



**PLANNING COMMISSION MEETING AGENDA**  
**Tuesday, March 15, 2016, 7:00 PM**  
**City Municipal Center, 616 NE 4th Avenue**

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**I. CALL TO ORDER**

**II. ROLL CALL**

**III. MINUTES**

- A. Approval of the Minutes from the February 17, 2016 Special Planning Commission Meeting

 [February 17, 2016 Planning Commission Minutes](#)

**IV. MEETING ITEMS**

- A. Public Hearing to Consider Amendments to the Camas Zoning Map and Camas Comprehensive Plan Map (File No. CPA16-01)  
Details: The public hearing will be held to consider amending the Camas Zoning Map and the Camas Comprehensive Plan Map. The proposed map amendments are part of the Camas 2035 Comprehensive Plan Update project, which must be adopted this June.  
Presenter: Sarah Fox, Senior Planner  
Recommended Action: Staff recommends that Planning Commission conducts a public hearing, deliberates and moves to forward a recommendation of approval to City Council.


 [Staff Report to Planning Commission - Edition 1.0](#)

[Attachment: Table of Proposed Map Amendments](#)


[Draft Camas Zoning Map](#)

[Draft Camas Comprehensive Plan Map](#)

- B. Public Hearing for Amendments to Camas Municipal Code (CMC), Chapter 18.19 Design Review and to Camas Design Review Manual (DRM)  
Details: The proposed amendments to the DRM, specifically the section Gateways Principles & Guidelines, include the addition of corridors and a table that identifies unique features within a gateway and corridor. Other minor edits include clarification to some of the Commercial and Multi-Family design principles. Proposed amendments associated with Chapter 18.19 of the CMC will remove the redundancy of the standards, which are identified in the DRM.  
Presenter: Sarah Fox, Senior Planner and Lauren Hollenbeck, Senior Planner  
Recommended Action: Staff recommends that Planning Commission conduct a public hearing, deliberate, and forward a decision to City Council.

 [Design Review Staff Report \(MC16-04\)](#)  
[Draft CMC 18.19.050 Design principles](#)  
[Draft DRM amendments redlined version](#)  
[Draft DRM amendments clean version](#)  
[Draft Camas Zoning Map](#)

- C. Public Hearing to Consider Airport Overlay Zoning  
Details: Proposed Camas Municipal Code, Chapter 18.34 Airport Overlay Zoning includes draft development regulations that would be applicable to properties within one mile of Grove Field. The regulations would restrict certain land uses, limit building height, and provide notice of aircraft noise, in order to minimize and resolve potential land use conflicts with the airport.  
Presenter: Sarah Fox, Senior Planner  
Recommended Action: Staff recommends that Planning Commission conduct a public hearing, deliberate, and make a motion to forward a recommendation of approval to Council.

 [Staff Report for Airport Overlay Zoning \(MC16-03\)](#)  
[Draft CMC Chapter 18.34 Airport Overlay Zone](#)  
[Draft Airport Overlay Zoning Areas](#)  
[Letter from WSDOT](#)  
[Email from Warren Hendrickson, AOPA](#)  
[Avigation Easement - Sample](#)  
[Email from Laurie Lebowsky, Clark County](#)  
[Email from Lynn Johnston, Property Owner](#)  
[RCW 36 70 547 General Aviation Airports](#)

## V. MISCELLANEOUS UPDATES

- A. Miscellaneous Updates

## VI. NEXT MEETING DATE

- A. The next scheduled Planning Commission Meeting will be held on Tuesday, April 19, 2016, in the City Council Chambers at 7:00 p.m.

## **VII. 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 360.834.6864.



## PLANNING COMMISSION MEETING MINUTES - DRAFT

Wednesday, February 17, 2016, 7:00 PM

City Municipal Center, 616 NE 4th Avenue

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### SPECIAL MEETING

#### I. CALL TO ORDER

Chair Beel called the meeting to order at 7:00 p.m.

#### II. ROLL CALL

Present: Bryan Beel, Frank Hood, Lloyd Goodlett and Jaima Johnson

Excused: Troy Hull, Jim Short and Timothy Hein

Staff Present: Jan Coppola, Sarah Fox, Robert Maul, David Schultz and John Frias (intern)

Council Liaison: Bonnie Carter

#### III. MINUTES

- A. Approval of the Minutes from the January 27, 2016 Special Planning Commission Meeting

 [January 27, 2016 Planning Commission Minutes](#)

**It was moved by Commissioner Hood, seconded by Commissioner Goodlett to approve the minutes from the January 27, 2016 Special Planning Commission Meeting. The motion carried unanimously by roll call vote.**

#### IV. MEETING ITEMS

- A. Public Hearing to Consider Repealing Camas Municipal Code, Chapter 18.22 Mixed Use Planned Development Overlay

Details: A public hearing was held to consider whether or not to repeal Camas Municipal Code (CMC), Chapter 18.22 Mixed Use Planned Development Overlay. Repeal of CMC Chapter 18.22 would discourage piecemeal development of employment areas on the west side of the City until a subarea plan is adopted.

Presenter: Sarah Fox, Senior Planner

 [Staff Report \(MC16-02\)](#)

[Exhibit A - Camas Municipal Code Ch 18.22 MXPDP](#)

Sarah Fox briefly noted minor corrections within the February 20, 2016 staff report and relayed staff's recommendation to repeal CMC Chapter 18.22 MXPDP as outlined in the report.

The public testimony portion of the hearing was opened and closed at 7:20 p.m., as there were no members of the public who wished to speak.

**After discussion, it was moved by Commissioner Johnson, seconded by Commissioner Hood to forward a recommendation to City Council to approve the repealing of Camas Municipal Code, Chapter 18.22 Mixed Used Planned Development Overlay (File No. MC16-02), The motion carried unanimously by roll call vote.**

## **V. MISCELLANEOUS UPDATES**

### **A. Miscellaneous Updates**

Sarah Fox briefly discussed the following future Planning Commission Agenda items: Comprehensive Plan Maps, Airport Overlay Zone and changes in the Design Review Manual.

Robert Maul updated the Commissioners on the progress of several development applications.

## **VI. NEXT MEETING DATE**

The next scheduled Planning Commission Meeting will be held on Tuesday, March 15, 2016, in the City Council Chambers at 7:00 p.m.

## **VII. ADJOURNMENT**

Chair Beel adjourned the meeting at 7:25 p.m.

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 360.834.6864.



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# 2035 COMPREHENSIVE PLAN

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File #CPA16-01  
Edition 1.0

Attachments

Staff Report to Planning Commission

Table 1 - Residential and Employment Capacity

Table 2 - Proposed Map Amendments – Acreage by Zone

Draft Comprehensive Plan Map

Draft Camas Zoning Map

MARCH 8, 2016



## 2035 COMPREHENSIVE PLAN

### STAFF REPORT – EDITION 1.0

TO: Bryan Beel, Chair  
Planning Commission

BY: Sarah Fox, Senior Planner

DATE: March 8, 2016

HEARING DATE: March 15, 2016

**Public Notice:** Notice of a public hearing to consider proposed map amendments was published in the Camas Post Record on March 8, 2016 (Legal publication #555492)

#### I. SUMMARY

This Staff Report (Edition 1.0) is the first in a series of reports on the final draft of the Camas 2035 Comprehensive Plan update. Given the scope of this update, public hearings will be held on parts of the project, with a final hearing that will be held to render a consolidated decision on the update by June 2016.

As a community, we have been preparing a cover-to cover update of the Camas Comprehensive Plan, which is required by the Revised Code of Washington (RCW) Chapter 36.70A, the Growth Management Act (GMA). The last cover-to-cover update was in 2004. Counties and cities must be in compliance with the requirements of GMA to be eligible for grants and loans from certain state infrastructure programs.

The update project has spanned two years. Beginning in 2014, the city conducted extensive outreach to include several public forums, surveys, and a Steering Committee to craft a new community vision, which was adopted as Resolution 15-002 in February 2015. Following adoption of the vision, staff worked with a Technical Advisory Committee (TAC) to review every required element of the comprehensive plan document. Each element is a chapter that is guided by the Vision Statement and establishes goals and policies to ensure the community vision is upheld. Surveys of the draft goals and policies were conducted along with smaller focus groups on specific elements. Public work sessions with legislative bodies were held to review the draft goals and policies of each element, prior to the final document being compiled. On January 14, 2016, an open house was held at Lacamas Lake Lodge to present the first full draft of the Camas 2035 Comprehensive Plan document and draft maps.

## II. ANALYSIS

As described in the summary of this report, the City began a two-year, cover-to-cover update of the Comprehensive Plan in accordance with the requirements of the Growth Management Act, RCW Chapter 36.70A (“GMA”). The Department of Commerce set June 2016 as the deadline for completion of the update. The plan in effect was enacted with Ordinance 2361 in 2004, and portions have been amended annually.

The Board of Clark County Commissioners adopted the Office of Financial Management (OFM) medium population increase projection of 1.12% for the twenty year period ending in 2035, for a total county population of 562,207 (Res. 2014-01-09). The county allocated a portion of the population growth and job creation to each city and town. Camas was allocated a total population of 34,098, and 11,182 new jobs by 2035. Although, not yet adopted, the City has been working closely with the County during this update process. In brief, the city can demonstrate that there is adequate land area to accommodate the minimum residential and employment growth. The table below (Table 1) indicates that there is an excess of acreage available for both housing and employment.

**Table 1- Residential and Employment Capacity**

|   | 2035 Projection   | Residential Unit Increase | Assumed Units or Jobs/Acre            | Acres Needed         | Capacity <sup>1</sup> Acres |
|---|-------------------|---------------------------|---------------------------------------|----------------------|-----------------------------|
| Population  | 34,098            | 3,868 <sup>2</sup>        | 6 units/acre                          | 645                  | 876                         |
| Employment  | 11,182 (increase) | N/A                       | IND: 9 jobs/acre<br>COM: 20 jobs/acre | IND: 493<br>COM: 337 | IND: 660<br>COM: 464        |
| Source: Clark County Buildable Lands Report, unless otherwise noted. See Appendix B.<br><sup>1</sup> Capacity calculated as net developable acreage using the County Vacant Buildable Lands Model and further refined based on GIS analysis conducted by the City.<br><sup>2</sup> Based on 2013 American Community Survey data, consistent with Clark County Buildable Lands Report. |                   |                           |                                       |                      |                             |

In order to ensure the City’s land use goals are achieved as projected, land use designations are used to assign a variety of development uses and building densities to land throughout the City. The draft Camas Comprehensive Plan Map and Camas Zoning Map identify areas for residential, commercial, and industrial development as well as community gateways and areas appropriate for a mix of uses. The maps also identify areas for parks and open space to support recreation and enhance natural areas. The proposed amendments to the acreages of the land use designations are intended to maintain that balance.

In response to the extensive community involvement throughout the Camas 2035 update, the draft maps include several amendments that are intended to be consistent with the Camas 2035 goals and policies. The following section includes a description of some of the proposed map amendments.

### Everett Street Amendments

The proposed amendments are generally focused in the area of the city that is along NE Everett Street, between the intersection of Lake Road and the northern city limits. The purpose of amending the land use designations in this area was to be consistent with the proposed gateway and corridor areas, which are proposed as a new overlay on the city’s zoning map. Also, the intersection of the future north-south arterial road will be located just north of the intersection with SE Leadbetter Road.

Currently there is a mix of land use designations along this corridor, which from the south includes low-intensity commercial and single-family high (R-6). Heading northward the properties on both sides of the road are designated as single-family medium, and terminates at the north end with a westerly parcel that is designated as Light-Industrial Business Park. The city sent a letter to 267 property owners along both sides of Everett Street on December 4, 2015 to explain the potential land use designation changes, and to



increase awareness and participation in the Camas 2035 project. After receiving public comments, and conducting further analysis, the new commercial areas have changed slightly. Staff sent a letter with the current proposed configuration to all of the potentially affected property owners (17 properties) on March 2, 2016, with the same goal of raising awareness and requesting input.

**Potential Impacts:** At present, there are 13 commercially-zoned properties on Everett Street, and only three of them have active commercial uses. The community felt as if this commercial area had a lot of potential to revitalize given the outdoor amenities of the nearby trail network and the lake. The proposed amendment would rezone the commercial area and adjacent R-6 properties to Mixed Use (MX). It is anticipated that this amendment would encourage more development at a pedestrian-scale, which would serve the current residents, along with potentially providing an economic incentive for new development.

The new commercial node that is proposed at the northern end of Everett Street is intended to compliment the (future) intersection area of the north-south arterial. This area would be zoned Community Commercial (CC) and would cater to a higher volume of traffic, given that the intersection will primarily manage traffic from the new business park areas north of the lake, and from schools to the east.

### Downtown Amendments

The proposed amendments are limited to the properties that are generally north of 6<sup>th</sup> Avenue, between Adams Street and Garfield Street, and are currently designated as Multi-family (MF-24) and Regional Commercial (RC). There are 42 lots that are zoned MF-24 in this area. The majority of the area has existing multi-family developments. There is also a church, a convalescent home, and 15 single family lots. There are 26 lots that are zoned RC, with ten of the lots being vacant and four parking lots. There is one single family lot and four duplex lots that are zoned RC.

One of the reasons for this proposed amendment is that in 2014, the city adopted a Multi-housing Tax Exemption program, which identified this area as one of the applicable target areas [Refer to CMC Section 3.86.030(C)(1)]. Another reason is that the design and development standards of the downtown commercial zone are more distinctive than other commercial and multi-family districts, such as requiring awnings, and color pallets. The area of downtown that is south of the Mill Ditch and north of the railroad tracks is essentially the walkable downtown core, and this amendment would make the zoning the same throughout.

**Potential Impacts:** On December 4, 2015, the city sent a letter to 97 property owners within this area to increase awareness of the potential zoning amendments, and to request feedback. Several property owners and residents provided comments during the Planning Commission's regular meeting in December. Most property owners are in support. Reasons for support included an interest in adding a live/work unit to their properties, or selling their properties to promote redevelopment.

### Light Industrial /Business Park Amendments (LI/BP)

The proposed amendments would apply to all properties that are currently designated as Light Industrial/Business Park (LI/BP) with zoning of the same name---LI/BP. With minor exceptions, most of the LI/BP designated lands are located in the northwest area of the city, also known as Grass Valley. All but, ten acres would be amended to the comprehensive plan designation of "Industrial". LI/BP would join the other zones within the Industrial designation, which include Heavy Industrial (HI), Light Industrial (LI), and Business Park (BP). The following is an excerpt from the draft comprehensive plan, "*Grass Valley is home to several national and international technology and manufacturing firms. Land uses in Grass Valley include large technology and manufacturing campuses, surrounded by retail and commercial services and*



### Residential 20,000 (R-20) Amendments

The 126 acres of Residential 20,000 (R-20) properties are located at the west side of NE Ingle Road and south of NW McIntosh Road. All properties within this designation are developed. The Clark County Buildable Lands Report (2015) includes a planning assumption for the city's available residential acreage to be developed at 6 units per acre. The city is meeting (and exceeding) housing targets, however the R-20 zone caps density at 2.1 units per acre, and allows for lots to be a half acre in size. For these reasons the R-20 zone is not consistent with city targets or the GMA. The 126 acres of R-20 are proposed to be amended to R-15 at this time.

**Potential Impacts:** Staff is unaware of any development proposals for properties within R-20 zoning. This means that removing the R-20 development standard would only prohibit new developments from requesting a zone change to R-20.

### Residential 5,000 (R-5) Amendments

There are 41 acres zoned Residential 5,000 (R-5), and all but five acres are developed. The undeveloped property is surrounded by Single-family Medium designated parcels, zoned R-7.5. The properties that are developed in the R-5 zone are located at Lacamas Meadows PRD (next to Grass Valley Elementary), and within an area south of SR-14, between SW Trout and SW Sierra.

The primary reason for amending the R-5 zone to R-6 is that the development standards are more similar to multi-family standards, in terms of density and lot dimensions. The R-5 lot size range is 4,000 to 6,000 square feet with a density maximum of 8.7 units per acre. Unlike multi-family properties, single-family developments are not subject to a Design Review permit with the associated design considerations for neighborhood compatibility. The lot size range for R-6 zoning is 4,800 to 7,000 square feet.

**Potential Impacts:** The city is unaware of any development proposals on the remaining vacant acreage. The R-6 zone is still within the Single-family High comprehensive plan designation, and could be developed at that density in the future. Also the maximum lot size of 7,000 square feet would better match that of the adjacent 7,500 square foot properties.

