Planning Commission Special Meeting Agenda
Wednesday, October 19, 2022, 7:00 PM
Council Chambers, 616 NE 4th AVE

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

To Participate Remotely:

OPTION 1 - (Video & Audio) Use Zoom app and Meeting ID – 871 1323 9385; or click https://us06web.zoom.us/j/87113239385

OPTION 2 - (Audio only) By phone: 877-853-5257, Meeting ID# 871 1323 9385

For Public Comment:

1. On Zoom app - Click raise hand icon
2. by phone, hit *9 to "raise your hand"
3. Or, email communitydevelopment@cityofcamas.us (400 word limit); routes to Commissioners

These will be entered into the meeting record. Emails received by one hour before the start of the meeting will be emailed to the Commissioners prior to the meeting start time. Emails will be accepted until 1 hour received after the meeting and will be emailed to the Commissioners no later than the end of the next business day.

CALL TO ORDER

ROLL CALL

PUBLIC COMMENT

This is the public's opportunity to comment about any item on the agenda, including items up for final action.

MINUTES

Approval of minutes from the September 20, 2022 meeting.

MEETING ITEMS

1. Annual Review Request To Modify Comprehensive Plan and Zoning
   Presenter: Robert Maul, Interim Community Development Director
   Time Estimate: 10 min

2. Camas and Washougal School District Capital Facility Plan updates
   Presenter: Robert Maul, Interim Community Development Director
   Time Estimate: 30 min

3. Fire Department Capital Improvement Plan / Fire Impact Fee
   Presenter: Robert Maul, Interim Community Development Director
   Time Estimate: 30 min

4. North Shore Subarea Plan Update
   Presenter: Robert Maul, Interim Community Development Director
   Time Estimate: 30 min

MISCELLANEOUS UPDATES

NEXT MEETING DATE

The next meeting is scheduled for November 15, 2022, at 7 p.m.

CLOSE OF MEETING

Staff Report

October 19th, 2022 Planning Commission

Annual Review Request To Modify Comprehensive Plan and Zoning
Presenter: Robert Maul, Interim Community Development Director
Time Estimate: 10 Min

Phone	Email
360.817.7255	rmaul@cityofcamas.us

BACKGROUND: The Camas Municipal Code (CMC) allows for annual review requests to modify a comprehensive plan designation for properties outside of the periodic Comp Plan review required by state law. Specifically, CMC 18.51.020 states "The comprehensive Plan shall be reviewed once a year as a Type IV legislative process, and in accordance with RCW35A.63.070-073.

SUMMARY: The applicant is seeking to change the comprehensive plan designation for a five acre parcel, #986026906, address 4711 NW CAMAS MEADOWS DR, CAMAS, WA from Light Industrial/Business Park, to Commercial so the zoning can be changed to Mixed Use. The easterly abutting properties have all had the same change over the last two years. Please see Exhibit 1 for a detailed staff report, analysis and summary.

BUDGET IMPACT: N/A

RECOMMENDATION: Staff recommends APPROVAL of the proposed Comprehensive Plan Amendment and Zone Change as requested by the applicant. The Planning Commission is to forward a recommendation to the City Council for its consideration and action.

STAFF REPORT

Annual Comprehensive Plan Amendments
City File Number: CPA22-01

TO:	Camas Planning Commission	**DATE:**	October 19th, 2022
FROM:	Marty Snell, AICP, MacKay Sposito on behalf of planning staff		
LOCATION:	4711 NW Camas Drive (Property Tax ID# 986026906)		
APPLICABLE LAW:	Camas Municipal Code Chapters (CMC) Chapter 18.51		

CONTENTS:

This Staff Report will:

- Analyze the City's Comprehensive Plan policies and goals; and
- Address the provisions set forth in Camas Municipal Code 18.51.

I. COMPREHENSIVE PLAN AMENDMENT PROCESS

Each year in the months leading up to January, the City announces that proposed amendments to the Comprehensive Plan will be received for 30 days. The City received one application (File: CPA22-01).

II. BACKGROUND

In 2016, the city adopted a complete update to its comprehensive plan and map, titled Camas 2035 (Ord. 16-010). The city's comprehensive plan guides land use and the city's financial plans relative to capital facilities and the provision of city services and programs, consistent with the state's Growth Management Act (GMA) and Clark County's Community Framework Plan.

The plan includes six (6) elements that work together to achieve the community's vision and long-term economic vitality. Those elements include policies and goals for the following: Land Use; Housing; Natural Environment; Transportation and Street Plans; Public Facilities, Utilities, and Services; and Economic Development.

The growth plan anticipates that the city will have a total population of 34,098 in 2035 and will add 11,182 new jobs. According to the state's Office of Financial Management, the city's population, as of April 1, 2021, is **26,870**, which is a 3.09% increase from the 2020 Census of **26,065**. This increase is 1.15% more than the Clark County increase of 1.94%, which is in keeping with a trend of more growth than the county experiences as a whole.

The City must evaluate proposed comprehensive plan changes in order to provide a balance of residential and employment lands. The City must also carefully evaluate the amount of developable land for each use, after deducting for critical areas or other practical challenges. The following report will discuss the city's compliance with the population and employment allocations to date and provide an analysis of the proposed amendments.

