is not approved with this decision. Detached garages may be relocated to the rear or sides of the primary, residential structures (not along the frontage of NW Pacific Rim).



35. The applicant shall revise the parking plan for Phase 1 to correct deficiencies as described in this report, and to comply with the off-street parking requirements per CMC§ 18.11.030(B), CMC§ 18.17.040 and CMC§ 18.19.050(B)(3)(a)(i and iv).
36. A public meeting before the Design Review Committee must be held for review of the architectural design of the three apartment buildings (Parcel 126040-000), and any other structures within the parcel per CMC Chapter 18.19 Design Review. The development must receive design review approval prior to submittal of building permits. ~~Among other design requirements, the following design elements must also be addressed:~~
  - ~~Buildings shall have their principal pedestrian entrance along a street, open space or midblock passage with the exceptions of visible entrances off a courtyard.~~
  - ~~Walls shall be articulated in order to avoid a blank look and to provide a sense of scale and shall provide a minimum solid to void ratio of 70%/30%.~~
  - ~~Stoops, porches and direct individual entries should be included at ground floor units.~~
37. A public meeting before the Design Review Committee must be held for review of the architectural design of the 16 row houses (Parcel 125599-000), and any other structures on the parcel per CMC Chapter 18.19 Design Review. The development must receive design review approval prior to submittal of building permits. Among other design requirements, the following design elements must also be addressed in accordance with CMC Chapter 18.25:
  - a. No more than eight attached dwellings are permitted in a row or single group of structures per CMC§ 18.25.050.
  - b. No more than forty percent of the total square footage of the front facade of each unit may be garage door area per CMC§ 18.25.050.
38. The applicant shall install an irrigation system consistent with Sheets LS1-3 (Feb. 2018) prior to issuance of occupancy permits. Irrigation system plans shall be included with landscape plans that are submitted with engineering plan set.
39. The applicant shall revise landscape plans to comply with the required tree ratio and parking lot perimeter plantings as described in this report (~~Landscaping 5~~). The revised drawings ~~should~~ must also include at least ten additional street trees at 20-foot intervals to extend to the eastern property line a minimum of 162 trees in Phase 1 and 17 trees in Phase 2. The required trees may be balanced throughout both phases (parcels), as long as the minimum number of trees per phase are installed with development of that phase.
40. The applicant shall record a conservation covenant acceptable to the City for the wetlands and critical area buffers. A copy of the conservation covenant will be provided to the city prior to issuance of engineering site construction approval (CMC§ 16.53.040-C). Provisions for maintenance shall be included in the covenant that are consistent with the intent to maintain wetland and forest health.
41. The applicant shall provide off-site wetland mitigation at the Columbia River Mitigation Bank for approved impacts and provide the city a copy of the final contract with the wetland bank, prior to final engineering approval.
42. Wetland area shall have temporary construction fencing installed at the edge of the buffer area prior to any earth disturbing activities. Any impacts that occur during construction, must immediately be evaluated by biologist of record, and a revised mitigation plan submitted to the city for approval.
43. A Final Mitigation Plan consistent with CMC§ 16.53.050(E)(3) shall be submitted prior to final engineering approval. The final plan will include (at a minimum) **detailed construction plans**, maintenance plan, monitoring plan, and contingency plans for wetlands for a period of five years.

44. The applicant shall provide an estimate for the costs of installation, maintenance and monitoring of wetland and buffer impacts for five years to the Planning Division for approval in accordance with of CMC§ 16.51.180 (F) and CMC§ 16.53.050(I and J).
45. A financial guarantee for maintenance and monitoring of on-site mitigation in accordance with CMC§ 16.51.180 (I and J) shall be submitted prior to final engineering plan approval (per approved cost estimate), or earthmoving activities commencing (whichever is sooner).
46. On site wetland mitigation must be installed and inspected prior to building permit ~~issuance~~occupancy.
47. Wetlands buffer area shall be fenced with permanent and continuous fencing. Fencing may be split rail or vinyl coated chain link. Signs regarding wetland protection and permanent fencing shall be installed prior to building permit issuance.
48. The development is subject to multiple permits from the Fire Department. Three copies of the approved site plan and building set must be submitted for review and approval to the Fire Marshal's office.

**DATED this ~~8th~~21st Day of March, 2018**



**Sarah Fox, Senior Planner**

#### APPEALS

The Type II, consolidated Site Plan Review Decision may be appealed to the city's hearings examiner. Appeal procedures are set forth in CMC§ 18.55.200 Appeals – Generally. All appeals are initiated by filing a notice of appeal with the director within fourteen days of issuance of the decision being appealed. An appeal must be received prior to 5:00 p.m. on ~~March 22~~April 4, 2018.

The notice of appeal shall be in writing, include the fee of \$369 and contain the following information:

- (1) Appellant's name, address and phone number;
- (2) Appellant's statement describing his or other standing to appeal;
- (3) Identification of the application which is the subject of the appeal;
- (4) Appellant's statement of grounds for the appeal and the facts upon which the appeal is based;
- (5) The relief sought, including the specific nature and extent;
- (6) A statement that the appellant has read the notice of appeal and believes the content to be true, followed by the appellant's signature.





Community Development Department  
616 NE Fourth Avenue  
Camas, WA 98607  
(360) 817-1568

**STAFF REPORT**  
**Design Review Application for Burkland Duplex**  
**City File No. DR18-01**

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**TO:** Design Review Committee  
**FROM:** Lauren Hollenbeck, Senior Planner  
**APPLICANT:** Borodin Construction, LLC  
**LOCATION:** 704 SE Tampa Street  
Camas, WA 98607  
Parcel number 88470000

**APPLICABLE LAW:** The application was submitted on March 26, 2018. The applicable codes are those codes that were in effect at the date of application. Camas Municipal Code Chapters (CMC): Title 18 Zoning (not exclusively): CMC Chapter 17.21 Procedures for Public Improvements; CMC Chapter 18.19 Design Review; Camas Design Review Manual (2016); and CMC Chapter 18.55 Administration and Procedures; and RCW 58.17.

**BACKGROUND:**

The Burkland duplex is located on approximately 0.16 acres of multi-family zoned property (MF-18) at the corner of SE Tampa Street and SE 7<sup>th</sup> Avenue. The applicant is currently seeking design review approval for the construction of a duplex residential building with a shared driveway accessed off of SE 7<sup>th</sup> Avenue. Each residential unit contains a single car garage accessed at the back of the building, with additional parking provided on the site. As such, the primary pedestrian entrance faces SE Tampa Street. Landscaping is provided on site.

The project area is bordered on the east and south by single-family residential homes, on the west by SE Tampa Street, on the north by SE 7<sup>th</sup> Avenue. Existing duplex homes are located within the project vicinity.

**PURPOSE:**

Design Review is required under CMC Chapter 18.19. Design review is not intended to determine the appropriate use on a parcel but rather review a proposed development for compliance with City codes and plans related to landscaping, architectural elevations and other elements relative to required improvements. The recommendations from the Design Review Committee (DRC) must consider the general design review standards (CMC Chapter 18.19.050.A and the Camas Design Review Manual "DRM" pages 4-7), along with the the specific standards for multi-family (CMC Chapter 18.19.050.B.3.c and the DRM page 19); which are included in the enclosed Design Review Checklist.

**STANDARD AND MULTI-FAMILY DESIGN PRINCIPLES AND GUIDELINES:**

The standard and multi-family principles are required and must be demonstrated to have been satisfied in overall intent for design review approval. The standard design guidelines are developed to assist a project in meeting the established principles and each guideline should be adequately addressed. If the proposal cannot meet a specific guideline, then an explanation should be provided by the applicant as to why and how it will be mitigated to satisfy the intent of the design principles. The development guidelines include five major categories: 1) Landscaping and Screening, 2) Architecture, 3) Massing and Setbacks, 4) Historic & Heritage Preservation, and 5) Circulation and Connections. **The Design Review Checklist is enclosed to help guide the DRC in reviewing the standard applicable specific design review principles and guidelines.**

**RECOMMENDATION:**

That the Design Review Committee reviews the submitted materials, deliberates, and forwards a recommendation to the Director for a final decision.





Community Development Department  
616 NE Fourth Avenue  
Camas, WA 98607

**Design Review Checklist for (DR18-01) BURKLAND DUPLEX**

The purpose of this sheet is to provide a simplified and expedited review of the design review principles and guidelines using objective review standards. The standards are intended as tool for the decision-maker in making findings that the proposal either achieves compliance with the intent of the principles or reasonably mitigates any conflict. When reviewing the check sheet, the proposal should as a whole “comply” with the standards and thus be generally consistent with the overriding principles. [Yes = In Compliance; No = Not In Compliance; NA = Not Applicable]

**Standard Principles and Guidelines**

<b>ARCHITECTURE</b>				
<b>Yes</b>	<b>No</b>	<b>NA</b>	<b>Principles and Guidelines</b>	<b>Comments</b>
			Corrugated materials, standing seam, T-1 11, or similar siding materials are avoided unless it produces a high visual (or aesthetic) quality.	
			Buildings walls or fences visible from roadways are articulated in order to avoid a blank look.	
			The use of bold colors has been avoided unless used as minor accents.	
			Higher density/larger structures abutting lower density residential structures have been designed to mitigate size and scale differences.	
<b>LANDSCAPING AND SCREENING</b>				
<b>Yes</b>	<b>No</b>	<b>NA</b>	<b>Principles and Guidelines</b>	<b>Comments</b>
			Vegetation for landscaping includes native, low maintenance plantings. Significant trees are retained if feasible.	
			Trees planted along streetscapes with overhead power lines include only those trees identified on the City’s Tree list.	
			Landscaping, including trees, shrubs, and vegetative	

## DESIGN REVIEW CHECKLIST

			groundcover, is provided to visually screen and buffer the use from adjoining less intense uses including parking.	
			Proposed fencing is incorporated into the landscaping so as to have little or no visual impact.	
			Signs located on buildings or incorporated into the landscaping are unobtrusive and vandal resistant. If illuminated they are front lit.	
			Landscape lighting - low voltage, non-glare, indirect lighting is directed, hooded or shielded away from neighboring properties.	
			Street lighting (poles, lamps) is substantially similar or architecturally more significant than other street lighting existing on the same street and do not conflict with any City approved street lighting plans for the street.	
			Parking and building lighting is directed away from surrounding properties through the use of hooding, shielding, siting and/or landscaping.	
			Outdoor furniture samples are consistent with the overall project design.	
			Existing trees over 6" dbh that are not required to be removed to accommodate the proposed development are retained and incorporated into the landscape plan.	
			Rock outcroppings, forested areas and water bodies are retained.	
<b>HISTORIC AND HERITAGE PRESERVATION</b>				
<b>Yes</b>	<b>No</b>	<b>NA</b>	<b>Principles and Guidelines</b>	<b>Comments</b>
			The use of Historic Markers, information kiosks, project names, architectural features, or other elements of the project promote the historic heritage of the site or surrounding area.	