## III. CRITERIA OF APPROVAL CMC§ 18.51.010 - Comprehensive Plan Amendments

*(CMC citation is in italics.)*

A. *A detailed statement of what is proposed and why;*

**Findings: Staff has brought forward a draft of the city's comprehensive plan and zoning maps in order to be consistent with city's comprehensive plan; county population allocations, and state mandates.**

B. *A statement of the anticipated impacts of the change, including the geographic area affected, and issues presented by the proposed change;*

**Findings: Staff provided a full analysis of the anticipated impacts at Section II of this report. The geographic area includes all lands within the city and the urban growth areas.**

C. *An explanation of why the current comprehensive plan is deficient or should not continue in effect;*

**Findings: The city's current comprehensive plan does not reflect the revised goals and policies of GMA and county population allocations. In 2035, the City of Camas is expected to have a population of 34,098, an 11,255-person increase from the 2015 population of 22,843.**

D. *A statement of how the proposed amendment complies with and promotes the goals and specific requirements of the growth management act;*

**Findings: The proposed comprehensive plan map amendments will maintain the balance of employment and residential land in the City, while addressing specific elements of the (draft) Camas 2035 Plan.**

*E. A statement of what changes, if any, would be required in functional plans (i.e., the city's water, sewer, stormwater or shoreline plans) if the proposed amendment is adopted;*

**Findings: The proposed Camas 2035 Plan will provide a description of the city's current capacity and future needs. It is not anticipated that the proposed map amendments will require a change to the functional plans that are soon to be adopted.**

*F. A statement of what capital improvements, if any, would be needed to support the proposed change which will affect the capital facilities plans of the city;*

**Findings: The proposed Camas 2035 Plan will provide a description of the city's current capacity and future needs. It is not anticipated that the proposed map amendments will require a change to the capital facilities.**

*G. A statement of what other changes, if any, are required in other city or county codes, plans, or regulations to implement the proposed change; and*

**Findings: The proposed amendments to the Camas Zoning Map will require amendments to the city's development regulations in order to implement the new zoning overlays. Public hearings for both the Airport Overlay Zone, and Gateways and Corridors are anticipated to be adopted prior to final adoption of the comprehensive plan update.**

*H. The application shall include an environmental checklist in accordance with the State Environment Policy Act (SEPA).*

**Findings: The SEPA checklist and determination will include the map amendments along with the comprehensive plan document, and will be issued within 60-days of anticipated adoption.**

#### IV. RECOMMENDATIONS

Planning Commission's recommendations on the proposed map amendments may include the following actions which will be forwarded to Council for a final decision, pursuant to CMC§18.51.050 (B) (1-5) in part,

- (1) Approve as recommended;
- (2) Approve with additional conditions;
- (3) Modify, with or without the applicant's concurrence;
- (4) Deny; or
- (5) Remand

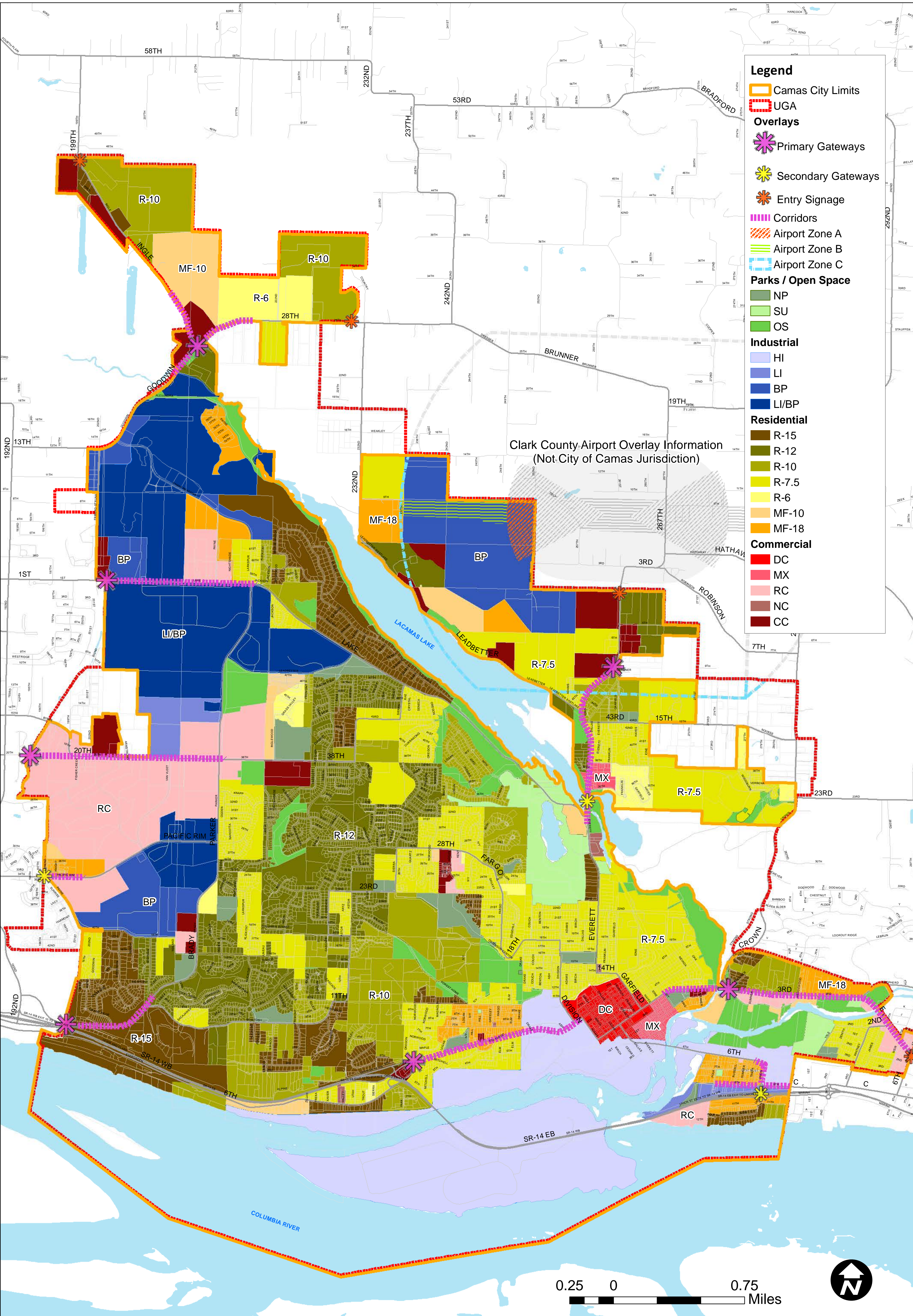
**Proposed Map Amendments**

**Comprehensive Plan Designations**

**Zoning**

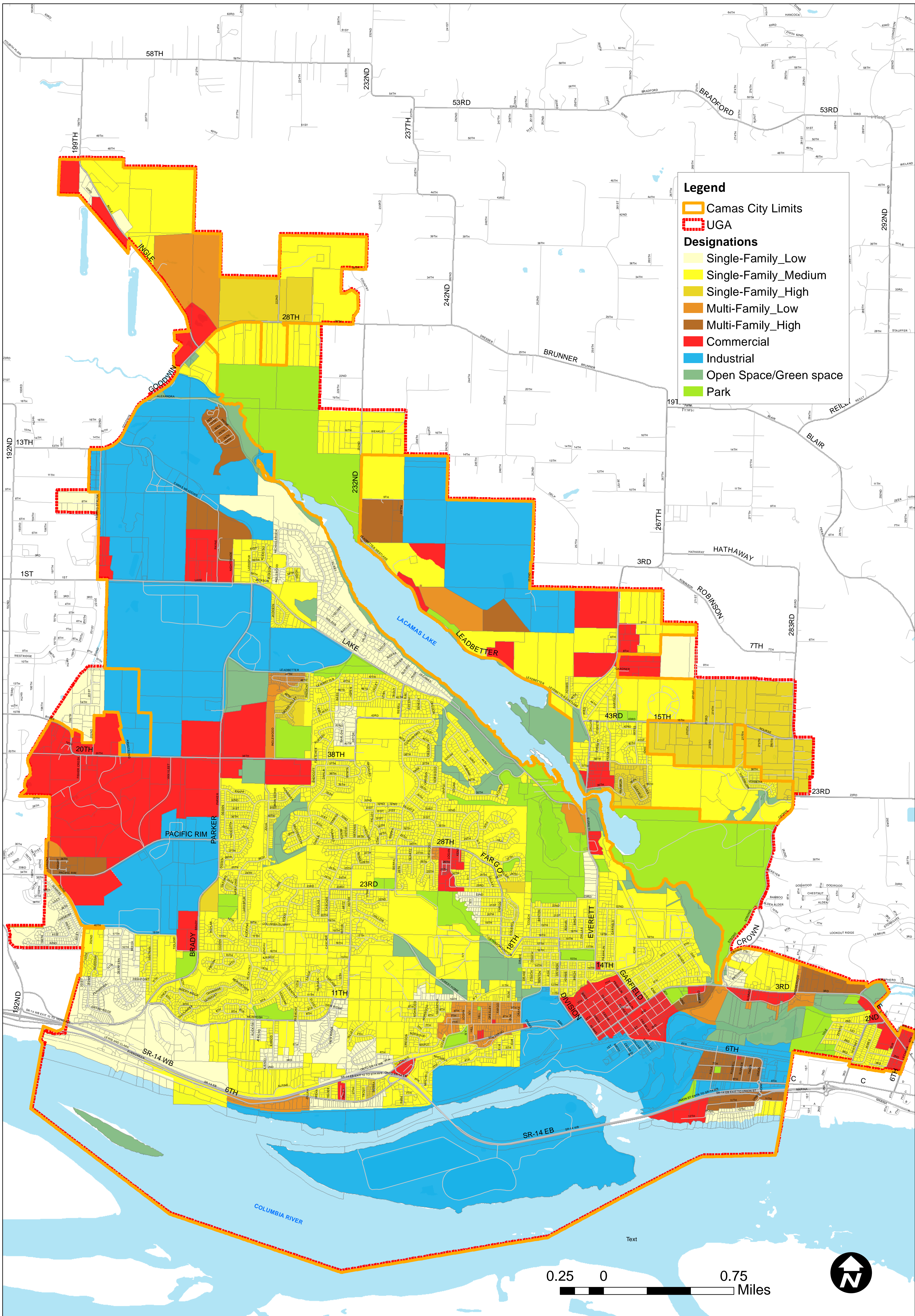
**ACREAGE BY ZONE**

|  | SFH    | SFH   | SFM   | SFL     | SFL    | COM                    | COM                  | COM   | COM | COM            | LI/BP    | IND     | MF     | MF      |
|--|--------|-------|---|---------|--------|------------------------|----------------------|-------|-----|----------------|----------|---------|--------|---------|
|  | R-5    | R-6   | R-12  | R-20    | R-15   | CC                     | MX                   | NC    | RC  | DC             | LI/BP    | LI/BP   | MF-18  | MF-24   |
| <b>Current Zoning Acreage</b>  | 41     | 154   | 941   | 126     | 434    | 207                    | 27                   | 12    | 509 | 45             | 1025     | 0       | 187    | 132     |
| <b>Everett Street:</b> Amendment will generally create a more robust commercial area at a future intersection and gateway.   |        | -9.73 | -7.26<br><small>(Note that another 18.19 acres is in the UGA)</small> |         |        | -1.58<br>7.26<br>10.03 | 1.58<br>1.34<br>9.73 | -1.34 |     |                |          | -10.03  |        |         |
| <b>Downtown:</b> Amendment would expand to match the tax incentive program area for affordable housing.  |        |       |   |         |        |                        |                      |       |     | 12.08<br>-8.85 |          |         |        | -12.08  |
| <b>LI/BP to IND Comprehensive Plan Designation</b><br>Developments within the LI/BP zone would still be subject to the development standards as zoned. The difference will be that the properties could be rezoned to another industrial zone, such as BP or LI. |        |       |   |         |        |                        |                      |       |     |                | -1014.97 | 1025.00 |        |         |
| <b>MF-24 zone changing to MF-18</b><br>Amendment is intended to encourage cottage development.   |        |       |   |         |        |                        |                      |       |     |                |          |         | 119.92 | -119.92 |
| <b>R-20 zone changing to R-15</b><br>The lot sizes of 20,000 square feet is not consistent with Growth Management Act goals.   |        |       |   | -126.00 | 126.00 |                        |                      |       |     |                |          |         |        |         |
| <b>R-5 zone changing to R-6</b><br>The development standards for the R-5 zone are denser than the multi-family zones. Also, MF zoning developments are subject to design review whereas single family developments at R-5 density are exempt.                    | -41.00 | 41.00 |   |         |        |                        |                      |       |     |                |          |         |        |         |
| <b>Proposed Acreage</b>  | 0      | 195   | 934   | 0       | 560    | 223                    | 40                   | 11    | 500 | 66             | 0        | 1025    | 307    | 0       |



Clark County Airport Overlay Information  
(Not City of Camas Jurisdiction)

- Legend**
- Camas City Limits
  - UGA
  - Overlays**
  - ✳ Primary Gateways
  - ✳ Secondary Gateways
  - ✳ Entry Signage
  - Corridors
  - Airport Zone A
  - Airport Zone B
  - Airport Zone C
  - Parks / Open Space**
  - NP
  - SU
  - OS
  - Industrial**
  - HI
  - LI
  - BP
  - LI/BP
  - Residential**
  - R-15
  - R-12
  - R-10
  - R-7.5
  - R-6
  - MF-10
  - MF-18
  - Commercial**
  - DC
  - MX
  - RC
  - NC
  - CC



**CAMAS COMPREHENSIVE PLAN MAP** DRAFT - NOT ADOPTED  
 CAMAS, WA | DRAFT | March 2015





STAFF REPORT  
AMENDMENTS TO THE CAMAS DESIGN REVIEW MANUAL FOR GATEWAYS AND CORRIDORS  
AND  
CAMAS MUNICIPAL CODE AMENDMENTS FOR CHAPTER 18.19 DESIGN REVIEW REGULATIONS  
File #MC 16-04  
March 8, 2016

To: Bryan Beel, Chair  
Planning Commission  
Public Hearing: March 15, 2016

From: Lauren Hollenbeck, Senior Planner  
Sarah Fox, Senior Planner

Compliance with state agencies: Notice of the public hearing before Planning Commission was published in the Camas Post Record on March 8, 2016 (publication no. 555420).

## SUMMARY

Through the city's comprehensive plan update, entitled "Camas 2035", the community overwhelmingly expressed the desire for the gateways of the city be distinguished from the adjacent communities. These gateways are intended to be welcoming and design rich to reflect the best image of the city. Staff introduced the locations of the gateways and corridors as an overlay on the draft zoning map at public meetings over the past year, which has been well-received. The zoning map with the proposed overlay will be reviewed and approved at public hearing apart from the amendments discussed in this report.

The proposed amendments to the Camas Design Review Manual (DRM), specifically the section "Gateways Principles & Guidelines", include the addition of corridors that extend ¼ mile from a gateway, and a table that identifies unique features and styles for a specific gateway or corridor. Revisions to the design review development standards for gateways at CMC Section 18.19.050(B)(1) will remove the redundancy of the standards, which are identical in these documents. Also, the specific design standards are more appropriately housed within a manual that could be updated more regularly. The last update to the DRM was in 2002. The Community Development work plan for 2016, which was approved by Council, includes a complete update to the policies and guidelines of the DRM.

## ANALYSIS

The proposed amendments to the principles & guidelines for gateways are a result of a series of public outreach efforts in developing the 2035 Comprehensive Plan. During the visioning process, many Camas residents voiced their desire that the entrances to the City are welcoming and identifiable. The Technical Advisory Committee (TAC) was tasked with ensuring the goals and policies established in the 2035 Comprehensive Plan were consistent with the community's vision. The TAC and city staff worked together to identify gateways and gateway elements such as signage, lighting, sidewalks, and crosswalks that will distinguish Camas from neighboring cities. These gateways are included as overlays on the City zoning map and the Economic Development Element identifies specific goals and policies for them.

Two types of gateways were identified: 1) primary entrances and 2) secondary entrances to a particular part of the City. Corridors, which extend 0.25 miles from a gateway, were also identified to include enhanced features, such as bike lanes, widened or detached sidewalks, and signage that represent a style or character of a



particular gateway. For example, the 6<sup>th</sup> avenue gateway/corridor consists of detached sidewalks with commercial buildings oriented towards the street whereas wide sidewalks and iconic guard rails are identified for the Brady Road gateway/corridor. Table 1 of the revised DRM lists the unique gateway/corridor features for each identified gateway/corridor. The unique features are consistent with the type of development currently located within the gateway and/or along the corridor in order to ensure new development and redevelopment is compatible with existing development patterns. The locations of the gateways and corridors are shown on the attached draft Camas Zoning map. The following is a brief description of the proposed amendments that are intended to create attractive and welcoming entrances to the City and distinguish Camas from adjacent jurisdictions.

#### CMC 18.19.050 Design Review

The proposed amendments to CMC 18.19.050 Design Principles will keep the description of the scope of the design review process, but will eliminate repetition of the specific development standards that are already addressed in the design guidelines of the DRM.

#### DRM Gateway Specific Design Principles and Guidelines

The proposed amendments to the DRM gateway design guidelines will eliminate repetition, and will add specific standards that are unique to each area. For example, the landscape & screening guideline regarding “signage shall be on buildings or incorporated into the landscaping” is already addressed in the Standard Design Guidelines of the DRM. However, landscaping adjacent to the public right of way, hanging baskets along building frontages and planted medians were added as new landscaping & screening guidelines to provide for a welcoming and safe streetscape. Proposed amendments also include new massing and setback guidelines where buildings are placed close to the street with parking behind the buildings. New circulation & connections guidelines were added to create a more pedestrian friendly environment such as requiring the main entrance of a building facing the public right of way and pedestrian walkways connecting each building’s front entry with the sidewalk, bike lanes that link public areas with neighborhoods, and bus shelters and bike racks for alternative transportation.

|                       |
|-----------------------|
| <b>RECOMMENDATION</b> |
|-----------------------|

**That Planning Commission conduct a public hearing, deliberate, and forward a recommendation of approval to City Council.**

DRAFT

18.19.050 - Design principles.

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 ~~are shall~~ applied to all commercial, mixed use, or multifamily uses. ~~Where applicable, the~~ Specific principles are used in addition to the standard principles: for Gateways and Corridors, Commercial, Mixed-Uses, and Multi-family (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.~~
- ~~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.~~
- ~~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.~~
- ~~4. A proposed development shall attempt to incorporate or enhance historic/heritage elements related to the specific site or surrounding area.~~

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~~B. Specific Principles.~~

~~1. Gateways and corridors.~~

- ~~a. Gateways and corridors 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.~~
- ~~cb. Permanent wayfinding, historic, and/or interpretive signage within a gateway or corridor shall be standardized in a manner that creates a consistent look within the gateway or corridor in question.~~
- ~~dc. The surface of pedestrian walkways within intersections shall be accentuated with a unique character.~~
- ~~d. Bike lands shall be incorporated into the public right of way where feasible as determined by the city.~~
- ~~e. A consistent iconic streetscape lighting scheme shall be used.~~
- ~~f. Robust landscaping must be provided as a transition to properties adjacent to the public right of way (e.g. trees, shrubs, rockeries).~~
- ~~g. Sidewalks shall be separated from the roadway through the use of planter strips (minimum 4-foot wide), 6-foot diameter tree wells, or if feasible, raingardens/bioswales.~~
- ~~h. Street trees of no less than two inches in diameter shall be planted within planter strips or tree wells at a spacing that creates the appearance of a continuous canopy at tree maturation.~~

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~~2. Commercial and Mixed Uses.~~

- ~~a. On site parking areas shall be placed to the interior of the development unless site development proves prohibitive. All on site parking areas along adjacent roadways shall be screened with landscaping. Downtown commercial and mixed use areas shall not be required to provide on site parking.~~

- ~~b. Buildings shall be used to define the streetscape unless site conditions prove prohibitive.~~
- ~~c. Structures abutting, located in, or located near less intensive uses or zoned areas (such as commercial developments next to residential areas) shall be designed to mitigate size and scale differences.~~
- ~~d. Developments containing a multiple of uses/activities shall integrate each use/activity in a manner that achieves a seamless appearance, or creates a cohesive development.~~
- ~~e. Mixed-use developments that place uses throughout the site (horizontal development) shall organize elements in a manner that minimizes their impact on adjacent lower intensity uses.~~
- ~~f. Walls shall be broken up to avoid a blank look and to provide a sense of scale.~~
- ~~g. Outdoor lighting shall not be directed off-site.~~
- ~~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.~~
    - ~~ii. Stacked houses abutting or located in single-family residentially zoned areas shall be designed 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.~~
    - ~~iv. Detached garages shall be located to the rear of stacked unit(s) so as not to be directly viewable from a public street.~~
    - ~~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.~~
  - ~~b. Townhomes and Rowhouses.~~
    - ~~i. All on-site parking areas (excluding driveways and garages) shall be screened with landscaping.~~
    - ~~ii. Buildings shall be used to define the streetscape unless site conditions prove prohibitive.~~
    - ~~iii. When appropriate, structures abutting or located in single-family residentially zoned areas shall be designed to mitigate size and scale differences.~~
    - ~~iv. Walls shall be articulated in order to avoid a blank look and to provide a sense of scale.~~
    - ~~v. Detached garages shall be located to the rear of the townhouse or rowhouse unit(s) so as not to be directly viewable from a public street.~~
    - ~~vi. 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.~~
  - ~~c. Duplex, Triplex and Four-Plex.~~
    - ~~i. 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.~~

(Ord. 2518 § 1 (Exh. A (part)), 2008)

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# CAMAS DESIGN REVIEW MANUAL: GATEWAYS, COMMERCIAL, MIXED-USE & MULTI-FAMILY USES

**Prepared For:**  
Camas City Council

**Prepared By:**  
Design Review Ad Hoc Committee

**Revised December 2002 Proposed Draft Amendments (March 3, 2016)  
to December 2002 Version**



Drawing from the cover of Municipal Research Service Center's "Infill Development" handbook.