III. LAND INVENTORY

EMPLOYMENT LANDS

The city's vision for economic development (Camas 2035, Section 6.1) in part reads, "In 2035, the economy has grown to attract a variety of businesses that offer stable employment opportunities and family wage jobs in the medical and high tech fields." This element also has a goal to 'maintain a diverse range of employment opportunities to support a setting and quality of life that attract and retain businesses.'

The City has approximately 3,398 acres designated for employment (combined commercial and industrial lands), or 33% of the overall acreage. Based on June, 2022 Clark County's Buildable Lands Report (BLR), it is estimated that there is 963 net acres of vacant and underutilized employment land in Camas. The model estimates that the city's capacity of 296 net acres of Commercial land and 667 acres of Industrial land will create 11,921 additional jobs by 2035. This estimate is based on the employment density assumptions of adding 9 jobs per acre for industrial and 20 jobs per acre for commercial, which was reaffirmed by Clark County for the June 2022 BLR.

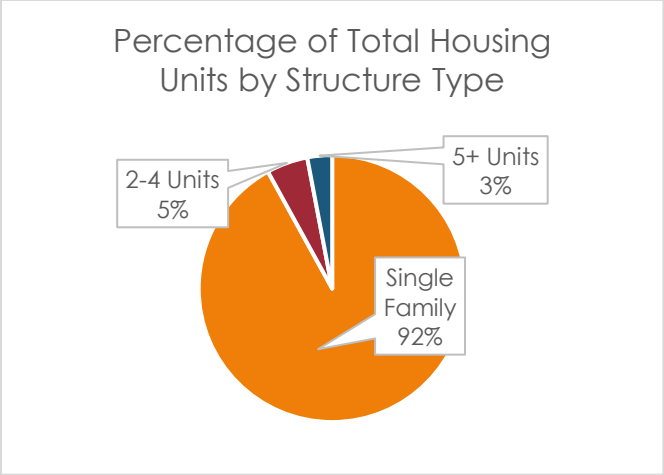
Given the high-level nature of the buildable lands analysis, there may be additional land that cannot be developed when detailed site plans are researched, or alternatively, a new employer may exceed the estimated jobs per acre based on whether their industry can expand vertically instead of lineally.

The Industrial comprehensive plan designation is comprised of the following zones: Light Industrial (LI); Light Industrial Business Park (LI/BP); Business Park (BP); and Heavy Industrial (HI). The city's industrial lands include the top employers, some school district properties, and provide family-wage jobs. Commercially designated properties include the following zones: Regional Commercial (RC); Downtown Commercial (DC); Mixed Use (MX); Neighborhood Commercial (NC); and Community Commercial (CC). The most recent commercial developments and preliminary approvals have occurred in the city's downtown and along NW 38th Avenue.

RESIDENTIAL LANDS

The majority of land in Camas is designated for single family residential uses (45%). Together with multifamily, residentially designated lands comprise approximately 53% of total acreage. Camas 2035 states that the city must add 3,868 new residential units within residentially designated areas by 2035 to meet the growth rate of 1.26 percent population growth per year. Since adoption in 2016, there has been an average of 250 residential units built per year.

In July, the city adopted the Camas Housing Action Plan (Res. 21-006), which provides detailed background information on the city's current housing stock, and strategies to further the 2035 goals of achieving a greater mix of housing types, sizes, and affordability levels. The following chart is an excerpt from the plan. The full plan is available on the city's website at: https://www.cityofcamas.us/com-dev/page/camas-housing-action-plan.



Multifamily Apartment and Townhouse Developments in Camas, 2022

Development Name	Type	Year Built	NUMBER OF UNITS
Lloyd Apartments, 1022-1050 E. 1st Avenue	Apartments	1954	8
Hill Crest Apartments, 1222 NW Couch Street	Apartments	1971	5
First Avenue Apartments, 1410 E. 1st Avenue	Apartments	1972	11
Camas House Apartments, 1102-1138 E. 1st Avenue	Apartments	1979	16
Crown Villa, 1529 Division Street	Apartments	1986	19
River View Apartments, 3003 NE 3rd Avenue	Apartments	1995	60
Russell Street Townhouses, 1820 SE Seventh Ave	Townhomes	1996	9
River Place Apartments, 1718 SE 11th Avenue	Apartments	1998	20
Third Avenue Apartments, 2615 NE 3rd Avenue	Apartments	2000	42
Camas Ridge, 1420 NW 28th Avenue	Apartments	2011	51
Logan Place Village, 1346 NW 25th Avenue	Townhomes	2014	26
7th Avenue Townhomes, 710 NW 7th Avenue	Townhomes	2015	10
Stoneleaf Townhomes, 5843 NW 26th Avenue	Townhomes	2015	12
Parker Village, 20th Avenue & NW Brady Road	Townhomes	2018	60
Terrace at River Oaks, 3009 NE 3rd Avenue	Apartments	2018	120
Clara Apartments, 608 NE Birch Street	Apartments	2020	32
Kielo at Grass Valley, 5988 NW 38th Avenue	Apartments	2020	276
Parklands at Camas Meadows, NW Longbow Lane	Townhomes	2020	24
The Casey, 5515 NW Pacific Rim Blvd.	Apartments	2022 (u.c.)	136