# DESIGN REVIEW CHECKLIST

## Specific Principles and Guidelines

MULTI-FAMILY				
Yes	No	NA	Principles and Guidelines	Comments
<b>1. DUPLEX, TRIPLEX &amp; FOUR-PLEX</b>				
			Attached garages account for less than 50% of the front face of the structure (as measured by lineal footage).	
			Garages visible from the street are articulated by architectural features, such as windows, to avoid a blank look.	
			Buildings provide a complementary façade that faces the public right of way, and is the primary entrance to a unit or multiple units, unless impracticable.	

## **Proposed Duplex Construction at 704 SE Tampa Street for Design Review**

Borodin's Construction, LLC is planning to build a duplex for Wayne Burkland at his lot located at 704 SE Tampa Street in Camas Washington.

The total livable square footage of the building will be 2,780, which is 1,390 per unit, and 540 for garages, which is 270 per unit.

The building will be located on the lot with its front facing Tampa Street. To avoid the 'blank look' of the front of the building we added a continuous porch above the entrance and made sure that the bottom and top floors have its own character. Two floors will be separated by 1x12 belly bend and top floor will have paneled siding when first floor will have regular horizontal siding. Also, the bottom floor will be painted in a slightly darker color than the top. Same design will be applied to the side of the building facing the 7<sup>th</sup> street.

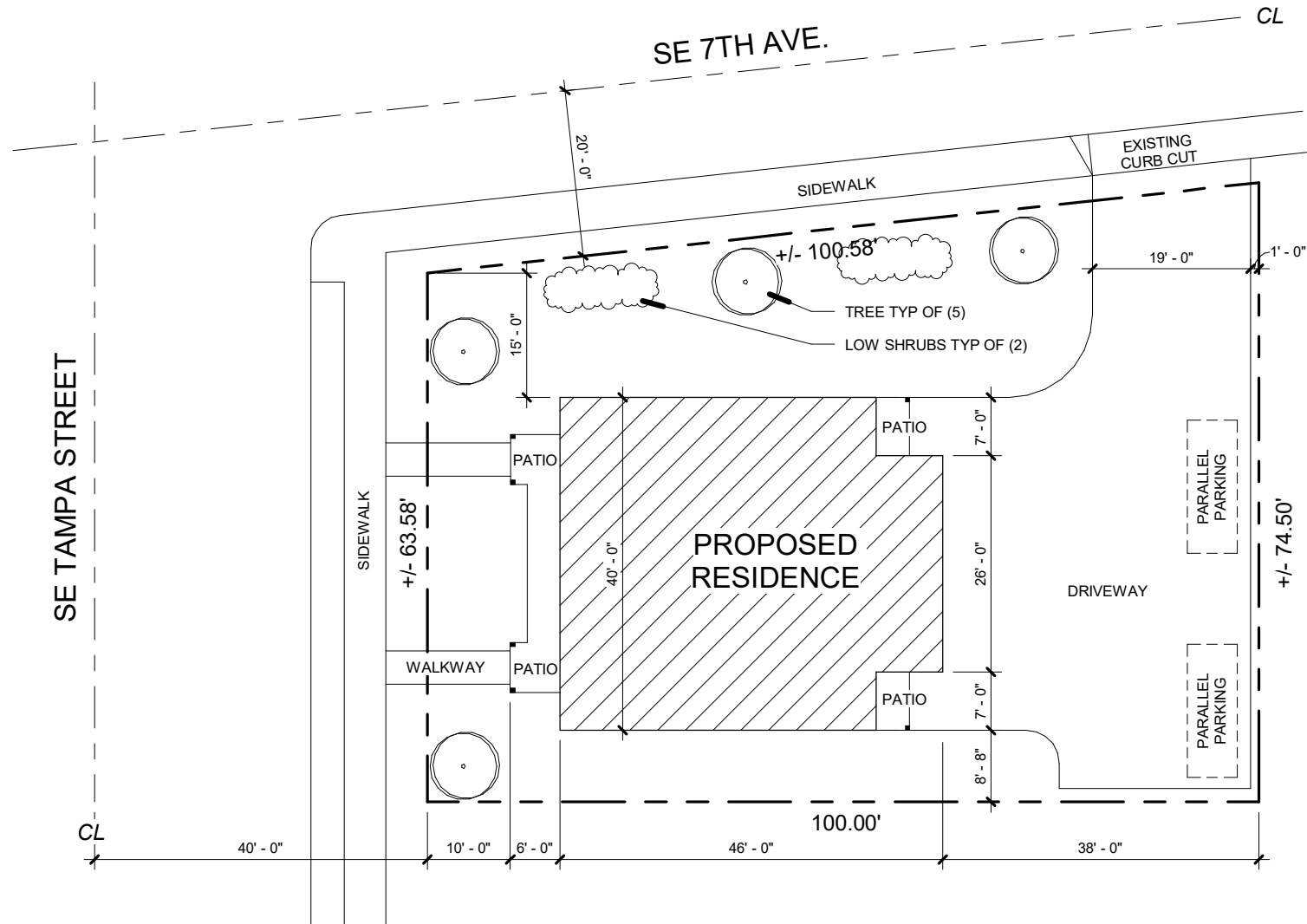
Also, the front and the side of the building facing 7<sup>th</sup> street will have a larger trim around windows to add to the design of these walls

Considering the fact that parking will be limited for this lot we moved the building as much as possible to the front (towards Tampa Street) to allow more space for parking by garages. It allowed us to have two parallel parking spaces by garages and leave enough space for residents to drive in and out of garages. Thus each household can have enough parking space to park 2 cars off the street (4 cars total for duplex)

We are planning to plant four trees (Decorative red maples) and two bushes along the 7<sup>th</sup> Street to avoid the blank look of the building and to make this lot more green looking (or in this case more red and green)



**EXHIBIT 3  
DR18-01**



**LAND-USE INFORMATION**

BUILDING DEP. JURISDICTION  
CITY: CAMAS  
COUNTY: CLARK COUNTY  
STATE: WASHINGTON USA

**PROJECT INFORMATION**

ADDRESS:  
704 SE TAMPA STREET  
CAMAS, WA 98607

ID: 88470000

PROPERTY OWNER:  
WAYNE BURKLAND

CONTACT INFORMATION:  
SERGE BORODIN  
(360) 448-3096

AREA PER UNIT

FIRST FLOOR LIVING: 560 SF

SECOND FLOOR LIVING: 830 SF

TOTAL LIVING AREA PER UNIT:  
1,390 SF

GARAGE AREA: 270 SF PER UNIT

**704 SE TAMPA DUPLEX**

704 SE TAMPA STREET  
CAMAS, WA 98607



**1 SITE PLAN**  
A100 1" = 20'-0"

DRAWN BY  
DM

DATE  
03/22/2018

**GOVERNING DESIGN CODES**

2015 INTERNATIONAL RESIDENTIAL CODE  
(WITH WASHINGTON STATE AMENDMENTS)  
2015 WSEC

**HALLWAYS (R311.6)**  
THE MINIMUM WIDTH OF A HALLWAY SHALL BE NOT LESS THAN 3 FT.

**EGRESS DOOR (R311.2)**  
AT LEAST ONE EGRESS DOOR SHALL BE PROVIDED FOR EACH DWELLING UNIT. THE EGRESS DOOR SHALL BE SIDE-HINGED AND SHALL PROVIDE A MINIMUM CLEAR WIDTH OF 32 INCHES WHEN MEASURED BETWEEN THE FACE OF THE DOOR AND THE STOP. THE MINIMUM CLEAR HEIGHT OF THE DOOR OPENING SHALL NOT BE LESS THAN 78 INCHES IN HEIGHT MEASURED FROM THE TOP OF THE THRESHOLD TO THE BOTTOM OF THE STOP. EGRESS DOORS SHALL BE READILY OPERABLE FROM INSIDE THE DWELLING WITHOUT THE USE OF KEY OR SPECIAL KNOWLEDGE OR EFFORT.

**FLOORS AND LANDINGS AT EXTERIOR DOORS (R311.3)**  
THERE SHALL BE A LANDING OR FLOOR ON EACH SIDE OF EACH EXTERIOR DOOR. THE WIDTH OF EACH LANDING SHALL NOT BE LESS THAN THE DOOR SERVED. EVERY LANDING SHALL HAVE A MINIMUM DIMENSION OF 36 INCHES MEASURED IN THE DIRECTION OF TRAVEL. EXTERIOR LANDINGS SHALL BE PERMITTED TO HAVE A SLOPE NOT TO EXCEED 1/4 UNIT VERTICAL IN 12 UNITS HORIZONTAL (2%).

**FLOOR ELEVATIONS AT REQUIRED EGRESS DOORS (R3111.3.1)**  
LANDINGS OR FLOORS AT THE REQUIRED EGRESS DOOR SHALL NOT BE MORE THAN 1-1/2 INCHES LOWER THAN THE TOP OF THE THRESHOLD.

**EMERGENCY ESCAPE AND RESCUE REQUIRED (R310.1)**  
BASEMENTS, HABITABLE ATTICS AND EVERY SLEEPING ROOM SHALL HAVE AT LEAST ONE OPERABLE EMERGENCY ESCAPE AND RESCUE OPENING. WHERE EMERGENCY ESCAPE AND RESCUE OPENINGS ARE PROVIDED THEY SHALL HAVE A SILL HEIGHT OF NOT MORE THAN 44 INCHES ABOVE THE FLOOR.  
R310.1.1 MINIMUM OPENING AREA: ALL EMERGENCY ESCAPE AND RESCUE OPENINGS SHALL HAVE A MINIMUM NET CLEAR OPENING OF 5.7 SQUARE FEET.  
R310.1.2 MINIMUM OPENING HEIGHT: THE MINIMUM NET CLEAR OPENING HEIGHT SHALL BE 24 INCHES.  
R310.1.3 MINIMUM OPENING WIDTH: THE MINIMUM NET CLEAR OPENING WIDTH SHALL BE 20 INCHES.  
R310.1.4 EMERGENCY ESCAPE AND RESCUE OPENINGS SHALL BE OPERATIONAL FROM THE INSIDE OF THE ROOM WITHOUT THE USE OF KEYS, TOOLS OR SPECIAL KNOWLEDGE.

**SMOKE ALARMS (R314)**  
SMOKE DETECTION SHALL BE INSTALLED IN EACH SLEEPING ROOM AND CENTRALLY LOCATED IN ADJACENT CORRIDOR. SMOKE DETECTORS SHALL BE INSTALLED ON EACH FLOOR LEVEL AND IN BASEMENTS. DETECTORS SHALL SOUND AN AUDIBLE ALARM IN ALL SLEEPING AREAS. UNITS WILL BE INTERCONNECTED, HARD WIRED AND ARE TO BE EQUIPPED WITH BATTERY BACK-UP.

**CARBON MONOXIDE ALARMS (R315.1)**  
FOR NEW CONSTRUCTION, AN APPROVED CARBON MONOXIDE ALARM SHALL BE INSTALLED OUTSIDE OF EACH SEPARATE SLEEPING AREA IN THE IMMEDIATE VICINITY OF THE BEDROOMS IN DWELLING UNITS IN WHICH FUEL-FIRED APPLIANCES ARE INSTALLED AND IN DWELLING UNITS THAT HAVE ATTACHED GARAGES.