## Acknowledgements

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## PREFACE

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The Camas City Council formed the original Design Review Ad Hoc Committee (DRAC) at its January 1998 planning retreat. The committee's primary goal was to assess whether or not design review would be a good idea for Camas. The DRAC reviewed materials collected from the Municipal Research Services Center that included design review manuals from Bainbridge Island, Gig Harbor, and Sumner, as well as news articles, legal opinions, and implementing ordinances. The committee also conducted an informal survey at a United Camas Association of Neighborhoods (UCAN) meeting and a telephone conference with the City of Olympia's Planning Director. At the end of June 1998, the committee reported back to the City Council with their findings.

In order to answer the question, "is design review good for Camas?", the committee tried to decide from a community perspective what the purpose of design review would be. What should it accomplish? What should it prevent? The DRAC concluded that a good starting point would be to review the City's Mission Statement which follows:

*"The City of Camas commits to preserving its heritage, sustaining and enhancing a high quality of life for all its citizens and developing the community to meet the challenges of the future. We take pride in preserving a healthful environment while promoting economic growth. We encourage citizens to participate in government and community, assisting the city in its efforts to provide quality services consistent with their desires and needs."*

Design review, in the context of the City's mission statement, should aid in the preservation of our community's heritage; enhance our City's quality of life; guide us through the challenges of the future; preserve a healthy environment; promote economic growth; and enable citizens to participate in the process.

Based on all the materials reviewed and the level of interest from UCAN members, the DRAC concluded that design review was worth further investigation and recommended to the City Council that a citizen committee be formed and that the members be made up of individuals familiar with the development process. The City Council agreed to further study design review by establishing a citizen committee to draft guidelines that could be successfully implemented for the City. The citizen committee met every first and third Wednesday of each month since September of 1998. Commercial guidelines were adopted in May, 2001, with the multi-family and gateway sections being added to the Design Review Code in December, 2002. What proceeds in this manual is the compilation of over three years worth of work by the DRAC.

## INTRODUCTION

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All proposals subject to design review should strive to meet the goals of design review and address each of the appropriate design principles and development guidelines. In order to achieve the established *goals of design review*, a set of design principles and development guidelines have been identified for both commercial and multi-family land-uses. Design principles are the overriding factors that each development proposal must demonstrate it can achieve or reasonably mitigate. Development guidelines are created to assist the development's applicant in accomplishing the design principles as well as conform to the established *goals of design review*.

### GOALS OF DESIGN REVIEW

The goals of design review are intended to establish the overall purpose (or intent) of the design principles and development guidelines and set the stage for what they should be trying to accomplish. The *goals of design review* are:

- All developments should be meaningful, add value, and produce a positive impact on the immediate area, as well as the community;
- To encourage better design and site planning so that new development will preserve or enhance the community's character as well as allow for diversity and creativity;
- To encourage compatibility with surrounding uses (zone transition) and quality design;
- To promote responsible development that results in an efficient use of the land;
- To create a park like setting with the integration of the building, landscaping, and natural environment;
- To preserve the community's heritage by incorporating a piece of the area's history into the development;
- To facilitate early and on-going communication among property owners, neighborhoods, and City officials;
- To increase public awareness of design issues and options; and
- To provide an objective basis for decisions that address visual impact and the community's future growth.

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## DESIGN PRINCIPLES VS. DEVELOPMENT GUIDELINES

Design principles are established for both multi-family and commercial uses and all uses located within a gateway. An exception from the design review process is provided for those activities subject to design review requirements for heritage register properties or districts [CMC 16.07.070]. Commercial uses in the context of design review include both traditional uses listed as commercial under the zoning code as well as recreational, religious, cultural, educational and governmental buildings and associated properties.

Design principles are the overriding factors that the development guidelines are trying to accomplish. Every development proposal (whether the applicant is from a private, non-profit, or public entity) that comes before the City must adequately address each of the design principles and demonstrate that it can achieve the overall intent of the established principles. If a proposal can not meet every development guideline set forth under each section, but has demonstrated that it can achieve the overall intent of the established design principles, then the City may have reason to allow the proposal to move forward through the approval process.

## DEVELOPMENT GUIDELINES

Development guidelines for gateways, multi-family, and commercial uses have been divided into five major guideline categories: <sup>a)</sup> Landscaping & Screening, <sup>b)</sup> Architecture, <sup>c)</sup> Massing & Setbacks, <sup>d)</sup> Historic & Heritage Preservation, and <sup>e)</sup> Circulation & Connections. Under each major category is a list of general issues that should be addressed, if appropriate, by each proposal subject to design review.

### Landscaping & Screening:

- Impervious vs. Pervious
- Landscaping & Screening
- Signage
- Lighting
- Outdoor Furnishings
- Fences
- Significant Trees
- Outdoor Common Areas
- Parkway

### Architecture:

- Signage
- Lighting
- Building Form (architecture)
- Building Materials

### Massing & Setbacks:

- Complement Surrounding Uses
- View Shed
- Infill
- Density Provisions
- Height, Bulk, Scale
- Flexibility of Building Location (Preservation)
- Zone Transition

### Historic and Heritage Preservation:

- Preservation of Existing Structures or Sites
- Incorporate Historic/Heritage Information

### Circulation & Connections:

- Walkways, Trails & Parking
- Transit Stops
- Streetscape
- Traffic Patterns (entrance, exits, delivery, etc)

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## STANDARD PRINCIPLES & GUIDELINES

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Standard principles and guidelines are applicable to all commercial, mixed-use and multi-family developments, redevelopments (including change in use, e.g. residential to commercial), or major rehabilitations (exterior changes requiring a building permit). Additional principles may be found under each of the specific categories.

### STANDARD DESIGN PRINCIPLES

A site plan should be provided by the applicant that identifies and illustrates how the proposed development will meet the design principles. The site plan should include placement of buildings, designated landscaped and open space areas, parking, and any other major components of the development. The site plan should also include dimensions as to give all reviewers a sense of scale. Rehabilitation projects are only required to address the principles and guidelines that relate to the building permits they are seeking.

- Landscaping shall be done with purpose. It should be used as a tool to integrate the proposed development with the surrounding environment as well as each of the major project elements (e.g. parking, building(s), etc.).
- All attempts shall be made at minimizing the removal of significant natural features. Significant natural features shall be integrated into the overall site plan.
- 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.
- A proposed development shall attempt to incorporate or enhance historic/heritage elements related to the specific site or surrounding area.

### STANDARD DESIGN GUIDELINES

The standard design guidelines serve as a guide to the development community (or project proponent). These guidelines are developed to assist a project in meeting the established design principles. Furthermore, a project should not be expected to meet every design guideline as long as it can show it can achieve the overall intent of the design principles. However, the project proponent is expected to adequately address each guideline and if it cannot meet a specific guideline then provide an explanation as to why and how it will mitigate and still meet the intent of the design principles.

#### *Landscaping & Screening*

- Landscaping and screening is an important factor in determining the overall character of the building site. Landscaping should be done with purpose, such as providing a buffer against less intense uses, screening parking or other components viewed as being intrusive, and defining the streetscape.

- Signage should be placed on buildings or incorporated into the landscaping. If signs are illuminated, then they shall be front lit (light cast onto the face of the sign from a source positioned in front of the sign). Signage in the landscaping should be built in to the vegetation to keep it from being the main focus – similar to the light industrial zones. Efforts should be made to make signs vandal resistant. The intent is for the landscape not to be dominated by signage as well as to soften the visual impact. (see exhibit 1)
- Outdoor furnishings, when used, should be compatible with the immediate environment.
- If the site is to be fenced, then the fencing should be incorporated into the landscaping so as to have little or no visual impact. (see exhibit 2)
- The vegetation to be utilized should encourage native, low maintenance plantings. Trees planted along streetscapes with overhead power lines should include only those identified on the City’s Street Tree List. When possible, existing significant trees or other natural features that do not pose a hazard or hinder development should be required to remain and be incorporated into the landscaping and site plans.
- Landscape lighting should be low voltage, non-glare, and indirect. Street lighting, such as light poles and lamps, should be 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.

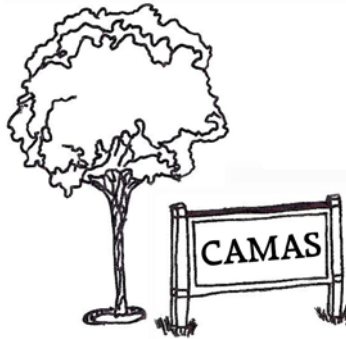


Exhibit 1.

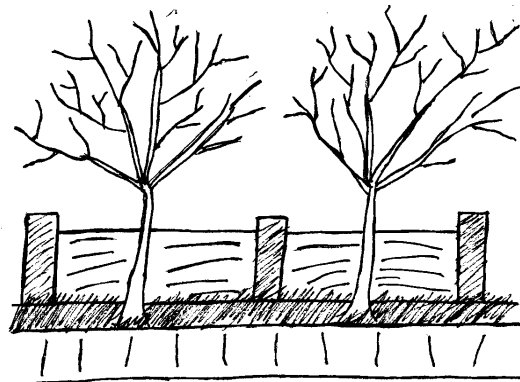


Exhibit 2.

### **Massing & Setbacks**

- Massing and setbacks are major elements of a site plan. These elements have the greatest impact as to how the proposed development relates to the surrounding area and how

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individuals living and visiting the area interact with the development. Major components that define the character and quality of the proposed development include the size, scale, and placement of buildings, lot coverage, and traffic/pedestrian circulation.

- Higher density/larger structures abutting lower density residential structures should be designed to mitigate size and scale differences. In some cases, creating a natural buffer may be appropriate. (see exhibit 3)

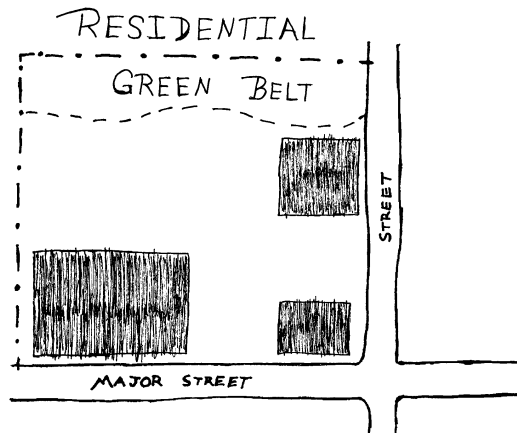


Exhibit 3.

### **Architecture**

Few restrictions should be placed on the architecture and building materials used in the development. Instead, general guidelines are developed to identify the type of development desired:

- Buildings should have a “finished”, sound, durable, and permanent appearance. Use of panelized materials should be integrated into the development in a manner that achieves a seamless appearance. This would bring into question the use of corrugated materials, standing seam, T-1 11, or similar siding materials, unless it can be shown through the use of renderings or other visual applications that the use of these materials will produce a development with a high visual (or aesthetic) quality. The applicant and/or developer will be held accountable for ensuring that the finished development resembles and is in compliance with the submitted renderings as approved by the City.

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- Placement of buildings should preserve significant natural features, such as rocks, trees, etc. In doing so, developers may make use of site variances such as adjusting setbacks. (see exhibit 4)
- Building walls or fences visible from roadways should be articulated in order to avoid a blank look. The wall can be broken up by including some combination of window/display space, plantings, offsetting walls with two-tone colors, or creating plazas, water features, art (civic, pop, etc.), awnings, or similar devices. (see exhibit 5)
- The use of bold colors should be avoided except when used as minor accents.

**Historic and Heritage Preservation:**

- The use of Historic Markers, information kiosks, project names, architectural features, or other elements of the project should promote the historic heritage of the site or surrounding area.

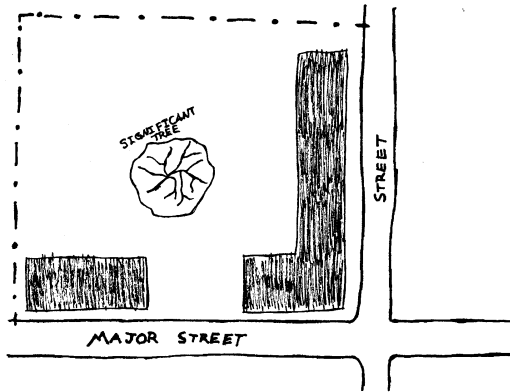


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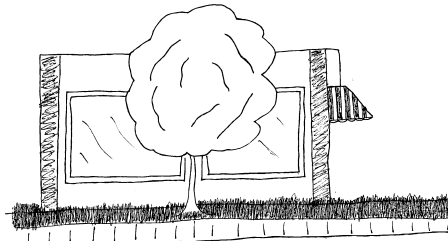


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## GATEWAYS AND CORRIDORS PRINCIPLES & GUIDELINES

Community gateways create a sense of arrival and let visitors and residents know they are in Camas. Primary and secondary gateways are designated to distinguish between gateways that offer a primary entrance into Camas and those that are secondary and serve as an entrance to a particular part of the City. Corridors extend approximately .25 miles from the gateway and included enhanced features, such as bike lanes, widened or detached sidewalks, and signage. Table 1 identifies typical gateway and corridor features that should be included in each gateway and/or corridor, as well as unique features that represent the character and style desired for a particular gateway or corridor. The unique features are consistent with the type of development currently located within the gateway and/or along the corridor in order to ensure new development and redevelopment is compatible with existing development patterns.

Gateways are entrances to the community. They portray an image of what one would expect to find as they venture throughout the community. They assist in orientation and communication of a sense of quality, civic pride, and history of the community. A gateway that is poorly planned (or developed) sends an adverse message as to what the rest of the community is like — whether accurate or not.

Two types of gateways are identified in this document as part of Camas' design review process:

**Primary Gateways** — distinguishable in that they encompass an entire corridor, whether several blocks or miles, and are primary entrances into the community. (see exhibit 6)

**Secondary Gateways** — are limited to a specific intersection (or node) and tend to be a secondary entry point into the community, but have the potential to become a primary gateway at some point in the future.

Development/redevelopment within a designated gateway must adhere to the applicable goals and policies of the Comprehensive Plan as well as applicable development regulations and other design review standards. Additionally, depending on the type of development (residential, commercial, industrial, etc.) compliance with goals and policies for the applicable land use category is required. Gateways and corridors and appropriate features are outlined in Table 1 and gateway and corridor locations are shown on the city's zoning map.

Insert Map  
Exhibit 6.

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~~The Gateway design principles and guidelines are applied in addition to other design review sections. They do not supersede or abolish other design review guidelines but instead work in concert. These principles and guidelines are created to ensure heightened attention is given to the development/redevelopment of properties located within the City's gateways.~~

## DESIGN PRINCIPLES

Design principles are developed with the intent of being applied throughout the gateway and corridor area regardless of the land use in question.

Gateways and corridors are special places within a city that help define the quality and character of the community. The elements that comprise a gateway or corridor shall be treated in a manner that calls attention to the fact that one has entered into the community. The following elements shall be addressed:

- Gateways and corridors shall be devoid of freestanding signs. Pre-existing 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.
- ~~Business signage not placed on buildings shall be integrated into the landscaping/ streetscaping of the subject property.~~
- Permanent wayfinding, historic, and/or interpretive signage within a gateway or corridor shall be standardized in a manner that creates a consistent look within the gateway or corridor in question.
- The surface of pedestrian walkways within intersections shall be accentuated with a unique character.
- Bike lanes shall be incorporated into the public right -of -way where feasible as determined by the City.
- A consistent iconic streetscape- lighting scheme shall be used.
- ~~Appropriate~~ Robust landscaping must be provided as a transition to properties adjacent to the public right of way- (e.g. trees, shrubs, rockeries) shall be provided.
- ~~Where applicable (as determined by the City),~~ Sidewalks shall be separated from the roadway through the use of planter strips (minimum 4-foot wide), 6-foot diameter tree wells or, or if feasible, raingardens/bioswales. (to be no less than 30 inches wide).
- ~~When applicable (as determined by the City),~~ Street trees of no less than two inches in diameter shall be planted within planter strips or tree wells at a spacing that creates the appearance of a continuous canopy at tree maturation. Street trees must be replaced (with an appropriate species) if they are removed due to a hazardous condition or other reasons that are first verified by a certified arborist.

## DESIGN GUIDELINES

The design guidelines for Gateways are more stringently applied than those for other sections of the manual (e.g. commercial and multi-family). Guidelines that state a certain action “shall be adhered to” are strictly enforced. Guidelines that use more *suggestive* terminology such as “should” serve as a guide to meeting the overall intent. The project proponent is expected to

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adequately address each guideline and if it cannot meet a specific guideline, then provide an explanation as to why and demonstrate how it will mitigate and still meet the intent of the design principles/guidelines.