ALL BEAMS, RAFTERS, JOIST, HDR'S, POSTS AND STUDS ARE TO BE DF#2 GRADE UNLESS OTHERWISE NOTED ON PLAN. ALL WOOD IN CONTACT WITH CONCRETE MUST BE PRESSURE TREATED PER 2012 IRC R502.

SPECIFICATIONS AND CODES REFERENCED IN THESE NOTES ARE THE VERSIONS MOST RECENTLY ADOPTED BY THE PERMITTING AUTHORITIES.

FIELD VERIFY DIMENSIONS AND ELEVATIONS OF EXISTING STRUCTURE PRIOR TO FABRICATION OF MATERIALS.

APPLY, PLACE, ERECT OR INSTALL ALL PRODUCTS AND MATERIALS IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS. ADEQUATELY BRACING STRUCTURE AND ALL STRUCTURAL COMPONENTS AGAINST WIND, LATERAL EARTH AND SEISMIC FORCES UNTIL THE PERMANENT LATERAL FORCE RESISTING SYSTEMS HAVE BEEN INSTALLED.

PROVIDE BLOCKING BETWEEN STUDS (OR OTHER MEANS OF BRACING) AT WOOD BEARING WALLS TO PREVENT STUD BUCKLING PRIOR TO INSTALLATION OF GYPSUM WALLBOARD.

**EXTERIOR NOTES**  
ALL EXTERIOR DECKS EXPOSED TO WEATHER MUST UTILIZE WEATHER-RESISTANT WOOD SUCH AS CEDAR, REDWOOD, MAHOGANY OR PRESSURE-TREATED WOOD IN ACCORDANCE WITH IRC SECTION R502

RAIN AND LOW POINT DRAINS TO BE SCHEDULE 40 PVC OR ABS WITH DWV FITTINGS

GUTTER AND DOWNSPOUTS TO APPROVED DRAINAGE

NOTICE: FASTENERS FOR PRESSURE PRESERVATIVE TREATED WOOD (ACQ) SHALL BE HOT DIPPED GALVANIZED OR AS PER IRC R502

**RADON REDUCTION SYSTEM REQUIREMENTS:**  
PER WSEC, APPENDIX F, WSIAQ, AND 2012 IRC

- MIN SCHEDULE 40 PVC PIPES
- "RADON REDUCTION SYSTEM" LABELS TO BE APPLIED TO PIPING AT ALL ACCESSIBLE LOCATIONS
- MIN 6 MIL BLACK POLY. VAPOR BARRIER WITH 12" OVERLAPS AT SEAMS
- ELECTRICAL JUNCTION BOX FOR FUTURE FAN REQUIRED AT ACCESSIBLE LOCATION NEAREST TO PIPE TERMINATION

**EXTERIOR ELEVATIONS NOTES AND SPECIFICATIONS**

PROVIDE HARD SURFACE AREAS AT ALL EXTERIOR DOOR LOCATIONS

'COMPOSITION' ROOFING AT ALL ROOF STRUCTURES.

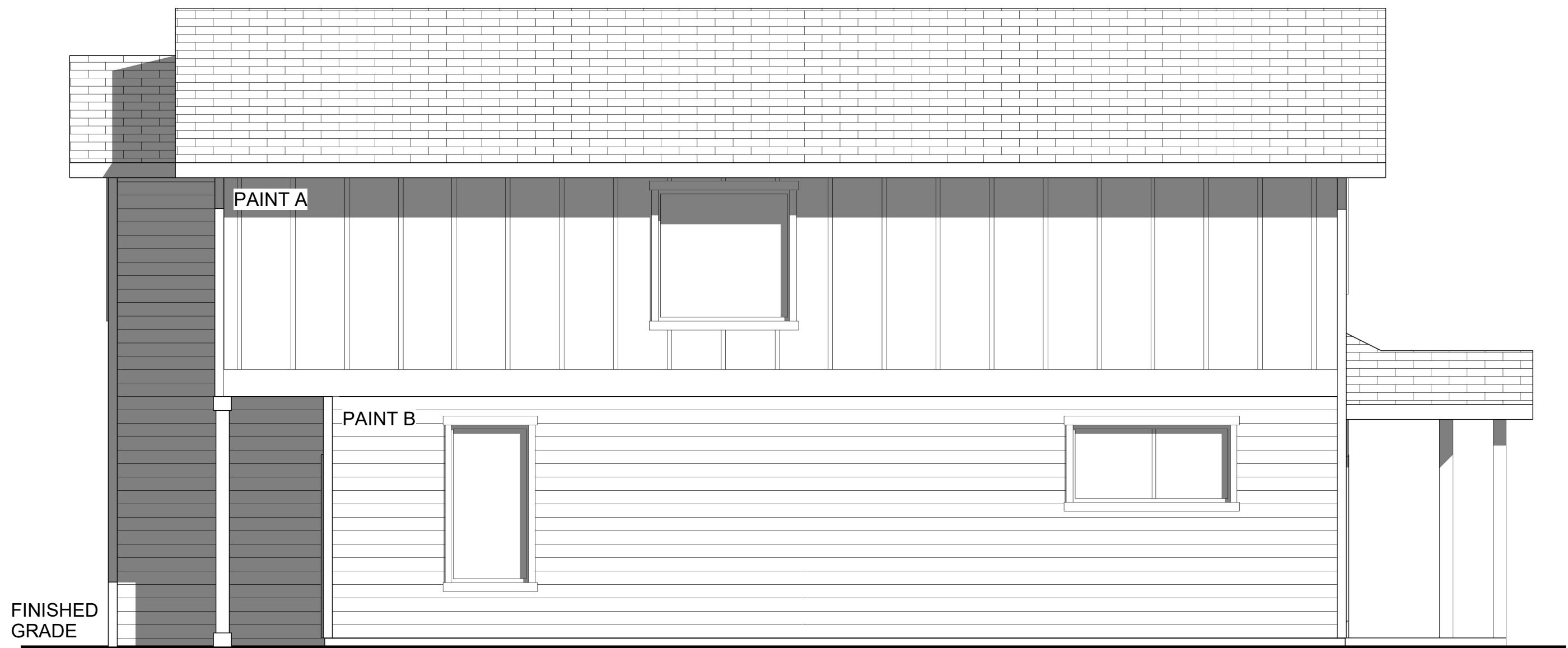
'HORIZONTAL' SIDING AT ALL SIDES UNLESS NOTED OTHERWISE.

ROOF PITCH 6:12 AT MAIN ROOF.



1 EAST ELEVATION

1 1/4" = 1'-0"



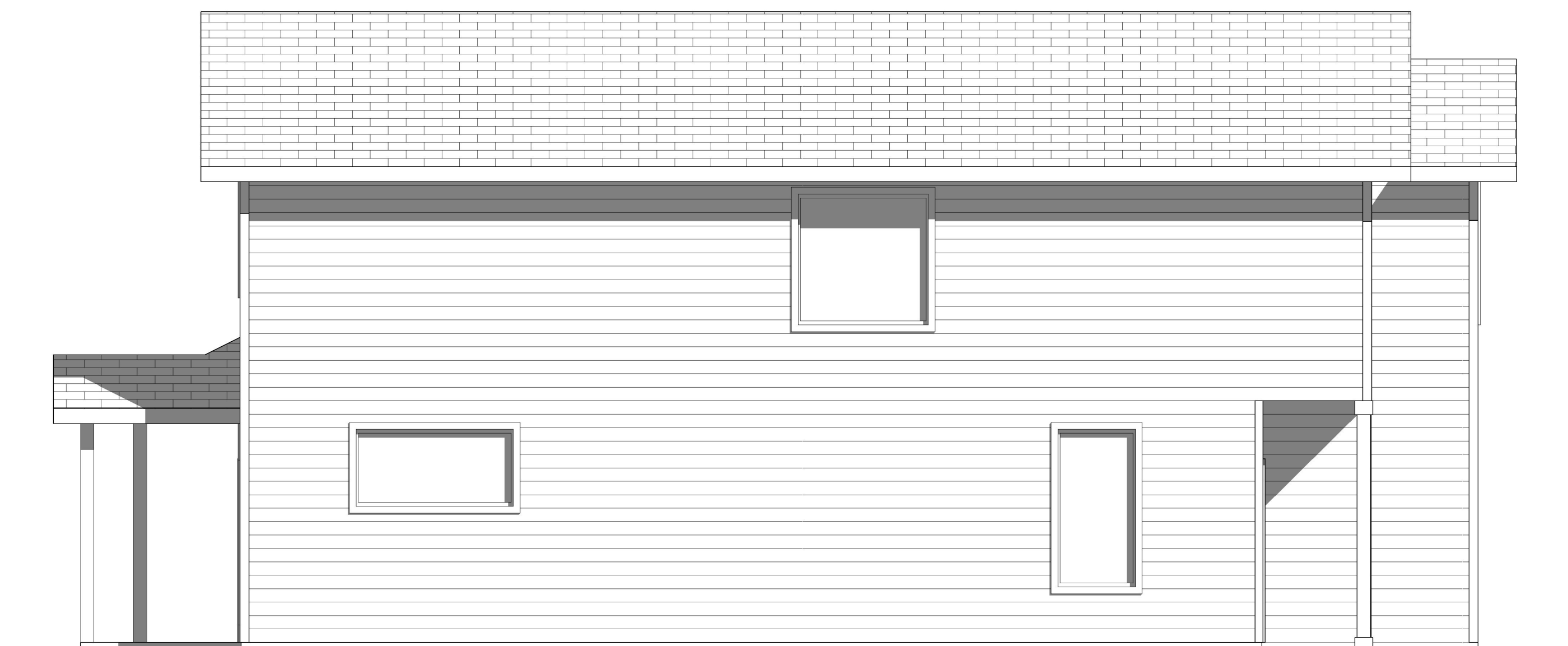
2 NORTH ELEVATION

1 1/4" = 1'-0"



3 WEST ELEVATION

1 1/4" = 1'-0"



4 SOUTH ELEVATION

1 1/4" = 1'-0"