### ***Landscaping & Screening:***

~~*Signage shall be on buildings or incorporated into the landscaping. Illumination of signs within landscaped areas shall be front-lit only, to keep the sign from being the main focus. The intent is to soften the visual impact as well as for the landscape not to be dominated by signage. (see exhibit 1)*~~

- Landscaping adjacent to the public right-of-way shall provide multiple layers of plantings, including canopy trees, understory trees, shrubs and groundcover.
- Hanging baskets should be used along building frontages to add visual interest, and must be installed so that the bottom of the basket is a minimum of 80 inches above the finished grade of the sidewalk.
- Median planting design/plant selection shall create a unique and cohesive streetscape design.

### ***Architecture:***

The type, scale, and placement of signage within a gateway can significantly effect the visual/sensory interpretation of the physical quality of the area. Gateways that appear to be littered with signage present a negative impression and an environment that individuals want to avoid.

- Freestanding signs are not allowed to be erected within Gateways.
- Permanent signage within gateways shall be standardized in terms of size, color, and materials.

### ***Massing and Setbacks:***

- New construction shall be placed as close to streets and roads as the zoning code allows. ~~Main entrances to the buildings must be oriented to the street.~~
- On-site parking areas shall be located to the rear or the side of a building.

### ***Historic and Heritage Preservation:***

The use of historic markers, information kiosks, project names, architectural features, or other elements of the project should promote the historic heritage of the site or surrounding area.

### ***Circulation & Connections:***

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The streetscape and pedestrian movements are the elements of primary interest for gateway properties. Streetscaping assists in defining the physical character of the area and pedestrian movements. The following additional accentuators can help further define pedestrian paths.

- [Orient the main public entrance toward the public right-of-way. Pedestrian walkways shall connect each building's front entry with the sidewalk.](#)
- [Bike lanes shall be provided where possible, linking public areas with neighborhoods and other local and regional bicycle corridors.](#)
- [New developments should include plans for alternative transportation, such as providing attractive bus stop shelters, bicycle parking, etc.](#)

- Trees and planting strips [or raingardens/bioswales](#) shall be used for separating vehicles and pedestrian movements, as well as provide a secure and pedestrian friendly environment.  
(~~see-See~~ exhibit 7)

- Where applicable (as determined by the City), sidewalks shall be separated from the roadway through the use of planter strips, ~~or~~ planter wells (~~to be no less than 30 inches wide~~) [or raingardens/bioswales](#).  
(~~see-See~~ exhibit 7)

- Tree spacing will be determined by the species of trees planted. The desired effect is a visual appearance of a continuous foliage canopy at maturity or seven years after tree planting (which-ever comes first). (See exhibit 7)

- Patterned pavers shall be used to define and accentuate pedestrian pathways within intersections. They include pattern stone, exposed aggregate (as long as it has a finished appearance), stamped concrete, or similar paving materials. (~~see-See~~ exhibit 8)

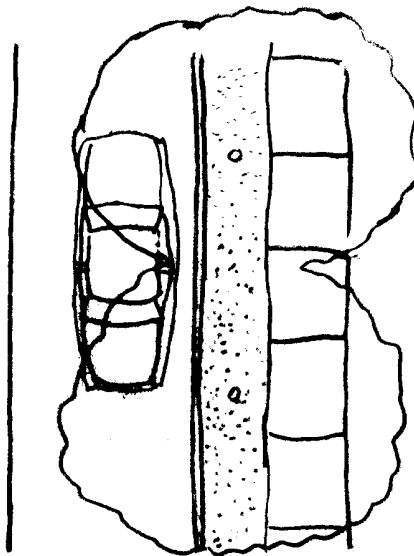


Exhibit 7.

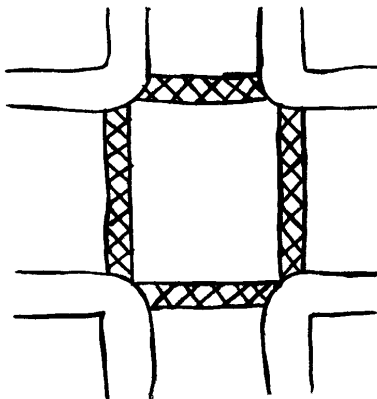


Exhibit 8.

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➤ A consistent streetscape lighting scheme shall be 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.

**Table 1. Design of Specific Gateways and Corridors**

| <b>Gateway/<br/>or Corridor</b> | <b>Designation</b> | <b>Unique Gateway/ and Corridor Features</b>  |
|---------------------------------|--------------------|---|
| <u>6th Avenue</u>               | Primary            | <ul style="list-style-type: none"> <li>• <u>Hanging flower baskets</u></li> <li>• <u>Consider roundabouts at key intersections</u></li> <li>• <u>Detached sidewalks</u></li> <li>• <u>Planted median</u></li> <li>• <u>Orient commercial buildings to the street – provide pedestrian access from buildings to sidewalks</u></li> <li>• <u>Restrict parking between buildings and the street</u></li> <li>• <u>Utilize rain garden/ bioswales for stormwater versus storm ponds</u></li> <li>• <u>Bus stop improvements (shelter, lighting, bench) – develop consistent bus stop standards to be implemented throughout the city</u></li> </ul> |
| <u>3rd Avenue</u>               | Primary            | <ul style="list-style-type: none"> <li>• <u>Hanging flower baskets</u></li> <li>• <u>Detached sidewalks</u></li> <li>• <u>Planted median</u></li> <li>• <u>Orient commercial buildings to the street – provide pedestrian access from buildings to sidewalks</u></li> <li>• <u>Restrict parking between buildings and the street</u></li> <li>• <u>Utilize rain garden/ bioswale for stormwater</u></li> </ul>  |
| <u>Everett</u>                  | Secondary          | <ul style="list-style-type: none"> <li>• <u>Widened sidewalks (for sidewalk seating or other programming)</u></li> <li>• <u>Orient commercial buildings to the street – provide pedestrian access from buildings to sidewalks</u></li> <li>• <u>Limit parking between buildings and the street</u></li> <li>• <u>Rain garden/ bioswale for stormwater</u></li> <li>• <u>Consider roundabout at Lake Road and Everett</u></li> </ul>   |
| <u>38th Avenue</u>              | Primary            | <ul style="list-style-type: none"> <li>• <u>Commercial buildings oriented to the street</u></li> <li>• <u>Enhanced landscaping in medians</u></li> <li>• <u>Stamped concrete to highlight gateway theme</u></li> <li>• <u>Install posts/poles for community pride banners (less than 4 square feet) such as school pendants</u></li> </ul>  |
| <u>Lake Road</u>                | Primary            | <ul style="list-style-type: none"> <li>• <u>Planted median with turn lane cutouts</u></li> <li>• <u>Wide bike lanes</u></li> <li>• <u>Identify locations for public green spaces and pedestrian access through campus style development</u></li> </ul>  |
| <u>Green Mountain - Goodwin</u> | Primary            | <ul style="list-style-type: none"> <li>• <u>Roundabout at gateway intersection</u></li> <li>• <u>Deep/wide frontage landscaping areas should match the natural areas along the DNR property that is west of Ingle Road.</u></li> </ul>  |
| <u>Brady Road</u>               | Primary            | <ul style="list-style-type: none"> <li>• <u>Wide sidewalk</u></li> <li>• <u>Iconic guardrails (e.g. Columbia River Highway)</u></li> <li>• <u>Limit lighting to allow for views of the night sky (motion sensors, or other technology to limit excessive light)</u></li> </ul>  |
| <u>Union Street</u>             | Secondary          | <ul style="list-style-type: none"> <li>• <u>Public art in center of roundabout</u></li> <li>• <u>Orient commercial buildings to the street – provide pedestrian access from buildings to sidewalks</u></li> <li>• <u>Limit parking between buildings and the street</u></li> <li>• <u>Rain gardens/bioswales for stormwater</u></li> <li>• <u>Planted median</u></li> </ul>   |

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## COMMERCIAL & MIXED-USE PRINCIPLES & GUIDELINES

In assessing how a proposed project addresses specific design guidelines, weight should be given to the location of the property, topographic characteristics, size and shape, disposition of adjacent properties, etc. For example, the specific character of the Community Commercial zoned properties differ based on their general location, topography, and surrounding built environment. For instance, one of the Community Commercial properties located in the Southwest portion of the City has an auto oriented feel as it is surrounded by Highway 14 and Southeast 6th Avenue. Another property located in Grass Valley has a somewhat rural feel as it is surrounded by residential and wetlands. However, even though each area has a different feel, they all have direct linkages to surrounding neighborhoods and, therefore, these properties should provide a pedestrian friendly environment (one of the specific design principles) to the degree possible along major street frontages.

### DESIGN PRINCIPLES

The following design principles are intended to be applied to all new commercial and mixed-use developments, redevelopments (including change in use, i.e. residential to commercial), or major rehabilitations (exterior changes requiring a building permit). Properties shall develop in a manner that portrays a quality image of the community.

- On-site parking areas shall be placed to the interior of the development unless site development proves prohibitive. All required on-site parking areas along adjacent roadways shall be screened with landscaping.
- Retail frontage setbacks shall not exceed 25 feet from back of curb
- Buildings shall be used to define the streetscape unless site conditions prove prohibitive which includes (not limited to):-
  - Window and door placement shall provide a high degree of transparency at the lower levels of the building, maximize visibility of pedestrian active uses, provide human-scaled architectural pattern along the street and establish a pattern of individual windows and exterior openings within building facades that provides a greater variety of scale through material variation, detail and surface relief.
  - Office and retail building shall provide a minimum solid to void ratio of 60%/40%
  - Storefront windows shall be used frequently to enliven the sidewalks.
- Structures abutting, located in, or located near less intensive uses or zoned areas (such as commercial developments next to residential areas) shall be designed to mitigate size and scale differences.
- Developments containing a multiple of uses/activities shall integrate each use/activity in a manner that achieves a seamless appearance or creates a cohesive development.
- Mixed-use developments that place uses throughout the site (horizontal development) shall organize elements in a manner that minimizes its impact on adjacent lower intensity uses.
- Walls shall be broken up to avoid a blank look and to provide a sense of scale.
- Outdoor lighting shall not be directed off site.

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## DESIGN GUIDELINES

The design guidelines developed for commercial and mixed-use developments are intended to serve as a guide. A project should not be expected to meet every design guideline as long as it can show it can achieve the overall intent of the design principles. However, the project proponent is expected to adequately address each guideline and if it cannot meet a specific guideline then provide an explanation as to why and how it will mitigate and still meet the intent of the design principles.

### ***Landscaping & Screening***

- A *landscaping/vegetation plan* needs to identify the type of plants or trees to be planted within the foreground of the visual area (or street intersection). The use of vegetation native to the Pacific Northwest (or Camas) should be encouraged, with the exception of noxious weeds. Low maintenance/hardy landscaping should also be encouraged. A list of low maintenance/hardy materials is available upon request.
- Intersections should be illuminated, but not dominated by lighting. Incorporating lighting into the landscape should be encouraged to illuminate the quality of the natural environment. Low voltage, non-glare, indirect lighting should be used exclusively for landscaping. Street lighting, such as light poles and lamps, should be compatible with other nearby lighting on the same street, unless other lighting is expected to be replaced in the foreseeable future. Surrounding sites should be screened from parking and building lighting.
- Parking spaces should be clustered in small groupings. Groupings should be separated by landscaping to create a pedestrian friendly, park like environment. Parking lot landscaping should be credited toward the total landscaping requirement. (see exhibit 9)
- Commercial developments should be encouraged to include a community information kiosk. The kiosk could be used to provide community information and/or incorporate historic/heritage information relating to the specific site or surrounding area.

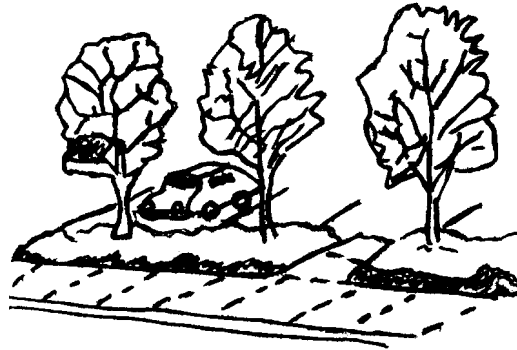


Exhibit 9.

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## Massing & Setbacks

Specific guidelines that should be addressed include:

- Since buildings define circulation routes, they should be placed as close to streets and roads as the zoning code allows before being set back to the interior or rear of the lot, unless site constraints make it impossible or characteristics of surrounding properties already developed make it incompatible. (see exhibit 10)
- Commercial structures abutting residentially zoned areas should be designed to mitigate size and scale differences.
- On-site parking areas should be placed to the interior of the site whenever possible. (see exhibit 10)

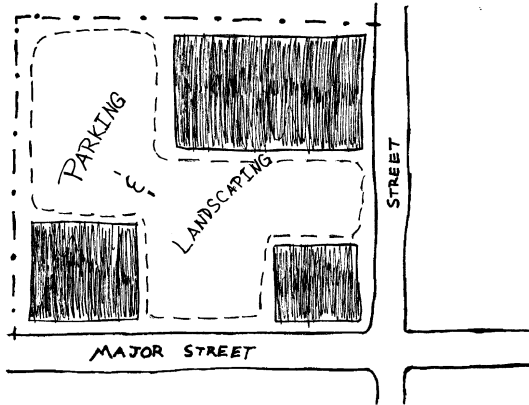


Exhibit 10.

## Architecture

- Developments surrounded by residential areas or adjacent to residentially zoned properties should be built with a residential feel (i.e. size, scale, and materials compatible with neighboring buildings).
- Buildings over two stories should have the third story and above offset from the first two stories, if surrounding developments are less than three stories or land uses designations on adjacent sites do not allow more than three story development.
- Outdoor lighting shall be hooded or shielded so as not to directly light adjoining or neighboring properties.

## Circulation & Connections

Most vacant and redevelopable commercial land within the City of Camas will occur along existing roads or areas that have established circulation and connections. Therefore, the scope of appropriate regulations in regards to connections and circulation is limited.

- Pathways define traffic/pedestrian movement. Buildings brought up to the road help define these movements. Trees and/or planting strips shall be used for separating vehicles and pedestrian movements, as well as provide a secure and pedestrian friendly environment.
- New streets intersecting commercial properties should be designed to create a safe environment. “Coving” techniques and “round-a-bouts” should be considered for traffic calming when appropriate.

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## MULTI-FAMILY PRINCIPLES & GUIDELINES

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Multi-Family structures vary significantly in form, scale, and function. Even a specific Multi-Family type (i.e. apartment building, townhouse, duplex, etc.) can vary in size and shape depending on the land use zone in question and site configuration. Therefore, a separate set of Design Review principles and guidelines have been developed for three separate multi-family structure categories:

### Multi-Family Structures:

- Stacked Housing  
[\(Apartments\)](#)
- Townhome/Rowhouse
- Duplex/Tri-plex/Four-plex

The multi-family design principles and guidelines are intended to be applied to all new development, redevelopment (including change in use, e.g. commercial to multi-family), or major rehabilitation (exterior changes requiring a building permit), unless otherwise noted in each subsection of this chapter.

### STACKED HOUSING ([APARTMENTS](#))

All structures that have separate living units located on top of one another are considered stacked housing. This includes garden apartments, flats, and low-, mid-, and high-rise structures. The principles and guidelines developed for this housing type are intended to be applied regardless of the underlying land use designation.

#### *Design Principles*

- All on-site parking areas shall be screened with landscaping. Parking spaces shall be clustered in small groups of no more than 6-10 spaces.
- [Stacked houses abutting or located in single-family residentially zoned areas shall be designed to mitigate size and scale differences.](#)
- [Buildings shall have their principal pedestrian entrance along a street, open space or mid-block 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%.](#)
- Detached garages shall be located to the rear of stacked unit(s) so as not to be directly viewable from a public street.
- [Attached garages shall account for less than 50% 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.](#)
- [Stoops, porches and direct individual entries should be encouraged for ground-floor units.](#)

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## ***Design Guidelines***

The design guidelines developed for stacked housing are intended to serve as a guide to the development community (or project proponent). A project should not be expected to meet every design guideline as long as it can show it can achieve the overall intent of the design principles. However, the project proponent is expected to adequately address each guideline and if it cannot meet a specific guideline, then provide an explanation as to why and how it will mitigate and still meet the intent of the design principles.

## ***Landscaping & Screening***

A landscaping plan shall be submitted to the City that identifies:

- The vegetation to be utilized should encourage native, low maintenance plantings. Trees planted along streetscapes with overhead power lines should include only those identified on the City's Street Tree List. When possible, existing significant trees or other natural features that do not pose a hazard or hinder development should be required to remain and be incorporated into the landscaping and site plans.
- Landscape lighting should be low voltage, non-glare, and indirect. Street lighting, such as light poles and lamps, should be 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 should be screened from parking and building lighting.
- Parking spaces should be clustered in small groupings. Groupings should be separated by landscaping to create a pedestrian friendly, park-like environment. Parking lot landscaping should be credited toward the total landscaping requirement. (see exhibit 9)
- Green belts should be used to separate different uses whenever possible. (see exhibit 3)
- The vertical intensity of landscaping should increase as the height of the structure increases. With the exception of properties located in or abutting the Downtown Commercial (DC) zone, greater setbacks can be used to create a greater buffer and lessen the need for more intense vertical landscape materials.

## ***Circulation & Connections***

The following guideline is important to consider in terms of public safety or the perception thereof:

- Pathways define traffic/pedestrian movement. Buildings brought up to the public right-of-way help define these movements. Trees and/or planting strips shall be used for separating vehicles and pedestrian movements as well as providing a secure and pedestrian friendly environment.

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## TOWNHOMES & ROWHOUSES

Townhomes and rowhouses tend to be made up of several one to three story units that are attached (or connected) by a common wall. For the Design Review process, the Townhome/Rowhouse regulations address structures with two to five units attached by a common wall and configured in a townhouse style of structure. The principles and guidelines developed for this housing type are intended to be applied regardless of the underlying land use designation.

### *Design Principles*

- All on-site parking areas (excluding driveways and garages) shall be screened with landscaping.
- Buildings shall be used to define the streetscape unless site conditions prove prohibitive.
- Structures abutting or located in single family residentially zoned areas shall be designed to mitigate size and scale differences when appropriate.
- 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%.
- Detached garages shall be located to the rear of the townhouse or rowhouse unit(s) so as not to be directly viewable from a public street.
- Attached garages shall account for less than 50% 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.

### *Design Guidelines*

The design guidelines developed for townhomes and rowhouses are intended to serve as a guide to the development community (or project proponent).

### *Landscaping & Screening*

A landscaping plan shall be submitted to the City that identifies:

- Green belts should be used to separate different uses or intensity of uses whenever possible. (see exhibit 3)
- The vertical intensity of landscaping should increase as the height of the structure increases. With the exception of properties located in or abutting the Downtown Commercial zone, greater setbacks can be used to create a greater buffer and lessen the need for more intense vertical landscape materials.

### *Circulation & Connections*

The following guideline is important to consider in terms of public safety or the perception thereof:

- Pathways define traffic/pedestrian movement. Buildings brought up to the public right-of-way help define these movements. Trees and/or planting strips shall be used for separating vehicles and pedestrian movements as well as providing a secure and pedestrian friendly environment.

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## DUPLEX, TRIPLEX, & FOUR-PLEX

Duplexes, triplexes, and four-plexes tend to be constructed to resemble single family homes. For the design review process, the Duplex/Triplex/Four-plex regulations address structures with two to four units attached by a common wall that are configured to resemble a single-family style of structure. The specific principles and guidelines developed for this housing type are mandatory and intended to be applied regardless of the underlying land use designation.

### *Design Principles*

- Garages shall account for less than 50% 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.
- Buildings shall provide a complementary façade that faces the public right of way, and should be the primary entrance to a unit or multiple units, unless impracticable.

### *Design Guidelines*

#### *Architecture*

- Garages shall account for less than 50% 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.

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# CAMAS DESIGN REVIEW MANUAL: GATEWAYS, COMMERCIAL, MIXED-USE & MULTI-FAMILY USES

**Prepared For:**

Camas City Council

**Prepared By:**

Design Review Ad Hoc Committee

**Proposed Draft Amendments (March 3, 2016) to December 2002  
Version**



Drawing from the cover of Municipal Research Service Center's "Infill Development" handbook.

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## PREFACE

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The Camas City Council formed the original Design Review Ad Hoc Committee (DRAC) at its January 1998 planning retreat. The committee's primary goal was to assess whether or not design review would be a good idea for Camas. The DRAC reviewed materials collected from the Municipal Research Services Center that included design review manuals from Bainbridge Island, Gig Harbor, and Sumner, as well as news articles, legal opinions, and implementing ordinances. The committee also conducted an informal survey at a United Camas Association of Neighborhoods (UCAN) meeting and a telephone conference with the City of Olympia's Planning Director. At the end of June 1998, the committee reported back to the City Council with their findings.

In order to answer the question, "is design review good for Camas?", the committee tried to decide from a community perspective what the purpose of design review would be. What should it accomplish? What should it prevent? The DRAC concluded that a good starting point would be to review the City's Mission Statement which follows:

*"The City of Camas commits to preserving its heritage, sustaining and enhancing a high quality of life for all its citizens and developing the community to meet the challenges of the future. We take pride in preserving a healthful environment while promoting economic growth. We encourage citizens to participate in government and community, assisting the city in its efforts to provide quality services consistent with their desires and needs."*

Design review, in the context of the City's mission statement, should aid in the preservation of our community's heritage; enhance our City's quality of life; guide us through the challenges of the future; preserve a healthy environment; promote economic growth; and enable citizens to participate in the process.

Based on all the materials reviewed and the level of interest from UCAN members, the DRAC concluded that design review was worth further investigation and recommended to the City Council that a citizen committee be formed and that the members be made up of individuals familiar with the development process. The City Council agreed to further study design review by establishing a citizen committee to draft guidelines that could be successfully implemented for the City. The citizen committee met every first and third Wednesday of each month since September of 1998. Commercial guidelines were adopted in May, 2001, with the multi-family and gateway sections being added to the Design Review Code in December, 2002. What proceeds in this manual is the compilation of over three years worth of work by the DRAC.

# INTRODUCTION

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All proposals subject to design review should strive to meet the goals of design review and address each of the appropriate design principles and development guidelines. In order to achieve the established *goals of design review*, a set of design principles and development guidelines have been identified for both commercial and multi-family land-uses. Design principles are the overriding factors that each development proposal must demonstrate it can achieve or reasonably mitigate. Development guidelines are created to assist the development's applicant in accomplishing the design principles as well as conform to the established *goals of design review*.

## GOALS OF DESIGN REVIEW

The goals of design review are intended to establish the overall purpose (or intent) of the design principles and development guidelines and set the stage for what they should be trying to accomplish. The *goals* of design review are:

- All developments should be meaningful, add value, and produce a positive impact on the immediate area, as well as the community;
- To encourage better design and site planning so that new development will preserve or enhance the community's character as well as allow for diversity and creativity;
- To encourage compatibility with surrounding uses (zone transition) and quality design;
- To promote responsible development that results in an efficient use of the land;
- To create a park like setting with the integration of the building, landscaping, and natural environment;
- To preserve the community's heritage by incorporating a piece of the area's history into the development;
- To facilitate early and on-going communication among property owners, neighborhoods, and City officials;
- To increase public awareness of design issues and options; and
- To provide an objective basis for decisions that address visual impact and the community's future growth.

## DESIGN PRINCIPLES VS. DEVELOPMENT GUIDELINES

Design principles are established for both multi-family and commercial uses and all uses located within a gateway. An exception from the design review process is provided for those activities subject to design review requirements for heritage register properties or districts [CMC 16.07.070]. Commercial uses in the context of design review include both traditional uses listed as commercial under the zoning code as well as recreational, religious, cultural, educational and governmental buildings and associated properties.

Design principles are the overriding factors that the development guidelines are trying to accomplish. Every development proposal (whether the applicant is from a private, non-profit, or public entity) that comes before the City must adequately address each of the design principles and demonstrate that it can achieve the overall intent of the established principles. If a proposal can not meet every development guideline set forth under each section, but has demonstrated that it can achieve the overall intent of the established design principles, then the City may have reason to allow the proposal to move forward through the approval process.

## DEVELOPMENT GUIDELINES

Development guidelines for gateways, multi-family, and commercial uses have been divided into five major guideline categories: <sup>a)</sup> Landscaping & Screening, <sup>b)</sup> Architecture, <sup>c)</sup> Massing & Setbacks, <sup>d)</sup> Historic & Heritage Preservation, and <sup>e)</sup> Circulation & Connections. Under each major category is a list of general issues that should be addressed, if appropriate, by each proposal subject to design review.

### Landscaping & Screening:

- Impervious vs. Pervious
- Landscaping & Screening
- Signage
- Lighting
- Outdoor Furnishings
- Fences
- Significant Trees
- Outdoor Common Areas
- Parkway

### Architecture:

- Signage
- Lighting
- Building Form (architecture)
- Building Materials

### Massing & Setbacks:

- Complement Surrounding Uses
- View Shed
- Infill
- Density Provisions
- Height, Bulk, Scale
- Flexibility of Building Location (Preservation)
- Zone Transition

### Historic and Heritage Preservation:

- Preservation of Existing Structures or Sites
- Incorporate Historic/Heritage Information

### Circulation & Connections:

- Walkways, Trails & Parking
- Transit Stops
- Streetscape
- Traffic Patterns (entrance, exits, delivery, etc)



# STANDARD PRINCIPLES & GUIDELINES

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Standard principles and guidelines are applicable to all commercial, mixed-use and multi-family developments, redevelopments (including change in use, e.g. residential to commercial), or major rehabilitations (exterior changes requiring a building permit). Additional principles may be found under each of the specific categories.

## STANDARD DESIGN PRINCIPLES

A site plan should be provided by the applicant that identifies and illustrates how the proposed development will meet the design principles. The site plan should include placement of buildings, designated landscaped and open space areas, parking, and any other major components of the development. The site plan should also include dimensions as to give all reviewers a sense of scale. Rehabilitation projects are only required to address the principles and guidelines that relate to the building permits they are seeking.

- Landscaping shall be done with purpose. It should be used as a tool to integrate the proposed development with the surrounding environment as well as each of the major project elements (e.g. parking, building(s), etc.).
- All attempts shall be made at minimizing the removal of significant natural features. Significant natural features shall be integrated into the overall site plan.
- 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.
- A proposed development shall attempt to incorporate or enhance historic/heritage elements related to the specific site or surrounding area.

## STANDARD DESIGN GUIDELINES

The standard design guidelines serve as a guide to the development community (or project proponent). These guidelines are developed to assist a project in meeting the established design principles. Furthermore, a project should not be expected to meet every design guideline as long as it can show it can achieve the overall intent of the design principles. However, the project proponent is expected to adequately address each guideline and if it cannot meet a specific guideline then provide an explanation as to why and how it will mitigate and still meet the intent of the design principles.

### *Landscaping & Screening*

- Landscaping and screening is an important factor in determining the overall character of the building site. Landscaping should be done with purpose, such as providing a buffer against less intense uses, screening parking or other components viewed as being intrusive, and defining the streetscape.

- Signage should be placed on buildings or incorporated into the landscaping. If signs are illuminated, then they shall be front lit (light cast onto the face of the sign from a source positioned in front of the sign). Signage in the landscaping should be built in to the vegetation to keep it from being the main focus – similar to the light industrial zones. Efforts should be made to make signs vandal resistant. The intent is for the landscape not to be dominated by signage as well as to soften the visual impact. (see exhibit 1)
- Outdoor furnishings, when used, should be compatible with the immediate environment.
- If the site is to be fenced, then the fencing should be incorporated into the landscaping so as to have little or no visual impact. (see exhibit 2)
- The vegetation to be utilized should encourage native, low maintenance plantings. Trees planted along streetscapes with overhead power lines should include only those identified on the City’s Street Tree List. When possible, existing significant trees or other natural features that do not pose a hazard or hinder development should be required to remain and be incorporated into the landscaping and site plans.
- Landscape lighting should be low voltage, non-glare, and indirect. Street lighting, such as light poles and lamps, should be 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.

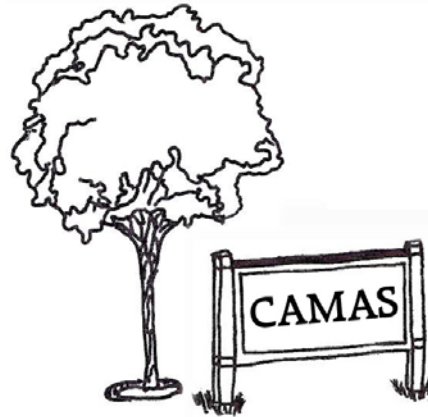


Exhibit 1.

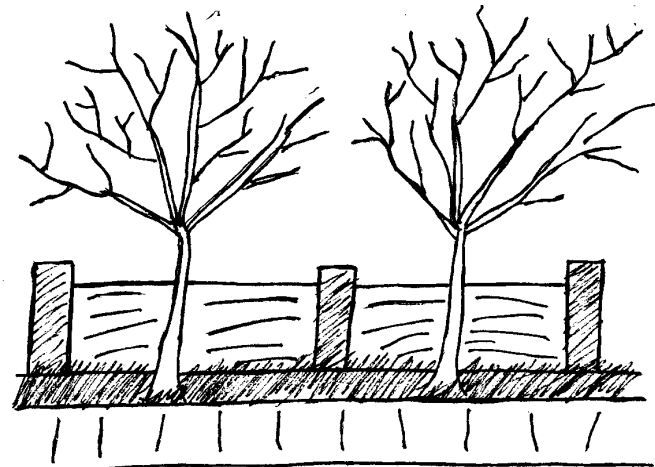


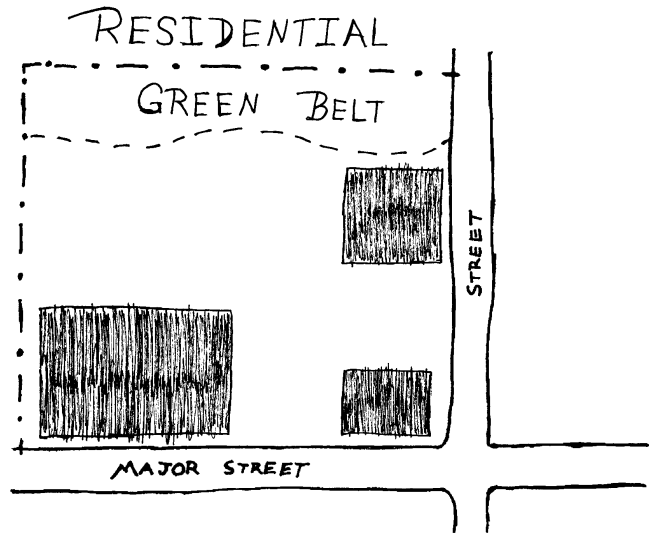
Exhibit 2.

### ***Massing & Setbacks***

- Massing and setbacks are major elements of a site plan. These elements have the greatest impact as to how the proposed development relates to the surrounding area and how

individuals living and visiting the area interact with the development. Major components that define the character and quality of the proposed development include the size, scale, and placement of buildings, lot coverage, and traffic/pedestrian circulation.

- Higher density/larger structures abutting lower density residential structures should be designed to mitigate size and scale differences. In some cases, creating a natural buffer may be appropriate. (see exhibit 3)



**Exhibit 3.**

### ***Architecture***

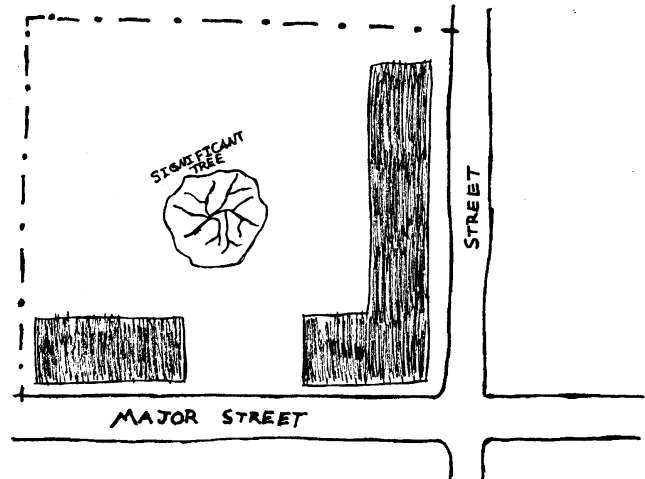
Few restrictions should be placed on the architecture and building materials used in the development. Instead, general guidelines are developed to identify the type of development desired:

- Buildings should have a “finished”, sound, durable, and permanent appearance. Use of panelized materials should be integrated into the development in a manner that achieves a seamless appearance. This would bring into question the use of corrugated materials, standing seam, T-1 11, or similar siding materials, unless it can be shown through the use of renderings or other visual applications that the use of these materials will produce a development with a high visual (or aesthetic) quality. The applicant and/or developer will be held accountable for ensuring that the finished development resembles and is in compliance with the submitted renderings as approved by the City.

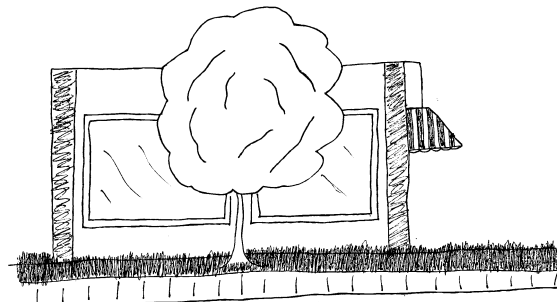
- Placement of buildings should preserve significant natural features, such as rocks, trees, etc. In doing so, developers may make use of site variances such as adjusting setbacks. (see exhibit 4)
- Building walls or fences visible from roadways should be articulated in order to avoid a blank look. The wall can be broken up by including some combination of window/display space, plantings, offsetting walls with two-tone colors, or creating plazas, water features, art (civic, pop, etc.), awnings, or similar devices. (see exhibit 5)
- The use of bold colors should be avoided except when used as minor accents.

***Historic and Heritage Preservation:***

- The use of Historic Markers, information kiosks, project names, architectural features, or other elements of the project should promote the historic heritage of the site or surrounding area.



**Exhibit 4.**



**Exhibit 5.**

# **GATEWAYS AND CORRIDORS PRINCIPLES & GUIDELINES**

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Community gateways create a sense of arrival and let visitors and residents know they are in Camas. Primary and secondary gateways are designated to distinguish between gateways that offer a primary entrance into Camas and those that are secondary and serve as an entrance to a particular part of the City. Corridors extend approximately .25 miles from the gateway and included enhanced features, such as bike lanes, widened or detached sidewalks, and signage. Table 1 identifies typical gateway and corridor features that should be included in each gateway and/or corridor, as well as unique features that represent the character and style desired for a particular gateway or corridor. The unique features are consistent with the type of development currently located within the gateway and/or along the corridor in order to ensure new development and redevelopment is compatible with existing development patterns.

Development/redevelopment within a designated gateway must adhere to the applicable goals and policies of the Comprehensive Plan as well as applicable development regulations and other design review standards. Additionally, depending on the type of development (residential, commercial, industrial, etc.) compliance with goals and policies for the applicable land use category is required. Gateways and corridors and appropriate features are outlined in Table 1 and gateway and corridor locations are shown on the city's zoning map.

## **DESIGN PRINCIPLES**

Design principles are developed with the intent of being applied throughout the gateway and corridor area regardless of the land use in question.

Gateways and corridors are special places within a city that help define the quality and character of the community. The elements that comprise a gateway or corridor shall be treated in a manner that calls attention to the fact that one has entered into the community. The following elements shall be addressed:

- Gateways and corridors shall be devoid of freestanding signs. Pre-existing 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.
- Permanent wayfinding, historic, and/or interpretive signage within a gateway or corridor shall be standardized in a manner that creates a consistent look within the gateway or corridor in question.
- The surface of pedestrian walkways within intersections shall be accentuated with a unique character.
- Bike lanes shall be incorporated into the public right of way where feasible as determined by the City.
- A consistent iconic streetscape lighting scheme shall be used.
- Robust landscaping must be provided as a transition to properties adjacent to the public right of way (e.g. trees, shrubs, rockeries).
- Sidewalks shall be separated from the roadway through the use of planter strips (minimum 4-foot wide), 6-foot diameter tree wells, or if feasible, raingardens/bioswales .

- Street trees of no less than two inches in diameter shall be planted within planter strips or tree wells at a spacing that creates the appearance of a continuous canopy at tree maturation. Street trees must be replaced (with an appropriate species) if they are removed due to a hazardous condition or other reasons that are first verified by a certified arborist.

## **DESIGN GUIDELINES**

The design guidelines for Gateways are more stringently applied than those for other sections of the manual (e.g. commercial and multi-family). Guidelines that state a certain action “shall be adhered to” are strictly enforced. Guidelines that use more *suggestive* terminology such as “should” serve as a guide to meeting the overall intent. The project proponent is expected to adequately address each guideline and if it cannot meet a specific guideline, then provide an explanation as to why and demonstrate how it will mitigate and still meet the intent of the design principles/guidelines.