**BURKLAND DUPLEX**

704 SE TAMPA STREET  
CAMAS, WA 98607

DRAWN BY  
DM

DATE  
02.09.2018

PROJECT NO.  
Project Number

SHEET NAME

ELEVATIONS

SHEET NUMBER

1

D

C

B

A

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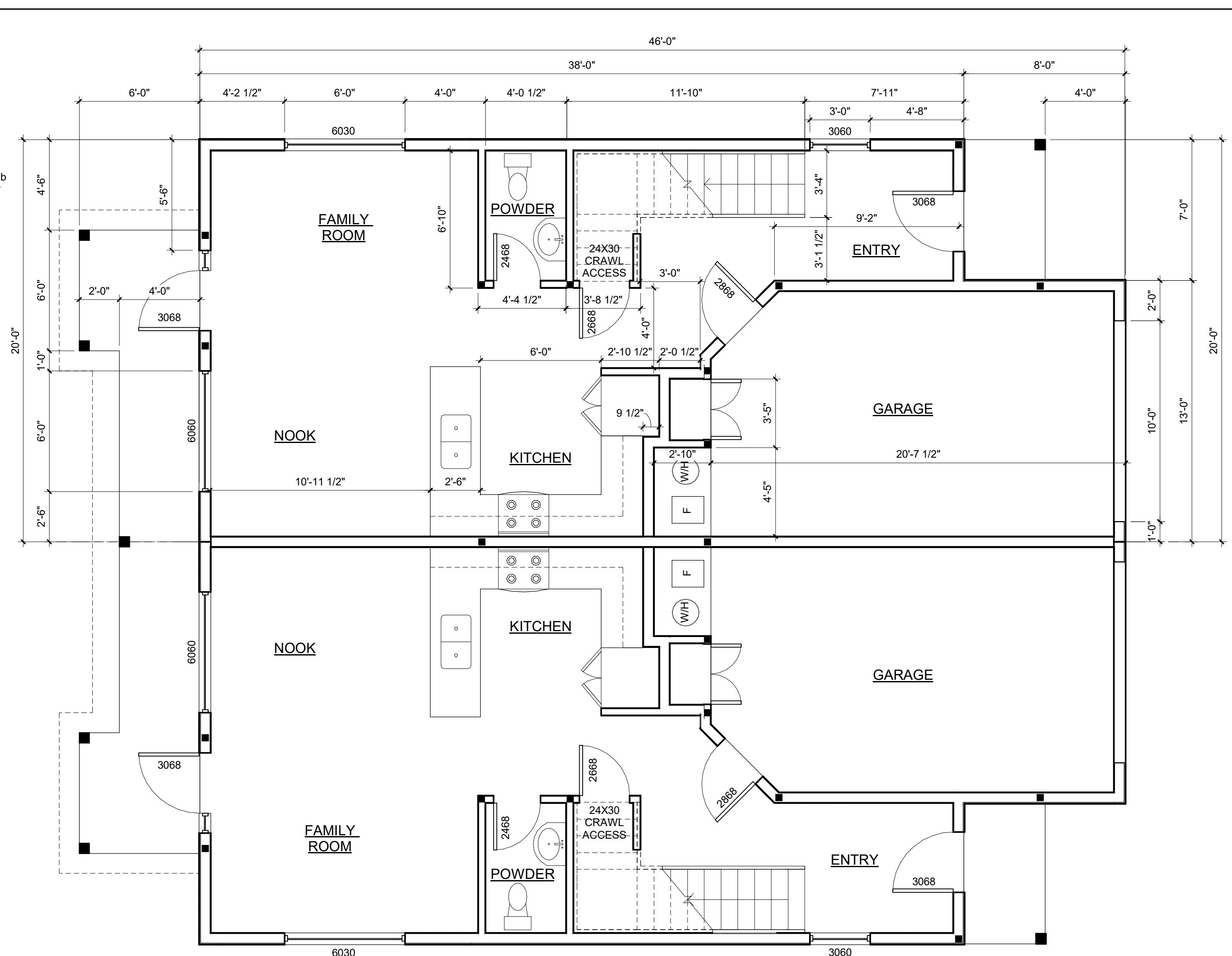
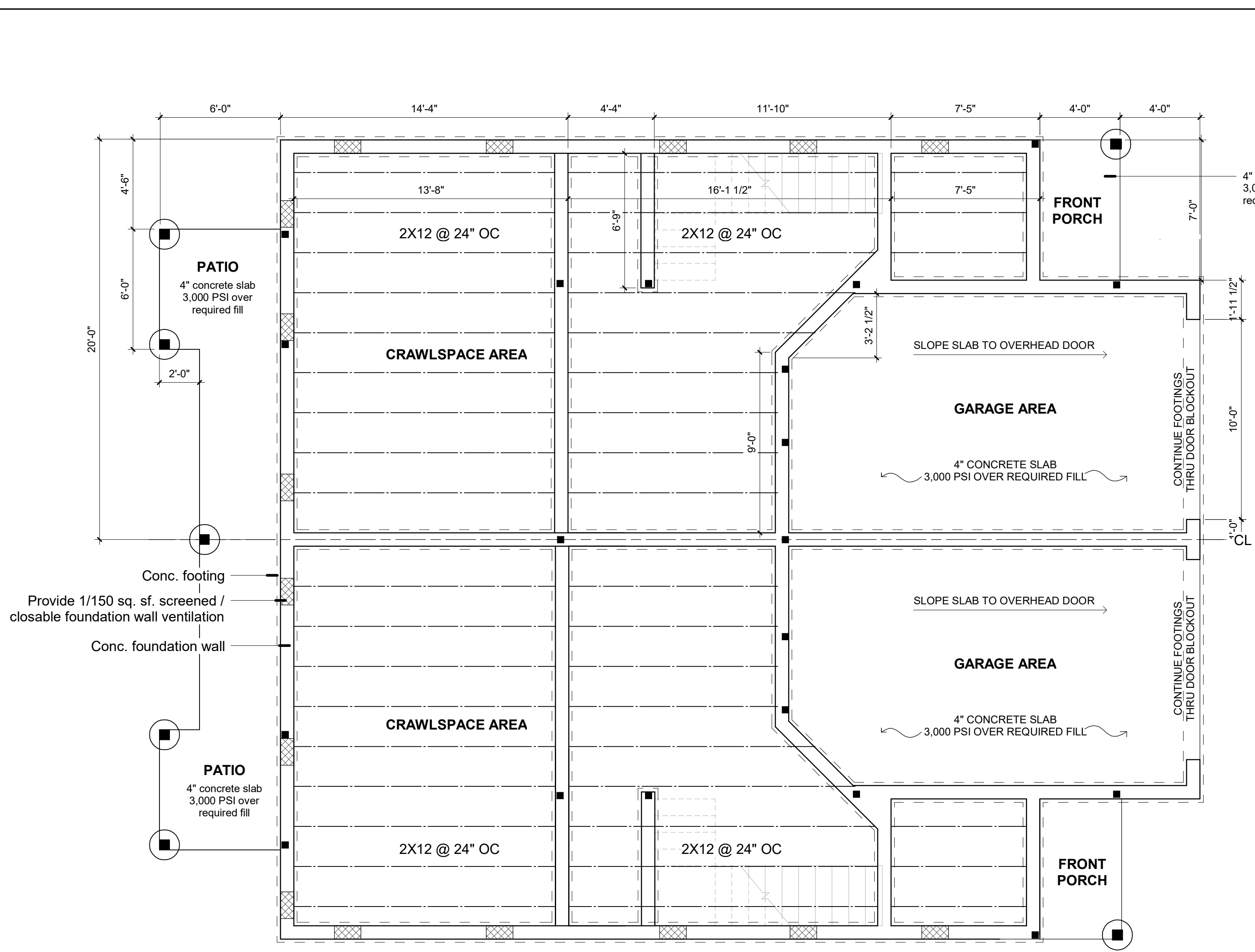
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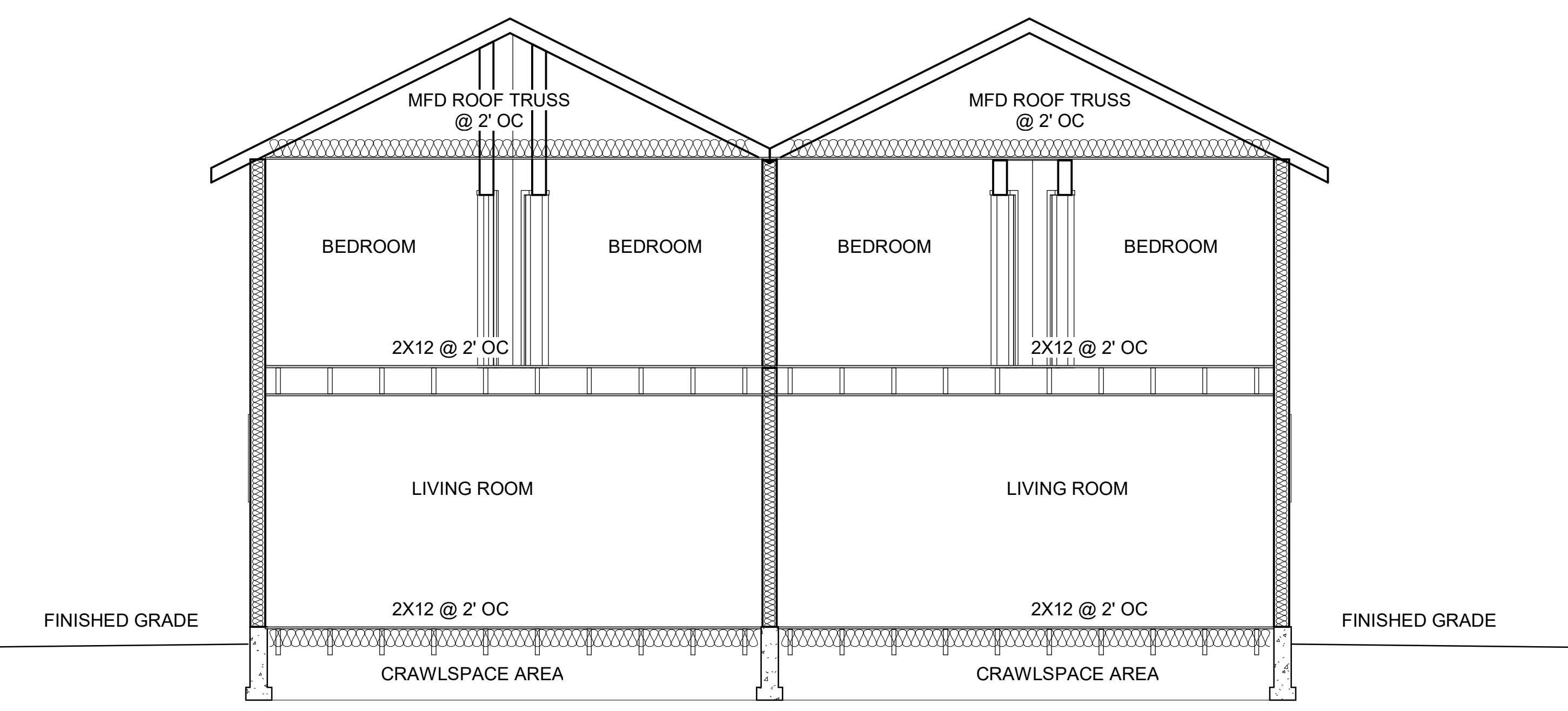
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FIRST FLOOR LIVABLE AREA / UNIT: 560 SF  
FIRST FLOOR GARAGE / UNIT: 270 SF

1 FLOOR PLAN - LEVEL ONE  
2 1/4" = 1'-0"



2 Section  
1/4" = 1'-0"

**FOUNDATION NOTES**  
**GOVERNING DESIGN CODES**  
2015 INTERNATIONAL BUILDING CODE  
2015 INTERNATIONAL RESIDENTIAL CODE  
(WITH WASHINGTON STATE AMENDMENTS)

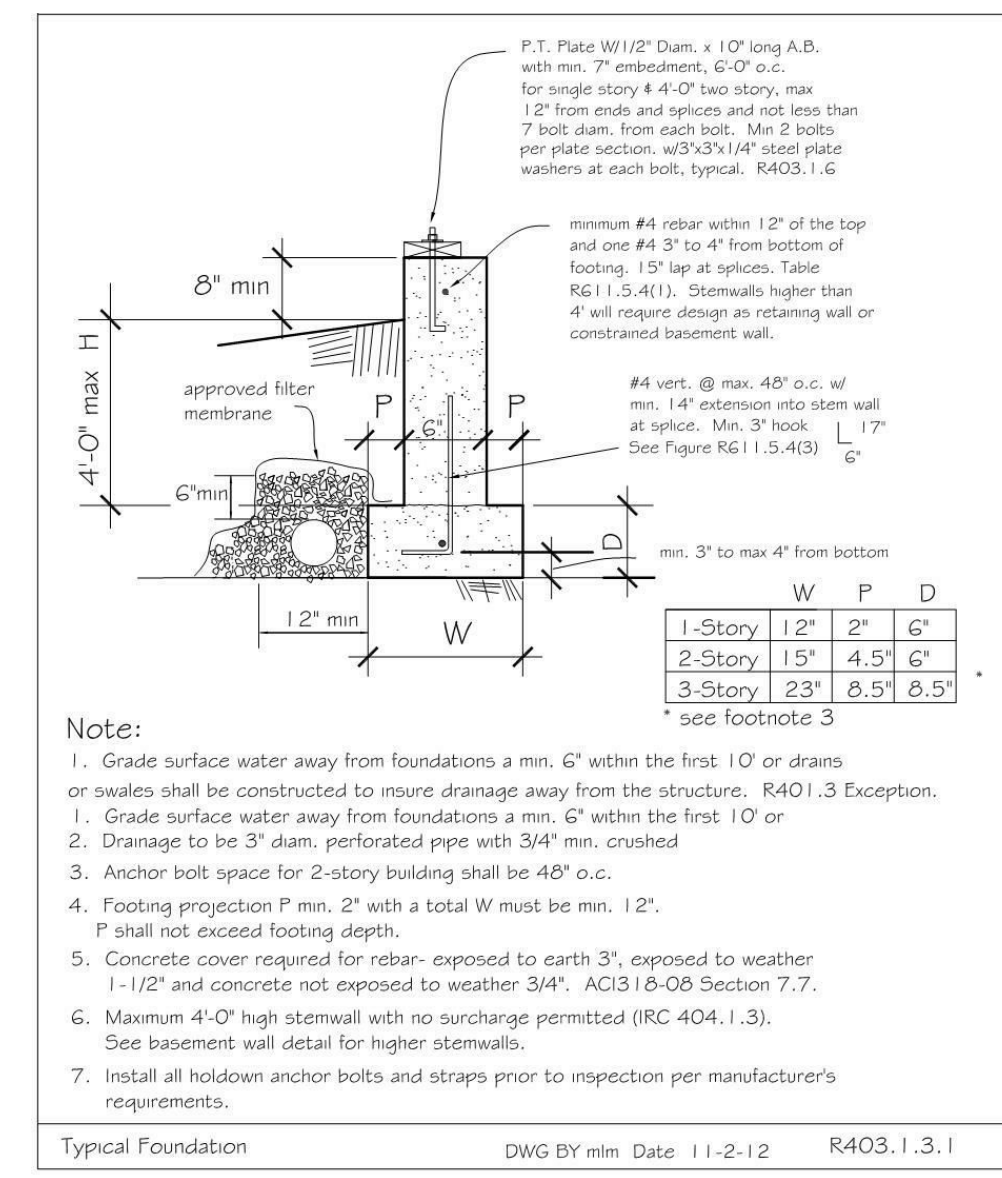
**GENERAL (R403.1)**  
ALL EXTERIOR WALLS SHALL BE SUPPORTED ON CONTINUOUS SOLID OR FULLY GROUTED MASONRY OR CONCRETE FOOTINGS, CRUSHED STONE FOOTINGS, WOOD FOUNDATIONS, OR OTHER APPROVED STRUCTURAL SYSTEMS WHICH SHALL BE OF SUFFICIENT DESIGN TO ACCOMMODATE ALL LOADS ACCORDING TO SECTION R301 AND TO TRANSMIT THE RESULTING LOADS TO THE SOIL WITHIN THE LIMITATIONS AS DETERMINED FROM THE CHARACTER OF THE SOIL. FOOTINGS SHALL BE SUPPORTED ON UNDISTURBED NATURAL SOILS OR ENGINEERED FILL. CONCRETE FOOTINGS SHALL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH THE PROVISIONS OF SECTION R403 OR IN ACCORDANCE WITH ACI 332.

**MINIMUM DEPTH (R403.1.4)**  
ALL EXTERIOR FOOTINGS SHALL BE PLACED AT LEAST 12 INCHES BELOW THE UNDISTURBED GROUND SURFACE. WHERE APPLICABLE, THE DEPTH OF FOOTINGS SHALL ALSO CONFORM TO SECTIONS R403.1.4.1 THROUGH R403.1.4.2 OR EXTENDED BELOW THE FROST LINE SPECIFIED IN TABLE R301.2 (1) +/- PER LOCAL JURISDICTION.

**DRAINAGE (R401.3)**  
SURFACE DRAINAGE SHALL BE DIVERTED TO A STORM SEWER CONVEYANCE OR OTHER APPROVED POINT OF COLLECTION THAT DOES NOT CREATE A HAZARD. LOTS SHALL BE GRADED TO DRAIN SURFACE WATER AWAY FROM FOUNDATION WALLS. THE GRADE SHALL FALL A MINIMUM OF 6 INCHES WITHIN THE FIRST 10 FEET. (3" DIA. PERF PIPE W/ 1/2" MIN. CRUSHED ROCK OR GRAVEL AND APPROVED FILTER MEMBRANE)

**OPENINGS FOR UNDER-FLOOR VENTILATION (R408.2)**  
THE MINIMUM NET AREA OF VENTILATION OPENINGS SHALL NOT BE LESS THAN 1 SF FOR EACH 150 SF OF UNDER-FLOOR AREA. ONE VENTILATION OPENING SHALL BE WITHIN 3 FEET OF EACH CORNER OF THE BUILDING.