### ***Landscaping & Screening:***

- Landscaping adjacent to the public right-of-way shall provide multiple layers of plantings, including canopy trees, understory trees, shrubs and groundcover.
- Hanging baskets should be used along building frontages to add visual interest, and must be installed so that the bottom of the basket is a minimum of 80 inches above the finished grade of the sidewalk.
- Median planting design/plant selection shall create a unique and cohesive streetscape design.

### ***Architecture:***

The type, scale, and placement of signage within a gateway can significantly effect the visual/sensory interpretation of the physical quality of the area. Gateways that appear to be littered with signage present a negative impression and an environment that individuals want to avoid.

- Freestanding signs are not allowed to be erected within Gateways.
- Permanent signage within gateways shall be standardized in terms of size, color, and materials.

### ***Massing and Setbacks:***

- New construction shall be placed as close to streets and roads as the zoning code allows. Main entrances to the buildings must be oriented to the street.
- On-site parking areas shall be located to the rear or the side of a building.

### ***Historic and Heritage Preservation:***

The use of historic markers, information kiosks, project names, architectural features, or other elements of the project should promote the historic heritage of the site or surrounding area.

### ***Circulation & Connections:***

The streetscape and pedestrian movements are the elements of primary interest for gateway properties. Streetscaping assists in defining the physical character of the area and pedestrian movements. The following additional accentuators can help further define pedestrian paths.

- Orient the main public entrance toward the public right-of-way. Pedestrian walkways shall connect each building's front entry with the sidewalk.
- Bike lanes shall be provided where possible, linking public areas with neighborhoods and other local and regional bicycle corridors.
- New developments should include plans for alternative transportation, such as providing attractive bus stop shelters, bicycle parking, etc.
- Trees and planting strips or raingardens/bioswales shall be used for separating vehicles and pedestrian movements, as well as provide a secure and pedestrian friendly environment. (See exhibit 7)
- Where applicable (as determined by the City), sidewalks shall be separated from the roadway through the use of planter strips, planter wells or raingardens/bioswales. (See exhibit 7)
- Tree spacing will be determined by the species of trees planted. The desired effect is a visual appearance of a continuous foliage canopy at maturity or seven years after tree planting (whichever comes first). (See exhibit 7)
- Patterned pavers shall be used to define and accentuate pedestrian pathways within intersections. They include pattern stone, exposed aggregate (as long as it has a finished appearance), stamped concrete, or similar paving materials. (See exhibit 8)
- A consistent streetscape lighting scheme shall be used that portrays the primary development period, architecture characteristics, or predetermined theme as identified

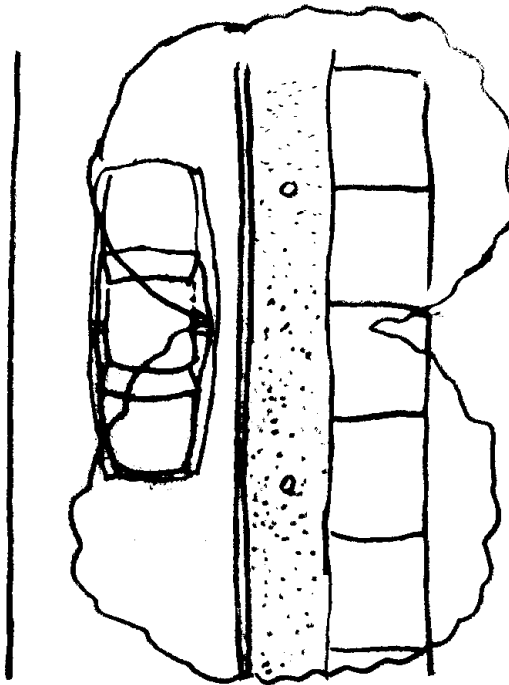


Exhibit 7.

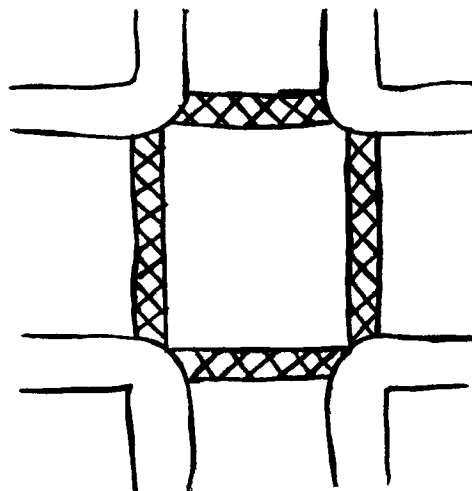


Exhibit 8.

in a concept plan, sub-area plan, or master plan recognized by the City.

Table 1. Design of Specific Gateways and Corridors

| Gateway or Corridor             | Designation | Unique Gateway and Corridor Features  |
|---------------------------------|-------------|---|
| <b>6th Avenue</b>               | Primary     | <ul style="list-style-type: none"> <li>• Hanging flower baskets</li> <li>• Consider roundabouts at key intersections</li> <li>• Detached sidewalks</li> <li>• Planted median</li> <li>• Orient commercial buildings to the street – provide pedestrian access from buildings to sidewalks</li> <li>• Restrict parking between buildings and the street</li> <li>• Utilize rain garden/ bioswales for stormwater versus storm ponds</li> <li>• Bus stop improvements (shelter, lighting, bench) – develop consistent bus stop standards to be implemented throughout the city</li> </ul> |
| <b>3rd Avenue</b>               | Primary     | <ul style="list-style-type: none"> <li>• Hanging flower baskets</li> <li>• Detached sidewalks</li> <li>• Planted median</li> <li>• Orient commercial buildings to the street – provide pedestrian access from buildings to sidewalks</li> <li>• Restrict parking between buildings and the street</li> <li>• Utilize rain garden/ bioswale for stormwater</li> </ul>  |
| <b>Everett</b>                  | Secondary   | <ul style="list-style-type: none"> <li>• Widened sidewalks (for sidewalk seating or other programming)</li> <li>• Orient commercial buildings to the street – provide pedestrian access from buildings to sidewalks</li> <li>• Limit parking between buildings and the street</li> <li>• Rain garden/ bioswale for stormwater</li> <li>• Consider roundabout at Lake Road and Everett</li> </ul>  |
| <b>38th Avenue</b>              | Primary     | <ul style="list-style-type: none"> <li>• Commercial buildings oriented to the street</li> <li>• Enhanced landscaping in medians</li> <li>• Stamped concrete to highlight gateway theme</li> <li>• Install posts/poles for community pride banners (less than 4 square feet) such as school pendants</li> </ul>  |
| <b>Lake Road</b>                | Primary     | <ul style="list-style-type: none"> <li>• Planted median with turn lane cutouts</li> <li>• Wide bike lanes</li> <li>• Identify locations for public green spaces and pedestrian access through campus style development</li> </ul>   |
| <b>Green Mountain - Goodwin</b> | Primary     | <ul style="list-style-type: none"> <li>• Roundabout at gateway intersection</li> <li>• Deep/wide frontage landscaping areas should match the natural areas along the DNR property that is west of Ingle Road.</li> </ul>  |
| <b>Brady Road</b>               | Primary     | <ul style="list-style-type: none"> <li>• Wide sidewalk</li> <li>• Iconic guardrails (e.g. Columbia River Highway)</li> <li>• Limit lighting to allow for views of the night sky (motion sensors, or other technology to limit excessive light)</li> </ul>   |
| <b>Union Street</b>             | Secondary   | <ul style="list-style-type: none"> <li>• Public art in center of roundabout</li> <li>• Orient commercial buildings to the street – provide pedestrian access from buildings to sidewalks</li> <li>• Limit parking between buildings and the street</li> <li>• Rain gardens/bioswales for stormwater</li> <li>• Planted median</li> </ul>  |



# COMMERCIAL & MIXED-USE PRINCIPLES & GUIDELINES

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In assessing how a proposed project addresses specific design guidelines, weight should be given to the location of the property, topographic characteristics, size and shape, disposition of adjacent properties, etc. For example, the specific character of the Community Commercial zoned properties differ based on their general location, topography, and surrounding built environment. For instance, one of the Community Commercial properties located in the Southwest portion of the City has an auto oriented feel as it is surrounded by Highway 14 and Southeast 6th Avenue. Another property located in Grass Valley has a somewhat rural feel as it is surrounded by residential and wetlands. However, even though each area has a different feel, they all have direct linkages to surrounding neighborhoods and, therefore, these properties should provide a pedestrian friendly environment (one of the specific design principles) to the degree possible along major street frontages.

## DESIGN PRINCIPLES

The following design principles are intended to be applied to all new commercial and mixed-use developments, redevelopments (including change in use, i.e. residential to commercial), or major rehabilitations (exterior changes requiring a building permit). Properties shall develop in a manner that portrays a quality image of the community.

- On-site parking areas shall be placed to the interior of the development unless site development proves prohibitive. All required on-site parking areas shall be screened with landscaping.
- Retail frontage setbacks shall not exceed 25 feet from back of curb
- Buildings shall be used to define the streetscape unless site conditions prove prohibitive which includes (not limited to):
  - Window and door placement shall provide a high degree to transparency at the lower levels of the building, maximize visibility of pedestrian active uses, provide human-scaled architectural pattern along the street and establish a pattern of individual windows and exterior openings within building facades that provides a greater variety of scale through material variation, detail and surface relief.
  - Office and retail building shall provide a minimum solid to void ratio of 60%/40%
  - Storefront windows shall be used frequently to enliven the sidewalks.
- Structures abutting, located in, or located near less intensive uses or zoned areas (such as commercial developments next to residential areas) shall be designed to mitigate size and scale differences.
- Developments containing a multiple of uses/activities shall integrate each use/activity in a manner that achieves a seamless appearance or creates a cohesive development.
- Mixed-use developments that place uses throughout the site (horizontal development) shall organize elements in a manner that minimizes it's impact on adjacent lower intensity uses.
- Walls shall be broken up to avoid a blank look and to provide a sense of scale.
- Outdoor lighting shall not be directed off site.

## DESIGN GUIDELINES

The design guidelines developed for commercial and mixed-use developments are intended to serve as a guide. A project should not be expected to meet every design guideline as long as it can show it can achieve the overall intent of the design principles. However, the project proponent is expected to adequately address each guideline and if it cannot meet a specific guideline then provide an explanation as to why and how it will mitigate and still meet the intent of the design principles.

### *Landscaping & Screening*

➤ A *landscaping/vegetation plan* needs to identify the type of plants or trees to be planted within the foreground of the visual area (or street intersection). The use of vegetation native to the Pacific Northwest (or Camas) should be encouraged, with the exception of noxious weeds. Low maintenance/hardy landscaping should also be encouraged. A list of low maintenance/hardy materials is available upon request.

➤ Intersections should be illuminated, but not dominated by lighting. Incorporating lighting into the landscape should be encouraged to illuminate the quality of the natural environment. Low voltage, non-glare, indirect lighting should be used exclusively for landscaping. Street lighting, such as light poles and lamps, should be compatible with other nearby lighting on the same street, unless other lighting is expected to be replaced in the foreseeable future. Surrounding sites should be screened from parking and building lighting.

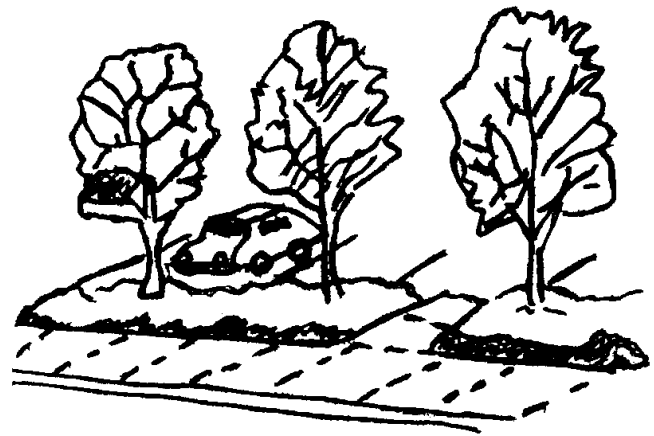


Exhibit 9.

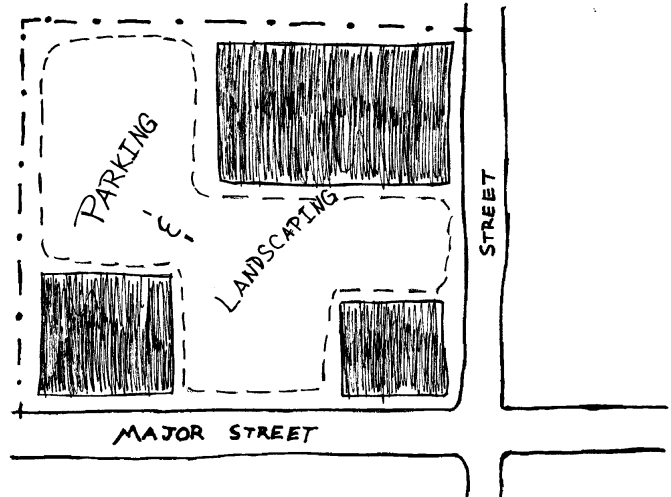
➤ Parking spaces should be clustered in small groupings. Groupings should be separated by landscaping to create a pedestrian friendly, park like environment. Parking lot landscaping should be credited toward the total landscaping requirement. (see exhibit 9)

➤ Commercial developments should be encouraged to include a community information kiosk. The kiosk could be used to provide community information and/or incorporate historic/heritage information relating to the specific site or surrounding area.

## ***Massing & Setbacks***

Specific guidelines that should be addressed include:

- Since buildings define circulation routes, they should be placed as close to streets and roads as the zoning code allows before being set back to the interior or rear of the lot, unless site constraints make it impossible or characteristics of surrounding properties already developed make it incompatible. (see exhibit 10)
- Commercial structures abutting residentially zoned areas should be designed to mitigate size and scale differences.
- On-site parking areas should be placed to the interior of the site whenever possible. (see exhibit 10)



**Exhibit 10.**

## ***Architecture***

- Developments surrounded by residential areas or adjacent to residentially zoned properties should be built with a residential feel (i.e. size, scale, and materials compatible with neighboring buildings).
- Buildings over two stories should have the third story and above offset from the first two stories, if surrounding developments are less than three stories or land uses designations on adjacent sites do not allow more than three story development.
- Outdoor lighting shall be hooded or shielded so as not to directly light adjoining or neighboring properties.

## ***Circulation & Connections***

Most vacant and redevelopable commercial land within the City of Camas will occur along existing roads or areas that have established circulation and connections. Therefore, the scope of appropriate regulations in regards to connections and circulation is limited.

- Pathways define traffic/pedestrian movement. Buildings brought up to the road help define these movements. Trees and/or planting strips shall be used for separating vehicles and pedestrian movements, as well as provide a secure and pedestrian friendly environment.
- New streets intersecting commercial properties should be designed to create a safe environment. “Coving” techniques and “round-a-bouts” should be considered for traffic calming when appropriate.

# MULTI-FAMILY PRINCIPLES & GUIDELINES

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Multi-Family structures vary significantly in form, scale, and function. Even a specific Multi-Family type (i.e. apartment building, townhouse, duplex, etc.) can vary in size and shape depending on the land use zone in question and site configuration. Therefore, a separate set of Design Review principles and guidelines have been developed for three separate multi-family structure categories:

## **Multi-Family Structures:**

- Stacked Housing  
(Apartments)
- Townhome/Rowhouse
- Duplex/Tri-plex/Four-plex

The multi-family design principles and guidelines are intended to be applied to all new development, redevelopment (including change in use, e.g. commercial to multi-family), or major rehabilitation (exterior changes requiring a building permit), unless otherwise noted in each subsection of this chapter.

## **STACKED HOUSING (APARTMENTS)**

All structures that have separate living units located on top of one another are considered stacked housing. This includes garden apartments, flats, and low-, mid-, and high-rise structures. The principles and guidelines developed for this housing type are intended to be applied regardless of the underlying land use designation.

### ***Design Principles***

- All on-site parking areas shall be screened with landscaping. Parking spaces shall be clustered in small groups of no more than 6-10 spaces.
- Stacked houses abutting or located in single-family residentially zoned areas shall be designed to mitigate size and scale differences.
- Buildings shall have their principal pedestrian entrance along a street, open space or mid-block 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%.
- Detached garages shall be located to the rear of stacked unit(s) so as not to be directly viewable from a public street.
- Attached garages shall account for less than 50% 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.
- Stoops, porches and direct individual entries should be encouraged for ground-floor units.

## ***Design Guidelines***

The design guidelines developed for stacked housing are intended to serve as a guide to the development community (or project proponent). A project should not be expected to meet every design guideline as long as it can show it can achieve the overall intent of the design principles. However, the project proponent is expected to adequately address each guideline and if it cannot meet a specific guideline, then provide an explanation as to why and how it will mitigate and still meet the intent of the design principles.

## ***Landscaping & Screening***

A landscaping plan shall be submitted to the City that identifies:

- The vegetation to be utilized should encourage native, low maintenance plantings. Trees planted along streetscapes with overhead power lines should include only those identified on the City's Street Tree List. When possible, existing significant trees or other natural features that do not pose a hazard or hinder development should be required to remain and be incorporated into the landscaping and site plans.
- Landscape lighting should be low voltage, non-glare, and indirect. Street lighting, such as light poles and lamps, should be 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 should be screened from parking and building lighting.
- Parking spaces should be clustered in small groupings. Groupings should be separated by landscaping to create a pedestrian friendly, park-like environment. Parking lot landscaping should be credited toward the total landscaping requirement. (see exhibit 9)
- Green belts should be used to separate different uses whenever possible. (see exhibit 3)
- The vertical intensity of landscaping should increase as the height of the structure increases. With the exception of properties located in or abutting the Downtown Commercial (DC) zone, greater setbacks can be used to create a greater buffer and lessen the need for more intense vertical landscape materials.

## ***Circulation & Connections***

The following guideline is important to consider in terms of public safety or the perception thereof:

- Pathways define traffic/pedestrian movement. Buildings brought up to the public right-of-way help define these movements. Trees and/or planting strips shall be used for separating vehicles and pedestrian movements as well as providing a secure and pedestrian friendly environment.

## **TOWNHOMES & ROWHOUSES**

Townhomes and rowhouses tend to be made up of several one to three story units that are attached (or connected) by a common wall. For the Design Review process, the Townhome/Rowhouse regulations address structures with two to five units attached by a common wall and configured in a townhouse style of structure. The principles and guidelines developed for this housing type are intended to be applied regardless of the underlying land use designation.

### ***Design Principles***

- All on-site parking areas (excluding driveways and garages) shall be screened with landscaping.
- Buildings shall be used to define the streetscape unless site conditions prove prohibitive.
- Structures abutting or located in single family residentially zoned areas shall be designed to mitigate size and scale differences when appropriate.
- 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%.
- Detached garages shall be located to the rear of the townhouse or rowhouse unit(s) so as not to be directly viewable from a public street.
- Attached garages shall account for less than 50% 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.

### ***Design Guidelines***

The design guidelines developed for townhomes and rowhouses are intended to serve as a guide to the development community (or project proponent).

### ***Landscaping & Screening***

A landscaping plan shall be submitted to the City that identifies:

- Green belts should be used to separate different uses or intensity of uses whenever possible. (see exhibit 3)
- The vertical intensity of landscaping should increase as the height of the structure increases. With the exception of properties located in or abutting the Downtown Commercial zone, greater setbacks can be used to create a greater buffer and lessen the need for more intense vertical landscape materials.

### ***Circulation & Connections***

The following guideline is important to consider in terms of public safety or the perception thereof:

- Pathways define traffic/pedestrian movement. Buildings brought up to the public right-of-way help define these movements. Trees and/or planting strips shall be used for separating vehicles and pedestrian movements as well as providing a secure and pedestrian friendly environment.

## **DUPLEX, TRIPLEX, & FOUR-PLEX**

Duplexes, triplexes, and four-plexes tend to be constructed to resemble single family homes. For the design review process, the Duplex/Triplex/Four-plex regulations address structures with two to four units attached by a common wall that are configured to resemble a single-family style of structure. The specific principles and guidelines developed for this housing type are mandatory and intended to be applied regardless of the underlying land use designation.

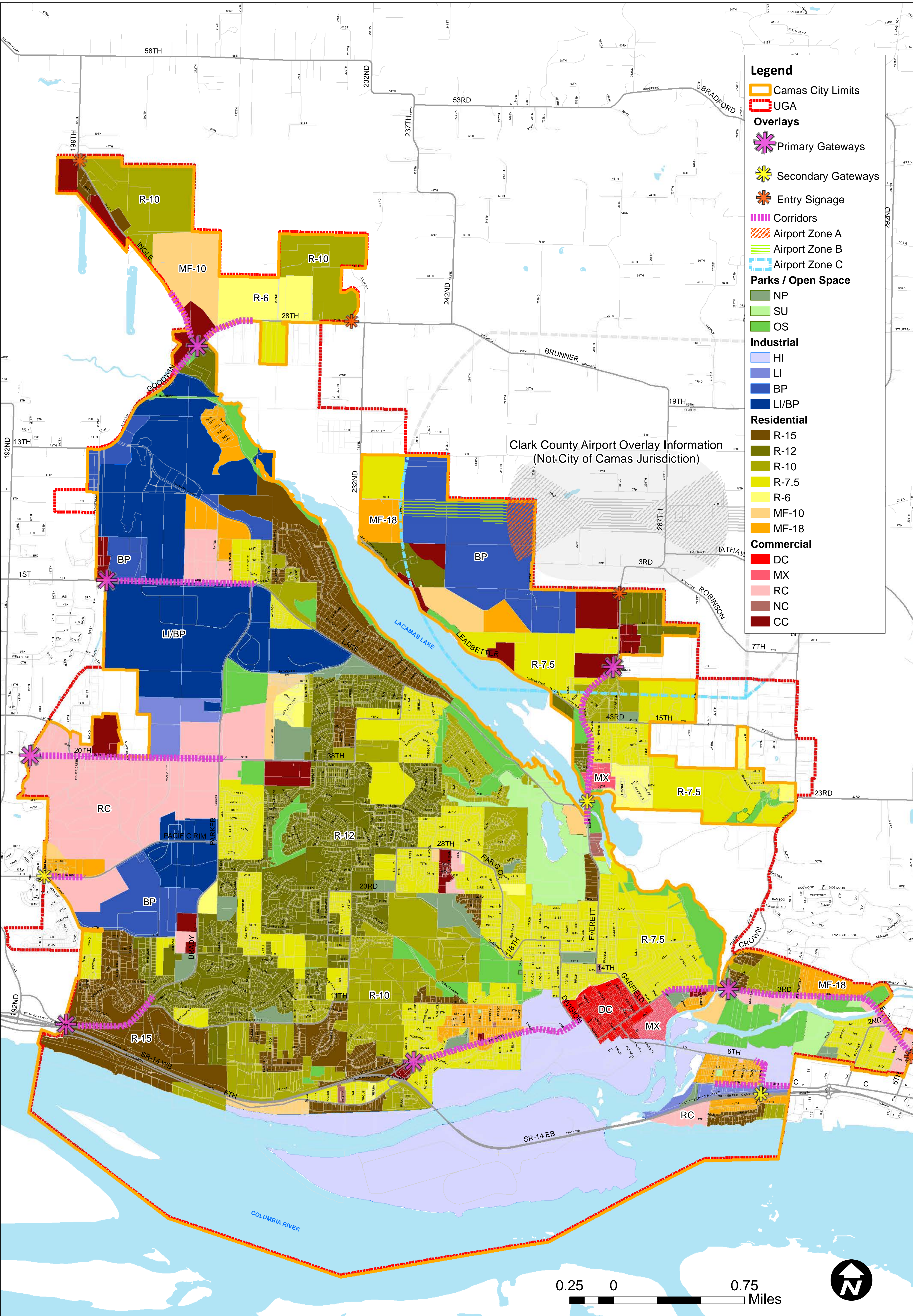
### ***Design Principles***

- Garages shall account for less than 50% 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.
- Buildings shall provide a complementary façade that faces the public right of way, and should be the primary entrance to a unit or multiple units, unless impracticable.

### ***Design Guidelines***

#### ***Architecture***

- Garages shall account for less than 50% 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.



Clark County Airport Overlay Information  
(Not City of Camas Jurisdiction)



# Staff Report for Airport Overlay Zoning (File #MC16-03)



To: Bryan Beel, Chair  
Planning Commissioners  
From: Sarah Fox, Senior Planner  
Date: March 8, 2016

**Applicable law:** Revised Code of Washington (RCW) 36.70.547 and 36.70A.510; Camas Comprehensive Plan (version 2004) Policy TR-29 and Strategy TR-10; and CMC Title 18 Zoning.

**WSDOT Aviation:** Fulfilled state requirements on March 2, 2016, to consult with airport owners, managers, private airport operators, general aviation pilots, ports, and the Aviation Division of WSDOT prior to adoption of comprehensive plan policies or development regulations that may affect property adjacent to public use airports. Comments are attached to this report.

**Public Notices:** Notice of the public hearing was published in the Post Record on March 8, 2016 (Legal Publication #555485)

**Note:** *Camas Municipal Code (CMC) citations are in italic type throughout this report.*

## Summary:

Owned and operated by the Port of Camas-Washougal, Grove Field is located in Clark County, adjacent to the eastern city limits (632 NE 267th, Camas). Proposed Chapter 18.34 Airport Overlay Zoning proposes regulations on land uses, height and noise in order to minimize and resolve potential land use conflicts with the airport, which is required by state regulation RCW 36.70.547 (attached). The proposed airport overlay was also a project on the Community Development 2016 Work Plan that was approved by Council.

## Analysis:

There is no criteria within CMC for approval of zoning code amendments, however Site Specific Rezones, CMC § 18.05.010(D) applies to the city's zoning map. The proposed overlay zone is site specific, given that it generally extends a mile from the airport runway, but it also includes development regulations. The guidelines are generally applicable, and therefore are addressed as follows:

*CMC § 18.05.010(D) Site Specific Rezones. A site specific rezone involves an application of an owner of a specific parcel or set of contiguous parcels that does not require modification of the comprehensive plan. Site specific rezones are decided by the hearing officer after a public hearing. The criteria for reviewing and approving a site specific rezone are as follows:*

*1. The use or change in zoning requested shall be in conformity with the adopted comprehensive plan, the provisions of this title, and the public interest.*

**Discussion:** The proposed Airport Overlay Zone does not require modification of the comprehensive plan, rather the proposed amendments support the strategies and goals of the current (2004) comprehensive plan. Within the Transportation Element, Policy TR-29 states, "*Consider existing railroad and air transportation facilities to be city resources and reflect the needs of these facilities in land use decisions.*" The proposed development regulations will contribute to the long-term viability of the airport, and will encourage future development to be more compatible and safely designed. Strategy TR-10, "*Enhance safety by prioritizing and mitigating high collision locations within the City.*" This strategy was likely intended to apply only to roadways, however it is applicable to this application given that Airport Overlay Zone A is considered to be an area with the highest potential for aircraft collisions and crashes. For this reason, the proposed code includes more restrictions on land uses in Zone A than the other two zones, such as prohibiting school development.

*2. The proposed zone change shall be compatible with the existing established development pattern of the surrounding area in terms of lot sizes, densities and uses*

**Discussion:** Generally, the land that is nearest to the airport runway is zoned Business Park. The uses and intensity of development within this zone are relatively compatible with the airport uses, with a few exceptions that are proposed to be prohibited. The overlay zone would also provide additional guidance and protection, if the development standards for the Business Park change, as this happens from time to time. For example, the potential zoning code changes, may be focused on an area of the city that is not within the airport overlay zone, and the use or development standards might unintentionally not be considered in light of airport compatibility.

**Findings:** The proposed development regulations are intended to ensure that there is long-term compatibility between new development and the adjacent airport.

#### Findings of Fact and Conclusions of Law:

- As proposed, the purpose stated in Section 18.34.05 (A) is consistent with the transportation element of the city's comprehensive plan (2004).
- As proposed, the development regulations of Sections 18.34.06, 07, and 08 will ensure compatibility with adjacent land uses pursuant to CMC§18.05.010.
- As required by RCW 36.70.547, staff consulted with aviation groups and WSDOT Aviation.

#### Recommendation:

Staff recommends that Planning Commission forward a recommendation of approval for the proposed Chapter Airport 18.34 Overlay Zoning.

#### Attachments:

1. Airport overlay zone map (Note: The overlay area is shown on the draft Camas Zoning Map)
2. Letter from Carter Timmerman, WSDOT Aviation (March 2, 2016)
3. Email from Warren Hendrickson, Northwest Mountain Regional Manager, AOPA, suggesting that the city include an aviation easement (February 9, 2016)
4. Email from Laurie Lebowsky, Clark County Planning, declining to collaborate on zoning amendments (February 29, 2016)
5. Email from Lynn Johnston, property owner, in support of the airport overlay zoning on his property (February 9, 2016)
6. Revised Code of Washington (RCW) 36.70.547

## DRAFT

### Chapter 18.34 - Airport Overlay Zoning

18.34.01 PURPOSE. It is the purpose of this ordinance to regulate the use of property and to regulate and restrict the height of structures and objects of natural growth in the vicinity of the Grove Field Airport, to promote the public health, safety, convenience and general welfare to increase safety in the use of the airport and to protect persons and property within the airport affected area and zoning.

- A. STATUTORY AUTHORIZATION. This ordinance, designed to protect the approaches, airspace and hazard areas of the Grove Field Airport is adopted pursuant to RCW 36.70A.510 and RCW 36.70.547.
- B. APPLICABILITY. The jurisdiction of this ordinance shall extend over all lands and waters within one (1) statute mile from the end of the runways at the Grove Field Airport. (Airport Affected Area), or as depicted on the Camas Zoning Map, whichever offers greater protection.
- C. DEFINITIONS. All distances, unless otherwise specified, shall be measured horizontally.
  - 1. "Airport." The Grove Field Airport located in Clark County, WA, owned and managed by the Port of Camas-Washougal.
  - 2. "Airport Affected Area." The area located within one (1) statute mile of the end of the runways of the airport.
  - 3. "Airport Hazard." Any structure or object, whether man-made or natural, or use of land which obstructs the airspace required for the flight of aircraft in landing or taking off at the airport or is otherwise hazardous to such landing and taking off.
  - 4. Construction." The erection or alteration of any structure or objects either of permanent or temporary character.
  - 5. "Runway." A portion of the airport having a surface specifically developed and maintained for the taxiing, landing and taking off of aircraft.
  - 6. "Variance." An authorization granted by the Board of Adjustments to construct, alter, or use a building or structure in a manner that deviates from the standards of this chapter.

18.34.02 GENERAL PROVISIONS. Use Restrictions.

- A. Notwithstanding any other provisions of this ordinance, no use may be made of the land or water within any zoness established by these zoning regulations in such a manner as to create electrical or electronic interference with navigational signals or radio or radar communication between the airport and aircraft; or use of which emit or discharge smoke or which would otherwise be detrimental or injurious to the health, safety and welfare of the public in use of the airport.
- B. Within Airport Zones a notice recorded on the title/disclosure statement is required for new or substantial redevelopment of lots, buildings, structures, and activities. The notice should indicate that the property is located adjacent to Grove Airfield and may experience low overhead flights, odor, vibrations, noise and other similar aviation impacts.

#### 18.34.03 VARIANCES AND APPEALS.

- A. Applications for variances shall be made to the Director. Major variance applications shall be forthwith transmitted to the Airport Manager and Washington State Department of Transportation, Aviation Division for review and comment.
- B. Variances shall be handled in accordance with CMC Chapter 18.45 Variances.

#### 18.34.04 HEIGHT OF STRUCTURES.

- A. No person, firm or corporation shall erect or cause to be erected any structure over 150 feet in height, as measured at the highest point at the object site, within all airport overlay zones, unless otherwise specified in this chapter. Any structure proposed over 100-feet must provide an approved 7460-1 from the FAA.
- B. A non-conforming structure may be repaired, rebuilt, altered or extended provided the structure will not be higher than the limits established on the effective date of this ordinance.

#### 18.34.05 AIRPORT OVERLAY ZONES.

- A. Purpose. Mapping of the overlay zone takes into account the need to protect the approaches to the airport from incompatible land uses that would limit or adversely affect the airport's ability to serve its present and future air transportation needs.
- B. For the purpose of this ordinance, the lands and waters within one (1) statute mile from the end of the runways of the airport and divided into the following zoning airport overlay zone.
  - 1. Airport Overlay Zone A - Height/Noise Cone/Approach & Departure Zone
  - 2. Airport Overlay Zone B - Height/Overflight/Noise
  - 3. Airport Overlay Zone C - Noise

#### 18.34.06 Zone A HEIGHT/NOISE/APPROACH AND DEPARTURE ZONE.

- A. Permitted uses. In addition to the limitations on development and uses contained in the underlying zone, following additional development standards are required:
  - 1. Residential construction must provide a minimum of five (5) decibel noise reduction over the industry standard for similar structures.
  - 2. All enclosed office, sales and work areas that will be subject to a minimum of four (4) hours of continuous human occupancy per workday, must utilize construction techniques that provide a minimum of twenty (20) decibels noise reduction over the industry standards for similar projects.
  - 3. Density. New lots shall be a minimum of one (1) acre in size, with the exception of lots in existence prior to the date of this ordinance.
- B. Uses specifically prohibited are:
  - 1. Churches, hospitals, schools, theaters, amphitheaters, stadiums, campgrounds, and wildlife hunting facilities.

2. Places of public assembly and any other use, which may be susceptible to being adversely affected by loud and extensive noise or would interfere in the operation of the airport.
3. Landfills, garbage dumps, offal dump sites and other similarly licensed or titled facilities used for operations to process, bury, store or otherwise dispose of waste, trash, and refuse that would attract birds or rodents. Any facility, that would when ignited, discharge smoke and be considered to be a hazard to navigation of aircraft in taking off and landing phases of flight at the airport.
4. Signs Prohibited. Use or installation of flashing or illuminated advertising or business signs, billboards, lights, or other types of illuminated structures, which would be hazardous for pilots in distinguishing between airport lights and others, or which result in glare in the eyes of pilots using the airport, thereby impairing visibility in the vicinity of the airport or endangering the landing, taking off, or aircraft operations.

#### 18.34.07 Zone B HEIGHT/OVERFLIGHT/NOISE.

A. Zone B shall be mapped to include areas subject to noise levels resulting from frequent overflights of aircraft and to encourage land uses which, with proper noise reduction techniques incorporated into construction, will not be adversely affected by such noise and are compatible with the airport's activities and operations.

B. Permitted uses. All uses permitted in Zone A shall be permitted in Zone B with the following additional development standards:

1. Commercial activity that is allowed within the underlying zoning including: manufacturing, transportation facilities, retailing services, utilities, warehousing and wholesaling, provided the following criteria is met;
  - a. Density. New lots shall be minimum of one (1) acre in size, with the exception of lots in existence prior to the date of this ordinance.
  - b. All enclosed office, sales and work areas that will be subject to a minimum of four (4) continuous hours of human occupancy per working day is suggested that construction techniques provide a minimum of five (5) decibel noise reduction over the industry standard for similar structures.
2. Industries that meet the use requirements must be one (1) acre lot size minimum.

#### 18.34.08 Zone C NOISE

- A. Zone C includes Zones A and B.
- B. Whenever a property owner within one (1) statute mile applies for a building permit, it is recommended that the owner be informed of construction or remodeling techniques that would decrease the noise associated with the airport operation.
- C. Permitted uses. All uses permitted in the underlying zone.