**MINIMUM 16"x24" ACCESS THROUGH PONY WALLS**  
BEAM POCKET: W/ 1/2" AIR SPACE ON 3 SIDES



**BURKLAND DUPLEX**

704 SE TAMPA STREET  
CAMAS, WA 98607

DRAWN BY: DM  
DATE: 02.09.2018  
PROJECT NO.:  
Project Number

SHEET NAME:  
**FLOOR PLAN - LEVEL ONE / FOUNDATION**

SHEET NUMBER:  
**2**





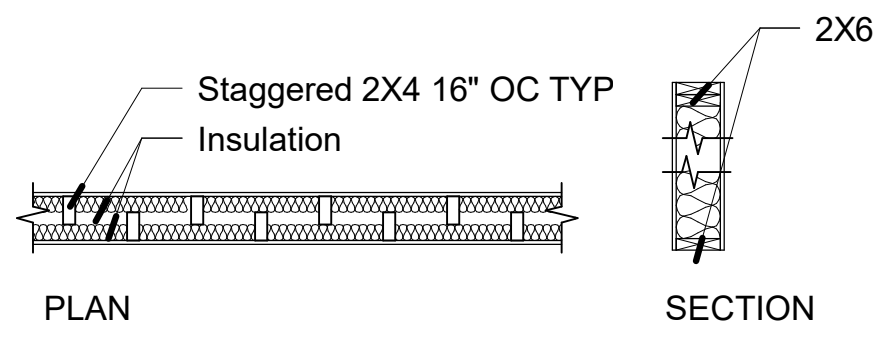
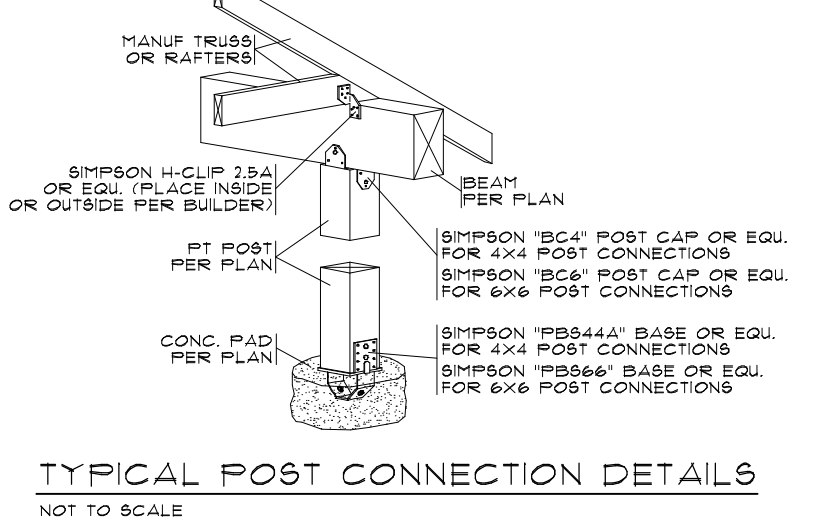
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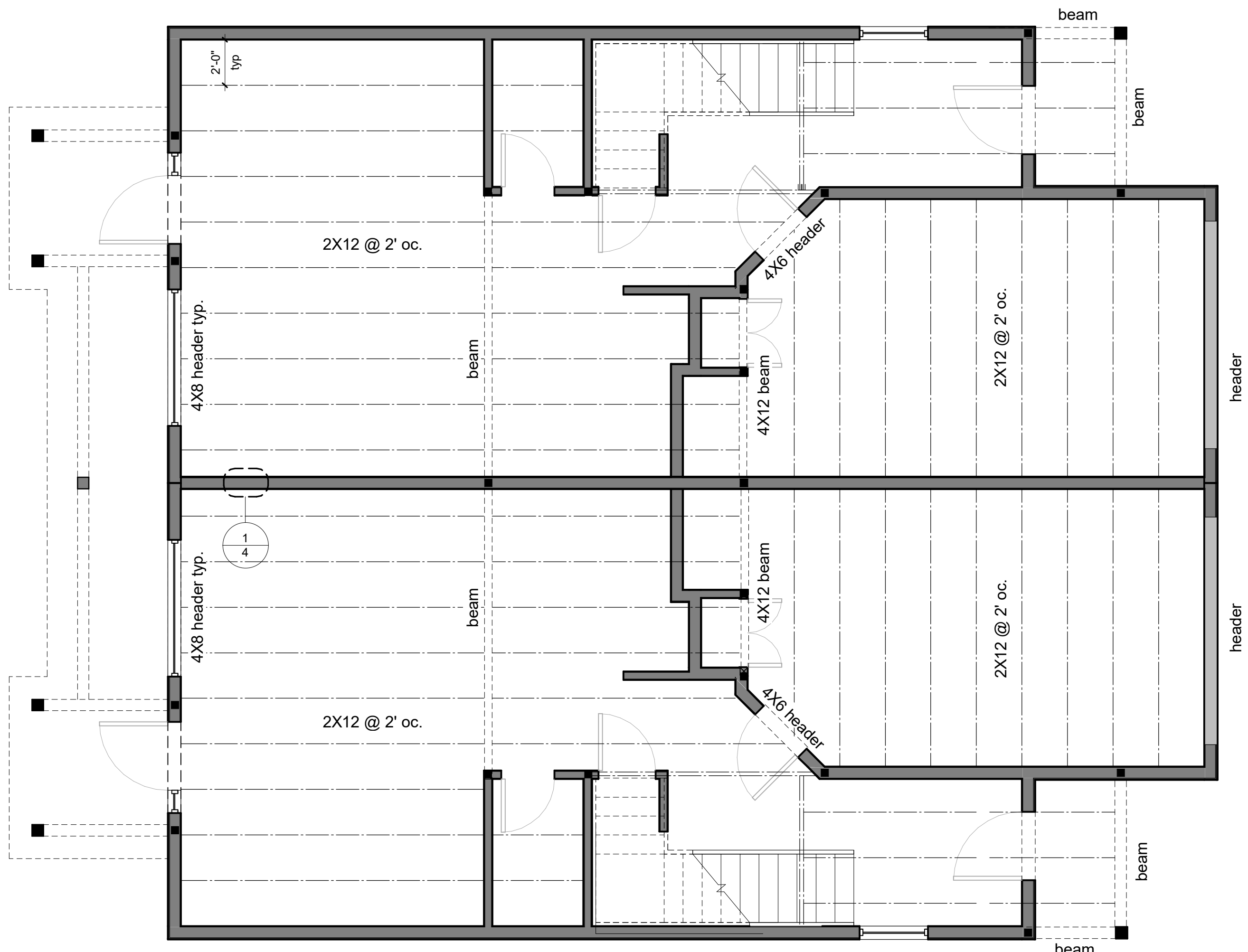
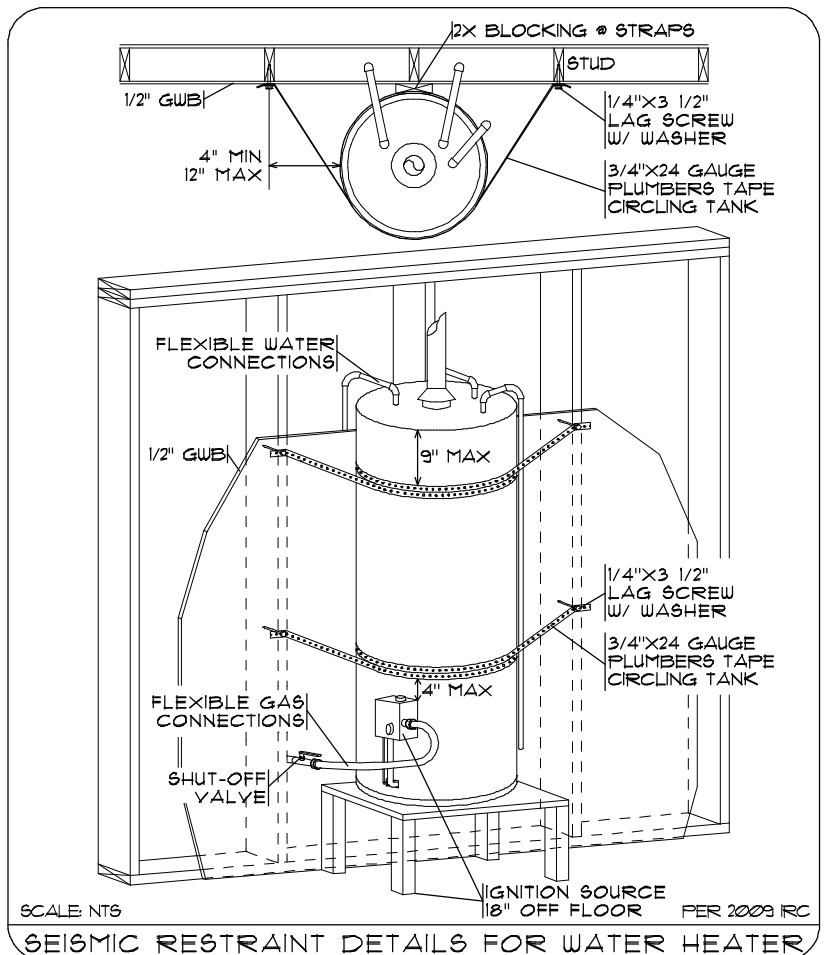
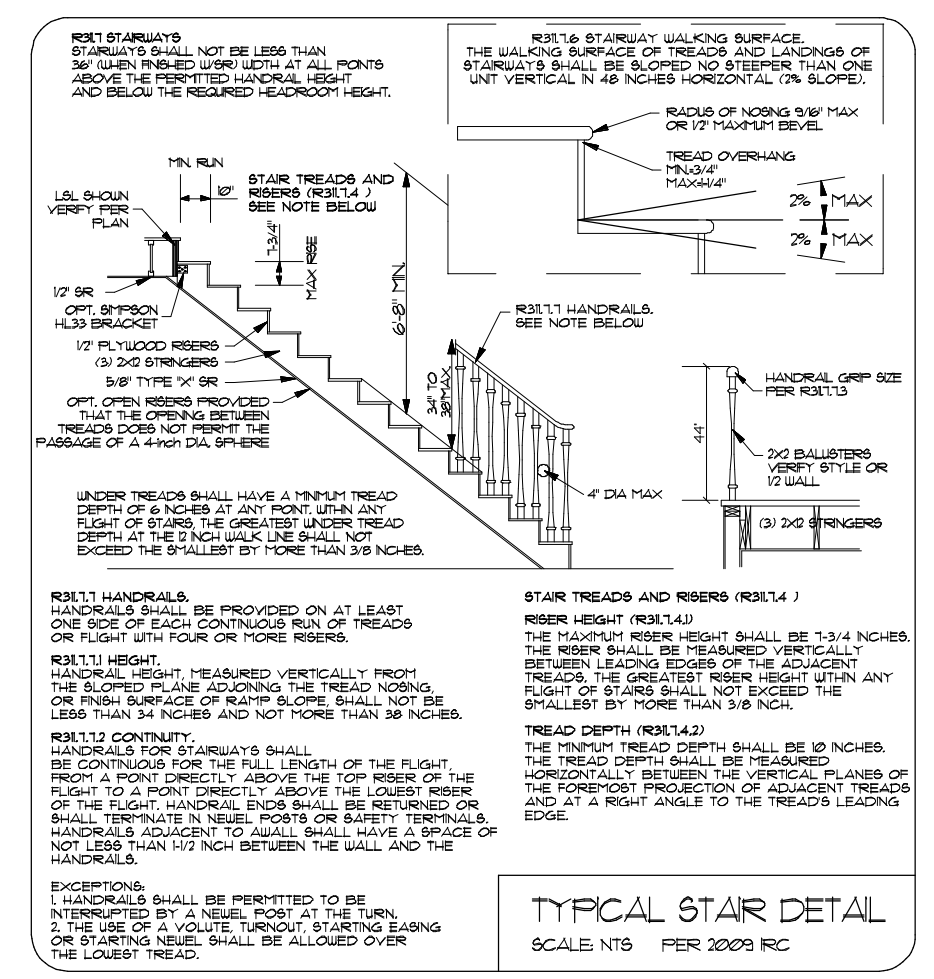
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1 Hour Partition Wall  
1/2" = 1'-0"