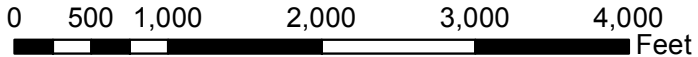
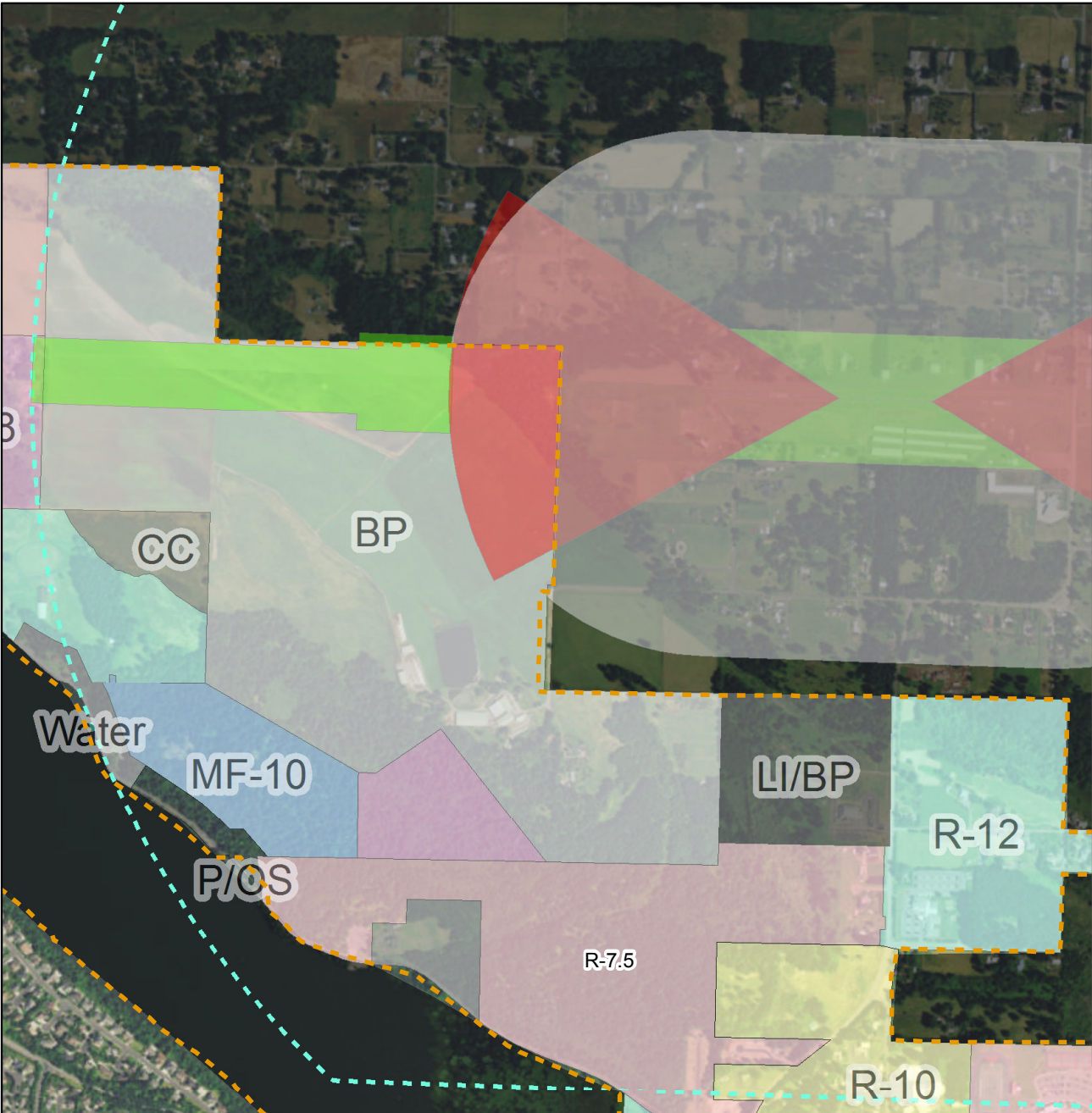
# City of Camas

## Grove Field Draft Airport Overlay

- Camas
- Zone A
- Zone B
- Zone C

### Camas Zoning

- Business Park (BP)
- Community Commercial (CC)
- Light Industrial/Business Park (LI/BP)
- Multifamily Residential-10 (MF-10)
- Multifamily Residential-18 (R-18)
- Neighborhood Commercial (NC)
- Neighborhood Park
- Open Space (OS)
- Parks/Open Space (P/OS)
- Residential-10,000 (R-10)
- Residential-12 (R-12)
- Residential-6,000 (R-6)
- Residential-7,500 (R-7.5)
- Rural-5 (R-5)



### Clark County

- Airport Environs Overlay
- Clark County



March 2, 2016

Sarah Fox, Senior Planner, AICP  
Community Development Department  
616 NE 4th Avenue  
Camas, WA 98607

Dear Sarah:

This correspondence is to confirm that the City of Camas has formally consulted with the Washington State Department of Transportation (WSDOT) Aviation Division regarding draft Chapter 18.34 - Airport Overlay Zoning. WSDOT appreciates the City's efforts and recognizes the substantial time and resources this product represents.

RCW 36.70.547 and 36.70A.510 requires local jurisdictions to formally consult with airport owners, managers, private airport operators, general aviation pilots, ports, and the Aviation Division of WSDOT prior to adoption of comprehensive plan policies or development regulations that may affect property adjacent to public use airports. The main goals of formal consultation are to avoid, minimize, and resolve potential land use conflicts with airports through the comprehensive plan and development regulations. WSDOT strongly recommends that formal consultation be initiated by local jurisdictions as early as possible in the planning process. This is to assure that all parties have an opportunity to work together to find comprehensive solutions of mutual benefit that fulfill the intent of the legislation, consistent with local jurisdictions' land use planning authorities and obligations under law.

The following is a general summary of observations and recommendations discussed during the formal consultation meeting:

- WSDOT supports the adoption of the draft Chapter 18.34 - Airport Overlay Zoning. The overlay is consistent with best management practices found in the *Airports and Compatible Land Use Guidebook* 2011.

The City of Camas should work with Clark County to promote a consistent approach to compatibility planning for Grove Field.

- Chapter 18.34 identifies the airport influence area and addresses incompatible development consisting of, but not limited to, height hazards, high intensity uses and special function uses.
- WSDOT supports the addition of an aviation easement to promote awareness and compatibility between uses.
- Stormwater facilities should be consistent with WSDOT's Aviation Stormwater Design Manual.
- The airport overlay and underlying zoning must work together to promote airport land use compatibility. Rezones that result in incompatible development should be prohibited.

The importance of Grove Field to the region and state's transportation system and economy cannot be overstated. It is critical that every effort be made to discourage incompatible land uses that impair the airport's ability to operate as an essential public facility. We thank you again for the opportunity to formally consult, and remain available to provide technical support and assistance. Please don't hesitate to contact me at 360-709-8019 or [timmerc@wsdot.wa.gov](mailto:timmerc@wsdot.wa.gov) if you have any questions.

Sincerely,



Carter Timmerman  
Aviation Planner

cc: Warren Hendrickson, Northwest Mountain Regional Manager, AOPA  
Laurie Lebowsky, Planner III, Clark County



## Sarah Fox

---

**From:** Hendrickson, Warren <Warren.Hendrickson@aopa.org>  
**Sent:** Tuesday, February 09, 2016 8:49 AM  
**To:** Sarah Fox; Phil Bourquin; johnd@portofshelton.com; jdobson.mo@membersonlyinc.com; david.ketchum@wscaa.org; vicepresident@wama.us; Lynn Johnston (johnston701@comcast.net)  
**Cc:** Carter Timmerman  
**Subject:** RE: City of Camas Airport Overlay - tomorrow  
**Attachments:** Avigation Easement and Right-of-Way Tacoma Narrows Airport - 12January2012.pdf

Good morning all,

I'm looking forward to this morning's conference call. One item I thought I would mention during the call is the use of an avigation easement. I have attached an example of one I was directly involved with a few years ago at Tacoma Narrows Airport in Gig Harbor, WA.

See you on the call...

### WARREN HENDRICKSON

Northwest Mountain Regional Manager, AOPA  
WA, OR, ID, MT, WY, UT, CO  
Aircraft Owners and Pilots Association  
206.999.3111  
6523 California Ave SW, Suite 401, Seattle, WA 98136  
[www.aopa.org/Northwest Mountain](http://www.aopa.org/Northwest Mountain)



[@AOPANorthwest](https://twitter.com/AOPANorthwest)



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**From:** Sarah Fox [mailto:SFox@cityofcamas.us]  
**Sent:** Monday, February 08, 2016 9:32 AM  
**To:** Phil Bourquin; johnd@portofshelton.com; jdobson.mo@membersonlyinc.com; Hendrickson, Warren; david.ketchum@wscaa.org; vicepresident@wama.us; Lynn Johnston (johnston701@comcast.net)  
**Cc:** Carter Timmerman  
**Subject:** City of Camas Airport Overlay - tomorrow

Greetings,

This is a reminder that the phone conference for discussion of the city's proposed airport overlay zoning is **tomorrow at 9:00 a.m.** For ease of reference, I re-attached the proposed zoning overlay map and code to this email. Note that the map will be adjusted to better differentiate the border between the city limits and county.

To join our conversation please follow these directions:

- The phone number to call is: 360-709-8060
- The password is: 1072121
- Meet Me Conference Area: 21

This will be an excellent opportunity for aviation stakeholders to help shape the direction of the project and address any concerns they may have.

Your time and expertise are greatly appreciated!

**Sarah**

Senior Planner, AICP

Community Development Department, Camas, WA

Phone: 360.817.7269 Email: [sfox@cityofcamas.us](mailto:sfox@cityofcamas.us)

**NOTICE OF PUBLIC DISCLOSURE:** This e-mail account is public domain. Any correspondence from or to this e-mail account may be a public record. Accordingly, this e-mail, in whole or in part may be subject to disclosure pursuant to RCW 42.56, regardless of any claim of confidentiality or privilege asserted by an external party.

**Avigation Easement and Right-of-Way at Tacoma Narrows Airport (KTIW)**  
**Pierce County, Washington**

This indenture, made on \_\_\_\_\_ [date], between SBI Developing, LLC and its successors and assigns ["Grantor"], and the County of Pierce of the State of Washington, ("Grantee"), provides that:

1. The Grantor, for and in consideration of fulfillment of a condition of project approval, does hereby grant to the Grantee, its successors and assigns, a perpetual and assignable easement in and over that certain parcel of real property (the "Parcel") more particularly identified and described in exhibits attached to and made a part of this instrument, and a right-of-way for the free and unrestricted passage and flight of aircraft of the class, size and category as is now or hereinafter may be operationally compatible with the Tacoma Narrows Airport, in, through, across and about the airspace above an imaginary plane, as such plane is defined by Part 77 of the Federal Aviation Regulations, over said Parcel, as described below (the "Airspace").
2. The Airspace for avigation easement purposes above said Parcel consists of all of the air space above the imaginary plane that is described by Part 77 of the Federal Aviation Regulations.
3. The easement and right-of-way described in Paragraphs 1 and 2 includes but is not limited to:
  - a. For the use and benefit of the public, the easement and continuing right to fly, or cause or permit the flight by any and all persons or aircraft, of the class, size and category as is now or hereinafter may be operationally compatible with the Tacoma Narrows Airport, in, through, across or about any portion of the Airspace described above; and
  - b. The easement and right to cause or create, or permit or allow to be caused or created within the Airspace, such noise, dust, turbulence, vibration, illumination, air currents, fumes, exhaust, smoke and all other effects as may be inherent in the proper operation of aircraft,

now known or hereafter used for navigation of or flight in air; and

c. The continuing and perpetual right to clear and keep clear the Airspace of any portions of buildings, structures, or improvements of any and all kinds, and of trees, vegetation, or other objects, including the right to remove or demolish those portions of such buildings, structures, improvements, trees or any other objects which extend into said Airspace and the right to cut to the ground level and remove any trees which extend into the Airspace; and

d. The right to mark and light, or cause or require to be marked or lighted, as obstructions to air navigation, any and all buildings, structures, or other improvements, and trees or other objects now upon, or that in the future may be upon, said Parcel, and which extend into the Airspace; and

e. The right of ingress to, passage within, and egress from said Parcel, solely for the above stated purposes.

4. Grantor, on behalf of itself, its successors and assigns hereby covenants with the Grantee, as follows:

a. Grantor, its successors and assigns, will not construct, install, permit or allow any building, structure, improvement, lighting and/or illumination, tree, or other object on said Parcel, to extend into the Airspace, or to constitute an obstruction to air navigation, or to obstruct or interfere with the use of the easement and right-of-way herein granted; and

b. Grantor, its successors and assigns, will not use or permit the use of the Parcel in such a manner as to create electrical or electronic interference with radio communication or radar operation between any installation upon the Tacoma Narrows Airport and any aircraft.

5. The easement and right-of-way herein granted shall be deemed both appurtenant to and for the direct benefit of that real property which now or hereinafter constitutes the Tacoma Narrows Airport, and shall further be deemed in gross, being conveyed to the Grantee for the benefit of the Grantee, and any and all members of the general public who may use said easement or right-

of-way, taking off from, landing upon, or operating such aircraft in or about the Tacoma Narrows Airport, or otherwise flying through said Airspace.

6. This grant of aviation easement shall not operate to deprive the Grantor, its successors or assigns, of any rights that it may otherwise have from time to time against any individual or private operator for negligent or unlawful operation of aircraft.

7. It is understood and agreed that these covenants and agreements run with the land and shall be binding upon the heirs, representatives, administrators, executives, successors, and assigns of the Grantor, and that for the purposes of this instrument, the Parcel shall be the servient easement and the Tacoma Narrows Airport shall be the dominant tenement.

8. The aviation easement, covenants and agreements described herein shall continue in effect until the Tacoma Narrows Airport shall be abandoned or shall cease to be used for public airport purpose, at which time it shall terminate.

9. Should any portion of this aviation easement be invalidated by local, state, or federal laws, then the remaining portion(s) of the easement remain in effect.

*[Signatures]*

*[Date]*

*[Acknowledgment]*

*[Attached: Parcel Exhibits]*

## Sarah Fox

---

**From:** Lebowsky, Laurie <Laurie.Lebowsky@clark.wa.gov>  
**Sent:** Monday, February 29, 2016 9:34 AM  
**To:** Sarah Fox  
**Cc:** Orjiako, Oliver  
**Subject:** Airport Overlay

Hi Sara,

I discussed the issue of expanding the airport overlay zone around Grove Field with Oliver.

One of the issues I recall that we discussed was regarding density. The zoning around Grove Field is R-5 and therefore, would not allow further partitions.

It seems that the issue would relate more to height restrictions than density since height could impact flight patterns. The airport overlay around the airport would address the height issue.

Per our review, the decision is to not change the zoning at this time.

Feel free to call or email if you have further questions.

**Laurie Lebowsky, Planner III**  
**Clark County, Washington**  
**1300 Franklin Street, 3rd Floor**  
**Vancouver, WA 98660**  
**Tel. (360) 397-2280 ext.4544**  
**Fax (360) 759-5137**

This e-mail and related attachments and any response may be subject to public disclosure under state law.

## Sarah Fox

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**From:** Lynn Johnston <[johnston701@comcast.net](mailto:johnston701@comcast.net)>  
**Sent:** Tuesday, February 09, 2016 12:32 PM  
**To:** Sarah Fox  
**Subject:** RE: City of Camas Airport Overlay - tomorrow

OK, thanks Sarah. I admire your tenacity through this lengthy comprehensive plan process. You have had to become an expert in a dizzying number of different disciplines. You have handled this impossible task of pleasing everyone with grace.

Keep up the good work!  
Lynn

---

**From:** Sarah Fox [<mailto:SFox@cityofcamas.us>]  
**Sent:** Tuesday, February 09, 2016 11:56 AM  
**To:** Lynn Johnston  
**Subject:** RE: City of Camas Airport Overlay - tomorrow

Lynn,  
I really appreciate your review and comments! Thank you for your continued interest and involvement in this planning effort. I will send you any revisions that are made, and send you a notice when the hearings are scheduled.

Have a great week,  
Sarah

---

**From:** Lynn Johnston [<mailto:johnston701@comcast.net>]  
**Sent:** Tuesday, February 09, 2016 11:13 AM  
**To:** Sarah Fox  
**Subject:** RE: City of Camas Airport Overlay - tomorrow

Hi Sarah,

I was really happy with your chapter 18.34 – Airport Overlay Zoning when I read it last night. The zones were somewhat simplified from those in the WSDOT handbook. The use table was practical and less restrictive than in the WSDOT handbook...all appropriate for our area. I was surprised and pleased that WSDOT had the flexibility to work with our local jurisdiction. Your use restrictions were sensible. You addressed height and noise issues. You even provided a good mechanism for alerting newcomers that they will be living near an airport. My understanding is that the goal is to allow the airport to operate in a safe manner by addressing future uses that might not be compatible. You framed that very well in your document.

The Avigation Easement that was presented today disturbs me. It is an aviation enthusiasts dream document. There is always a grey area between “safety” and property rights. This document is heavy handed and goes too far in taking away private property rights. It goes beyond addressing “safety” and into the realm of airport “protection” which I don’t think is

necessarily an obligation of the City. I don't feel this document has a place in the Comprehensive Plan.

If you have time to chat I can be available. By phone or I would be happy to drop down to your office at your convenience.

Thanks for including me in this,  
Lynn

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**From:** Sarah Fox [<mailto:SFox@cityofcamas.us>]  
**Sent:** Monday, February 08, 2016 9:32 AM  
**To:** Phil Bourquin; [johnd@portofshelton.com](mailto:johnd@portofshelton.com); [jjobson.mo@membersonlyinc.com](mailto:jjobson.mo@membersonlyinc.com); Hendrickson, Warren; [david.ketchum@wscaa.org](mailto:david.ketchum@wscaa.org); [vicepresident@wama.us](mailto:vicepresident@wama.us); Lynn Johnston ([johnston701@comcast.net](mailto:johnston701@comcast.net))  
**Cc:** Carter Timmerman  
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This will be an excellent opportunity for aviation stakeholders to help shape the direction of the project and address any concerns they may have.

Your time and expertise are greatly appreciated!

**Sarah**

Senior Planner, AICP  
Community Development Department, Camas, WA  
Phone: 360.817.7269 Email: [sfox@cityofcamas.us](mailto:sfox@cityofcamas.us)

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**RCW 36.70.547****General aviation airports — Siting of incompatible uses.**

Every county, city, and town in which there is located a general aviation airport that is operated for the benefit of the general public, whether publicly owned or privately owned public use, shall, through its comprehensive plan and development regulations, discourage the siting of incompatible uses adjacent to such general aviation airport. Such plans and regulations may only be adopted or amended after formal consultation with: Airport owners and managers, private airport operators, general aviation pilots, ports, and the aviation division of the department of transportation. All proposed and adopted plans and regulations shall be filed with the aviation division of the department of transportation within a reasonable time after release for public consideration and comment. Each county, city, and town may obtain technical assistance from the aviation division of the department of transportation to develop plans and regulations consistent with this section.

Any additions or amendments to comprehensive plans or development regulations required by this section may be adopted during the normal course of land-use proceedings.

This section applies to every county, city, and town, whether operating under chapter 35.63, 35A.63, 36.70, [or] **36.70A** RCW, or under a charter.

[1996 c 239 § 2.]