2 FRAMING PLAN - LEVEL TWO  
1/4" = 1'-0"

**ADDITIONAL CONSTRUCTION NOTES:**

**FRAMING LUMBER:** DOUGLAS FIR/LARCH GRADE LUMBER  
**LUMBER GRADES:**  
 EXTERIOR WALL STUDS NO.2 OR BETTER  
 INTERIOR NON-BEARING WALL STUDS - STANDARD OR BETTER  
 INTERIOR BEARING WALL STUDS - NO.2 OR BETTER  
 JOISTS - NO.2 OR BETTER UNLESS NOTED ON PLAN  
 BEAMS - NO.2 OR BETTER UNLESS NOTED ON PLAN  
 BLOCKING - STANDARD OR BETTER  
 SOLID BLOCKING USE SAME DEPTH AS MEMBERS  
**MINIMUM HEIGHT (R301):**  
 BATHS AND SHOWER HALLWAYS, BATHROOMS, TOILET ROOMS AND PORTIONS OF BASEMENTS CONTAINING TUBS OR OTHER VESSELS SHALL BE CEILING HEIGHT OF NOT LESS THAN 7 FEET  
 FOR ROOMS WITH SLOPED CEILING AT LEAST 50 PERCENT OF THE REQUIRED FLOOR AREA OF THE ROOM MUST HAVE A CEILING HEIGHT OF AT LEAST 7 FEET AND NO PORTION OF THE REQUIRED FLOOR AREA MAY HAVE A CEILING HEIGHT OF LESS THAN 8 FEET  
 2. BATHROOMS SHALL HAVE A MINIMUM CEILING HEIGHT OF 8 FEET 8 INCHES AT THE CENTER OF THE FRONT CLEARANCE AREA FOR FIXTURES  
 3. BATHROOMS, SHOWER OR OTHER OBSTRUCTIONS MAY PROJECT TO WITHIN 6 FEET 4 INCHES OF THE FRONT FLOOR  
**BATHS AND SHOWER SPACES (R301.2):**  
 BATHS AND SHOWER FLOORS AND WALLS ABOVE BATHS WITH INSTALLED SHOWER HEADS AND IN SHOWER COMPARTMENTS SHALL BE FINISHED WITH A NON-SLIP SURFACE SUCH WALL SURFACES SHALL EXTEND TO A HEIGHT OF NOT LESS THAN 6 FEET ABOVE THE FLOOR  
**FLOOR SURFACE (R301.1):**  
 GARAGE FLOOR SURFACES SHALL BE OF APPROVED NON-COMBUSTIBLE MATERIAL THE AREA OF FLOOR USED FOR PARKING OF VEHICLES OR OTHER VESSELS SHALL BE SLOPED TO FACILITATE THE MOVEMENT OF LIQUIDS TO A DRAIN OR TOWARD THE MAIN VEHICLE ENTRY DOORWAY  
**GROUND CONTACT (R301.1):** PROTECTION OF WOOD AGAINST DECAY  
 ALL WOOD IN CONTACT WITH THE GROUND, EMBEDDED IN CONCRETE, IN DIRECT CONTACT WITH THE GROUND OR OTHERWISE IN CONTACT EXPOSED TO THE WEATHER THAT SUPPORTS PERMANENT STRUCTURES INTENDED FOR HUMAN OCCUPANCY SHALL BE APPROVED PRESERVE/PRESERVATIVE TREATED WOOD SUITABLE FOR GROUND CONTACT USE EXCEPT TREATED WOOD THAT IS USED WHERE ENTRY, BELOW-GRADE/UNDER LEVEL OR CONTINUOUSLY SUBMERGED IN FRESH WATER  
**FIELD TREATMENT (R301.1):**  
 FIELD-TREAT END NOTICES AND DRILLED HOLES OF PRESERVE/TREATED WOOD SHALL BE RE-TREATED IN THE FIELD IN ACCORDANCE WITH AWP-174  
**WOOD COLUMN (R301.1.4):**  
 WOOD COLUMN SHALL BE APPROVED WOOD OF NATURAL DECAY RESISTANCE OR APPROVED PRESERVE/PRESERVATIVE-TREATED WOOD  
**EXPOSED GLUED-LAMINATED TIMBER (R301.1.1):**  
 THE CONNECTION OF GLUED-LAMINATED TIMBER MUST BE FROM THE STRUCTURAL SUPPORTS OR A PORTION OF OTHER STRUCTURE TO BE SUPPORTED AND GIBBY PROTECTIVE FINISHING SHALL BE PROVIDED BY A ROOF EAVE OR SIMILAR COVERING SHALL BE PRESERVE TREATED UNLESS PRESERVE/TREATED MANUFACTURED FROM NATURALLY DURABLE OR PRESERVE/TREATED WOOD  
**GULLIM COLUMNS:** USE COMBINATION N3 D1  
**GLUE LAMINATED MEMBERS:**  
**MEMBER SPECIES:** USE WESTERN GRADE SPECIES  
**MEMBER GRADE:** (SINGLE, MULTIPLE OR GANTLET SPANS) USE 24F-V4  
**MATERIAL STANDARDS:** ARCHITECTURAL GRADE APPEARANCE DO NOT USE 24F-18 UNLESS NOTED & APPROVED BY A QUALIFIED SUPPLIER OR STRUCTURAL ENGINEER  
 ALL EXTERIOR DECKS EXPOSED TO WEATHER THAT UTILIZE WEATHER-RESISTANT WOOD MUST BE 200# RC R31  
**FASTENERS FOR PRESERVE/TREATED WOOD (R301.1.3):**  
 FASTENERS FOR PRESERVE/TREATED WOOD SHALL BE OF HOT DIP GALVANIZED STEEL, GALVANIZED STEEL, STAINLESS STEEL, SILICON BRONZE OR COPPER COATING TYPES AND WEIGHTS FOR CONNECTIONS IN CONTACT WITH PRESERVE/TREATED WOOD SHALL BE AS RECOMMENDED BY THE MANUFACTURER OF THE FASTENER. THE FASTENER SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. A MINIMUM OF ASH 1 TYPE B89 ZINC-COATED GALVANIZED STEEL OR EQUIVALENT SHALL BE USED.  
**PLYWOOD SHEATHING:**  
**ROOF SHEATHING:** 1/2" MIN. INDEX 32/48  
**FLOOR SHEATHING:** 3/4" MIN. INDEX 48/24 1/4  
**WALL SHEATHING:** 1/2" MIN. INDEX 32/0  
 ENGINEERED WOOD PRODUCTS MUST CONFORM WITH ALL APPLICABLE PROVISIONS OF THE 2009 IBC CODE  
**WOOD PRODUCT MANUFACTURERS:**  
 THIS LIST IS NOT EXHAUSTIVE. OTHER MANUFACTURERS WHOSE PRODUCTS ARE APPROVED BY THE ENGINEER AND HANGERS, AS REQUIRED TO PROVIDE A COMPLETE FLOOR OR ROOF STRUCTURAL SYSTEM PER IBC 1607.10.1.1  
**RIP BOARD:**  
 1/4" USE 1/2" GRADE UNLESS OTHERWISE NOTED ON PLANS OR APPROVED BY JOIST SUPPLIER OR STRUCTURAL ENGINEER  
**BEARING REQUIREMENTS FOR MECHANICAL UNITS:**  
 COILS, SPLIT SYSTEM CONDENSERS, PACKAGED AIR CONDITIONERS SHALL BE SUPPORTED BY MECHANICAL UNITS UNLESS NOTED OTHERWISE. DO NOT SUPPORT MECHANICAL UNITS ON STRUCTURAL MEMBERS, EXCEPT AS APPROVED BY THE STRUCTURAL ENGINEER OR RECORDS  
**WATER RESISTANT BARRIER (R301.3) EXTERIOR COVERINGS:**  
 THE EXTERIOR WALL DEVELOPMENT SHALL BE DESIGNED AND CONSTRUCTED IN A MANNER THAT THE BARRIER IS CONTINUOUS THROUGH ALL JOINTS AND PENETRATIONS AND IS WATER RESISTANT BARRIER. PENETRATIONS THROUGH THE BARRIER SHALL BE AS REQUIRED BY SECTION R301.3.2 AND SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. THE BARRIER SHALL BE PROTECTED AGAINST DAMAGE BY CORROSION IN THE EXTERIOR WALL ASSEMBLY. SHALL BE PROVIDED IN ACCORDANCE WITH SECTION R301.3.2 OF THE CODE  
**PANEL BONDING (R301.3.3):**  
 JOINTS IN EXTERIOR WALL OR WOOD STRUCTURAL PANEL BONDING SHALL BE MADE AS FOLLOWS UNLESS OTHERWISE APPROVED. VERTICAL JOINTS IN PANEL BONDING SHALL OCCUR OVER BRACING MEMBERS UNLESS JOINTS ON WOOD STUDS OR 2x4 BRACING MEMBERS AND SHALL BE SHIP-LAPPED OR COVERED WITH A BATTEN. HORIZONTAL JOINTS IN PANEL BONDING SHALL BE LAPPED 6 INCHES OR MORE OR COVERED WITH A BATTEN. BONDING SHALL BE FLUSH WITH SURFACE AND OCCUR OVER SOLID BLOCKING, WOOD OR WOOD STRUCTURAL PANEL SHEATHING  
**HORIZONTAL BONDING (R301.3.3):**  
 HORIZONTAL LAP BONDING SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. WHERE THERE ARE NO RECOMMENDATIONS THE BONDING SHALL BE LAPPED A MINIMUM OF 12 INCH OR 1/4" IF LAPBONDED, AND SHALL HAVE THE ENDS CALKED, COVERED WITH A BATTEN OR SEALED AND INSTALLED OVER A STRIP OF FLASHING  
**GARAGE / DWELLING SEPARATION:**  
 GIBBY BOARD SHALL BE INSTALLED ON THE GARAGE SIDE OF WALLS AND CEILING WHERE HABITABLE AREAS ARE ON THE OPPOSITE SIDE. A MIN. OF 1/2" GIBBY BOARD LAP PENETRATIONS AND 1/4" TYPE "D" GIBBY AT CEILING PENETRATIONS WITH HABITABLE AREAS ABOVE  
**MINIMUM AREA (R306.2) ATTIC VENTILATION:**  
 THE TOTAL NET FREE VENTILATION SHALL NOT BE LESS THAN 1/60 OF THE AREA OF THE SPACE VENTILATED EXCEPT THAT REDUCTION OF THE TOTAL AREA TO 1/120 IS PERMITTED PROVIDED THAT AT LEAST 80 PERCENT AND NOT MORE THAN 75 PERCENT OF THE REQUIRED VENTILATION AREA IS PROVIDED BY VENTILATORS LOCATED IN THE UPPER PORTION OF THE SPACE TO BE VENTILATED AT LEAST 3' ABOVE THE LEVEL OF CORNICE VENTS. THE BALANCE OF THE REQUIRED VENTILATION PROVIDED BY EAVE OR CORNICE VENTS AS AN ALTERNATIVE TO THE NET FREE CROSS-VENTILATION AREA MAY BE REDUCED TO 1/200 WITH A CLASS 1 OR 2 VAPOR BARRIER OR INSTALLED ON THE ROOF  
 CORROSION PROOF FINISHES MUST BE A MINIMUM OF 20-YEAR ON 1/2" BELT ON 1/2" GIBBY ON MAIN TRUSS OR RAFTER. 2x12 PER 2009 IBC R301.3.1.1  
**INSULATION R-VALUES:**  
 2x4 WALLS: R-13 MIN. FLAT ROOF: R-30 MIN.  
 2x6 WALLS: R-13 MIN. FLAT ROOF: R-30 MIN.  
 2x12 CEILING: R-13 MIN. UNDER SLAB: R-10 MIN. 24" HORIZONTAL LENGTH MIN. INSULATION BATTLES AT VENTS (PER IBC R301.3.1.1)  
 FLOOR CAVITIES: R-13 MIN. WITH 1" MIN. AIR SPACE FOR VENTING (PER IBC R301.3.1.1)  
**CRACK/LEAKAGE:**  
 1" MIN. CLEARANCE FROM GRADE TO BOTTOM OF FLOOR JOIST AND MIN. 1" CLEARANCE TO BOTTOM OF ORDERS OR BEAMS IN THE CRACK/LEAKAGE. VERIFY W/ LOCAL JURISDICTION  
**OVERHANGS:** OVERHANGS ARE TO BE DETERMINED BY OWNER/BUILDER  
**OUTLETS:** OUTLETS ARE TO BE DETERMINED BY OWNER/BUILDER AND DOWNSPROUTS TO APPROVED DRAINAGE RUN AND DOWN DRAIN TO BE SCHEDULED AND P.V.C. OR ABS WITH DOWN FITTING. VERIFY W/ LOCAL JURISDICTION

**TABLE R602.3(1) FASTENER SCHEDULE FOR STRUCTURAL MEMBERS**

DESCRIPTION OF BUILDING ELEMENTS	MEMBER AND TYPE OF FASTENERS	SPACING OF FASTENERS
<b>ROOF</b>		
1. Blocking between joists or rafters to top plate, toe nail	3-8d @ 12" O.C.	-
2. Ceiling joist to plate, toe nail	3-8d @ 12" O.C.	-
3. Ceiling joist not attached to parallel rafter, top over partition, face nail	3-8d @ 12" O.C.	-
4. Ceiling or rafter, face nail 1/2" x 3/8" top ridge nail	3-8d @ 12" O.C.	-
5. Rafter to plate, toe nail	2-6d @ 12" O.C.	-
6. Toe nail to ridge, rafter or top rafter, face nail	4-6d @ 12" O.C.	-
<b>WALL</b>		
7. Half-up corner stud	6d @ 12" O.C.	24" o.c.
8. 1/2" header, toe plates with 1/2" gypser	6d @ 12" O.C.	6" o.c. along each edge
9. Control header, toe plates	6d @ 12" O.C.	6" o.c. along each edge
10. Common stud to toe nail	4-8d @ 12" O.C.	-
11. Double stud, face nail	6d @ 12" O.C.	24" o.c.
12. Double top corner stud	6d @ 12" O.C.	24" o.c.
13. Double top plates, ridge 48 inch offset of end joints, face nail in lapped area	6d @ 12" O.C.	-
14. Toe plate to joist or blocking, face nail	6d @ 12" O.C.	6" o.c.
15. Toe plate to joist or blocking at rafter end peak	6d @ 12" O.C.	6" o.c.
16. Stud to side plate, toe nail	3-8d @ 12" O.C.	-
17. Top or side plate to stud, toe nail	2-6d @ 12" O.C.	-
18. Top plates, top of corners and intersections, face nail	2-6d @ 12" O.C.	-
19. 1" brace to each end and plate, face nail	2-6d @ 12" O.C.	-
20. 1" x 8" sheathing to each bearing face nail	2-6d @ 12" O.C.	-
21. 1" x 8" sheathing to each bearing face nail	2-6d @ 12" O.C.	-
22. Wider than 1" x 8" sheathing to each bearing face nail	3-8d @ 12" O.C.	-
<b>FLOOR</b>		
23. Joist to sill or girder, toe nail	3-8d @ 12" O.C.	-
24. 1" x 4" subfloor or joist to each joist, face nail	2-6d @ 12" O.C.	-
25. 1" x 4" subfloor to joist or girder, 3/8d and face nail	2-6d @ 12" O.C.	-
26. Joist to top plate, toe nail, top applications, stud	6d @ 12" O.C.	6" o.c.
27. 1/2" plates, joist & beam, floor & roof	2-6d @ 12" O.C.	-
28. Joist to girder and beam, 2-inch lumber joists	6d @ 12" O.C.	-
29. Ledger joist supporting joists or rafters	3-6d @ 12" O.C.	-

**WOOD STRUCTURAL PANELS: SUBFLOOR, ROOF AND INTERIOR WALL SHEATHING TO FRAMING AND PARTITIONING WALL SHEATHING TO FRAMING**

DESCRIPTION OF BUILDING ELEMENTS	DESCRIPTION OF FASTENER	B, C, E	Edges (inch)	Intermediate Support (C, E) (inch)
30. 3/4" - 1/2"	6d common 12" x 0.0137 nail floor joist		6	12
31. 5/8" - 1/2"	6d common 12" x 0.0137 nail floor joist		6	12
32. 5/8" - 1/2"	6d common 12" x 0.0137 nail floor joist		6	12
33. 1/2" - 1/4"	8d common 12" x 0.0187 nail or 8d def. 12" x 0.0187 nail floor joist		6	12
<b>OTHER WALL SHEATHING</b>				
34. 1/2" exterior sheathing	1/2" galvanized roofing nail, 7/16" crown or 7" crown edge @ 30" O.C.		3	6
35. 2x12 exterior sheathing	1/2" galvanized roofing nail, 7/16" crown or 7" crown edge @ 30" O.C.		3	6
36. 1/2" gypsum sheathing	1/2" galvanized roofing nail, single galvanized		7	7
37. 5/8" gypsum sheathing	1/2" galvanized roofing nail, single galvanized		7	7
<b>WOOD STRUCTURAL PANELS: COMBINATION SUBFLOOR UNDERLAYMENT TO FRAMING</b>				
38. 3/4" and less	6d def. 12" x 0.0137 nail or 6d common 12" x 0.0137 nail		6	12
39. 7/8" - 1"	8d common 12" x 0.0187 nail or 8d def. 12" x 0.0187 nail		6	12
40. 1 1/8" - 1 1/4"	8d common 12" x 0.0187 nail or 8d def. 12" x 0.0187 nail		6	12

For 10' x 16' x 24' x 36' x 48' x 60' x 72' x 84' x 96' x 108' x 120' x 144' x 168' x 192' x 216' x 240' x 270' x 300' x 324' x 360' x 396' x 432' x 468' x 504' x 540' x 576' x 612' x 648' x 684' x 720' x 756' x 792' x 828' x 864' x 900' x 936' x 972' x 1008' x 1044' x 1080' x 1116' x 1152' x 1188' x 1224' x 1260' x 1296' x 1332' x 1368' x 1404' x 1440' x 1476' x 1512' x 1548' x 1584' x 1620' x 1656' x 1692' x 1728' x 1764' x 1800' x 1836' x 1872' x 1908' x 1944' x 1980' x 2016' x 2052' x 2088' x 2124' x 2160' x 2196' x 2232' x 2268' x 2304' x 2340' x 2376' x 2412' x 2448' x 2484' x 2520' x 2556' x 2592' x 2628' x 2664' x 2700' x 2736' x 2772' x 2808' x 2844' x 2880' x 2916' x 2952' x 2988' x 3024' x 3060' x 3096' x 3132' x 3168' x 3204' x 3240' x 3276' x 3312' x 3348' x 3384' x 3420' x 3456' x 3492' x 3528' x 3564' x 3600' x 3636' x 3672' x 3708' x 3744' x 3780' x 3816' x 3852' x 3888' x 3924' x 3960' x 3996' x 4032' x 4068' x 4104' x 4140' x 4176' x 4212' x 4248' x 4284' x 4320' x 4356' x 4392' x 4428' x 4464' x 4500' x 4536' x 4572' x 4608' x 4644' x 4680' x 4716' x 4752' x 4788' x 4824' x 4860' x 4896' x 4932' x 4968' x 5004' x 5040' x 5076' x 5112' x 5148' x 5184' x 5220' x 5256' x 5292' x 5328' x 5364' x 5400' x 5436' x 5472' x 5508' x 5544' x 5580' x 5616' x 5652' x 5688' x 5724' x 5760' x 5796' x 5832' x 5868' x 5904' x 5940' x 5976' x 6012' x 6048' x 6084' x 6120' x 6156' x 6192' x 6228' x 6264' x 6300' x 6336' x 6372' x 6408' x 6444' x 6480' x 6516' x 6552' x 6588' x 6624' x 6660' x 6696' x 6732' x 6768' x 6804' x 6840' x 6876' x 6912' x 6948' x 6984' x 7020' x 7056' x 7092' x 7128' x 7164' x 7200' x 7236' x 7272' x 7308' x 7344' x 7380' x 7416' x 7452' x 7488' x 7524' x 7560' x 7596' x 7632' x 7668' x 7704' x 7740' x 7776' x 7812' x 7848' x 7884' x 7920' x 7956' x 7992' x 8028' x 8064' x 8100' x 8136' x 8172' x 8208' x 8244' x 8280' x 8316' x 8352' x 8388' x 8424' x 8460' x 8496' x 8532' x 8568' x 8604' x 8640' x 8676' x 8712' x 8748' x 8784' x 8820' x 8856' x 8892' x 8928' x 8964' x 9000' x 9036' x 9072' x 9108' x 9144' x 9180' x 9216' x 9252' x 9288' x 9324' x 9360' x 9396' x 9432' x 9468' x 9504' x 9540' x 9576' x 9612' x 9648' x 9684' x 9720' x 9756' x 9792' x 9828' x 9864' x 9900' x 9936' x 9972' x 10008' x 10044' x 10080' x 10116' x 10152' x 10188' x 10224' x 10260' x 10296' x 10332' x 10368' x 10404' x 10440' x 10476' x 10512' x 10548' x 10584' x 10620' x 10656' x 10692' x 10728' x 10764' x 10800' x 10836' x 10872' x 10908' x 10944' x 10980' x 11016' x 11052' x 11088' x 11124' x 11160' x 11196' x 11232' x 11268' x 11304' x 11340' x 11376' x 11412' x 11448' x 11484' x 11520' x 11556' x 11592' x 11628' x 11664' x 11700' x 11736' x 11772' x 11808' x 11844' x 11880' x 11916' x 11952' x 11988' x 12024' x 12060' x 12096' x 12132' x 12168' x 12204' x 12240' x 12276' x 12312' x 12348' x 12384' x 12420' x 12456' x 12492' x 12528' x 12564' x 12600' x 12636' x 12672' x 12708' x 12744' x 12780' x 12816' x 12852' x 12888' x 12924' x 12960' x 12996' x 13032' x 13068' x 13104' x 13140' x 13176' x 13212' x 13248' x 13284' x 13320' x 13356' x 13392' x 13428' x 13464' x 13500' x 13536' x 13572' x 13608' x 13644' x 13680' x 13716' x 13752' x 13788' x 13824' x 13860' x 13896' x 13932' x 13968' x 14004' x 14040' x 14076' x 14112' x 14148' x 14184' x 14220' x 14256' x 14292' x 14328' x 14364' x 14400' x 14436' x 14472' x 14508' x 14544' x 14580' x 14616' x 14652' x 14688' x 14724' x 14760' x 14796' x 14832' x 14868' x 14904' x 14940' x 14976' x 15012' x 15048' x 15084' x 15120' x 15156' x 15192' x 15228' x 15264' x 15300' x 15336' x 15372' x 15408' x 15444' x 15480' x 15516' x 15552' x 15588' x 15624' x 15660' x 15696' x 15732' x 15768' x 15804' x 15840' x 15876' x 15912' x 15948' x 15984' x 16020' x 16056' x 16092' x 16128' x 16164' x 16200' x 16236' x 16272' x 16308' x 16344' x 16380' x 16416' x 16452' x 16488' x 16524' x 16560' x 16596' x 16632' x 16668' x 16704' x 16740' x 16776' x 16812' x 16848' x 16884' x 16920' x 16956' x 16992' x 17028' x 17064' x 17100' x 17136' x 17172' x 17208' x 17244' x 17280' x 17316' x 17352' x 17388' x 17424' x 17460' x 17496' x 17532' x 17568' x 17604' x 17640' x 17676' x 17712' x 17748' x 17784' x 17820' x 17856' x 17892' x 17928' x 17964' x 18000' x 18036' x 18072' x 18108' x 18144' x 18180' x 18216' x 18252' x 18288' x 18324' x 18360' x 18396' x 18432' x 18468' x 18504' x 18540' x 18576' x 18612' x 18648' x 18684' x 18720' x 18756' x 18792' x 18828' x 18864' x 18900' x 18936' x 18972' x 19008' x 19044' x 19080' x 19116' x 19152' x 19188' x 19224' x 19260' x 19296' x 19332' x 19368' x 19404' x 19440' x 19476' x 19512' x 19548' x 19584' x 19620' x 19656' x 19692' x 19728' x 19764' x 19800' x 19836' x 19872' x 19908' x 19944' x 19980' x 20016' x 20052' x 20088' x 20124' x 20160' x 20196' x 20232' x 20268' x 20304' x 20340' x 20376' x 20412' x 20448' x 20484' x 20520' x 20556' x 20592' x 20628' x 20664' x 20700' x 20736' x 20772' x 20808' x 20844' x 20880' x 20916' x 20952' x 20988' x 21024' x 21060' x 21096' x 21132' x 21168' x 21204' x 21240' x 21276' x 21312' x 21348' x 21384' x 21420' x 21456' x 21492' x 21528' x 21564' x 21600' x 21636' x 21672' x 21708' x 21744' x 21780' x 21816' x 21852' x 21888' x 21924' x 21960' x 21996' x 22032' x 22068' x 22104' x 22140' x 22176' x 22212' x 22248' x 22284' x 22320' x 22356' x 22392' x 22428' x 22464' x 22500' x 22536' x 22572' x 22608' x 22644' x 22680' x 22716' x 22752' x 22788' x 22824' x 22860' x 22896' x 22932' x 22968' x 23004' x 23040' x 23076' x 23112' x 23148' x 23184' x 23220' x 23256' x 23292' x 23328' x 23364' x 23400' x 23436' x 23472' x 23508' x 23544' x 23580' x 23616' x 23652' x 23688' x 23724' x 23760' x 23796' x 23832' x 23868' x 23904' x 23940' x 23976' x 24012' x 24048' x 24084' x 24120' x 24156' x 24192' x 24228' x 24264' x 24300' x 24336' x 24372' x 24408' x 24444' x 24480' x 24516' x 24552' x 24588' x 24624' x 24660' x 24696' x 24732' x 24768' x 24804' x 24840' x 24876' x 24912' x 24948' x 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