IV. APPLICABLE COMPREHENSIVE PLAN GOALS & POLICIES

In order to support changes to the Camas 2035 plan, the city must review the application in light of Camas Municipal Code (CMC) 18.51 Comprehensive Plan and Zoning Amendments and, more specifically, CMC 18.51.030 Evaluation Criteria to address the following:

A. *Impact upon the city of Camas comprehensive plan and zoning code;*
B. *Impact upon the surrounding properties, if applicable;*
C. *Alternatives to the proposed amendment; and*
D. *Relevant code citations and other adopted documents that may be affected by the proposed change.*

Further, the city must agree that the proposed amendments comply with and promote the goals of the Growth Management Act.

Commercial and industrial properties are focal points as to where the city plans and anticipates job growth potential for the community. The Camas 2035 plan includes goals and policies for job growth within the Economic Development element of the plan (Ch. 6). The subject property is located within the "Grass Valley" area of the city, which is within an economic development target area located in the west side of the city.

The applicant proposes to amend the Industrial designation to Commercial, with an associated zoning district of Mixed Use (MX). Relevant goals and policies are found in the Land Use, Housing, and Economic Development chapters of the Camas 2035 plan. A few are touched on below.

Land Use (Camas 2035, Ch. 1): The city's overall vision is outlined in the Land Use chapter. Five (5) major land use categories are covered in this chapter with goals and policies.

Citywide Goal LU-1: Maintain a land use pattern that respects the natural environment and existing uses while accommodating a mix of housing and employment opportunities to meet the City's growth projections.

The following policies are particularly applicable to the proposed amendments:

> Policy LU-1.1: Ensure the appropriate mix of commercial-, residential-, and industrial-zoned land to accommodate the City's share of the regional population and employment projections for the 20-year planning horizon.
>
> Policy LU-1.3: Maintain compatible use and design with the surrounding built and natural environments when considering new development or redevelopment.
>
> Policy LU-1.5: Where compatible with surrounding uses, encourage redevelopment or infill development to support the efficient use of urban land.

Goal LU-2: Create a diversified economy and serve Camas residents and tourists by providing sufficient land throughout the City to support a variety of business types and employment opportunities.

The following policies are particularly applicable to the proposed amendments:

> Policy LU-2.4: Encourage mixed-use developments (residential and commercial) in order to support adjacent uses and reduce car trips, but not at the expense of job creation.
>
> Policy LU-2.7: Protect employment land from conversion to residential uses in order to ensure an adequate supply of commercial and industrial land to meet 20-year employment projections.

Housing (Camas 2035, Ch. 2): The city's housing goals and policies focus on increasing housing diversity and affordability over the next 20 years.

Citywide Goal (H-1): Maintain the strength, vitality, and stability of all neighborhoods and promote the development of a variety of housing choices that meet the needs of all members of the community.

The following policies are particularly applicable to the proposed amendments:

> Policy H-2.3: Any comprehensive plan designation change that increases residential capacity should require a quarter (25 percent) of the new units to be affordable to households earning 50 to 80 percent of Camas' MHI at the time of development.
>
> Policy H-2.4: All affordable housing created in the City should remain affordable for the longest possible term, whether created with public funds, through development agreements, or by regulation.

Economic Development (Camas 2035, Ch. 6): The vision for the community's economy is articulated in this chapter. The city is broken out by six (6) distinct areas. The most relevant of these is the Grass Valley area.

Grass Valley Economic Development Goal, ED 3: Promote a cooperative industrial business park in which businesses and the City share resources efficiently to achieve sustainable development, with the intention of increasing economic gains and improving environmental quality.

The following policy is applicable to the proposed amendments:

> Policy ED-3.3: Protect employment land from conversion to residential uses by requiring an analysis of adequate buildable lands in Grass Valley to meet 20-year employment projections prior to land conversion approval.

Impacts on Utilities and Transportation Plans
Public Works staff reviewed the proposed zone change of this five (5) acre parcel and considered the potential substantive impacts to the city's sewer, water, and transportation systems and plans. With negligible impacts to either systems or plans, Public Works concluded that the proposed change does not warrant revisions to the adopted plans. Future potential impacts will be reviewed and considered again at the time of a development application. (*see Public Works memo dated September 7, 2022*)

EVALUATION CRITERIA – CMC 18.51.030 (A-D)

The application materials must include responses to eight general questions (A-H, of CMC§18.51.010).

After considering whether or not the current plan is deficient, the Planning Commission must recommend whether to support, reject or defer the amendments to City Council. The code provides the following criteria at CMC18.51.030:

A. *Impact upon the city of Camas comprehensive plan and zoning code;*
B. *Impact upon surrounding properties, if applicable;*
C. *Alternatives to the proposed amendment; and*
D. *Relevant code citations and other adopted documents that may be affected by the proposed change.*

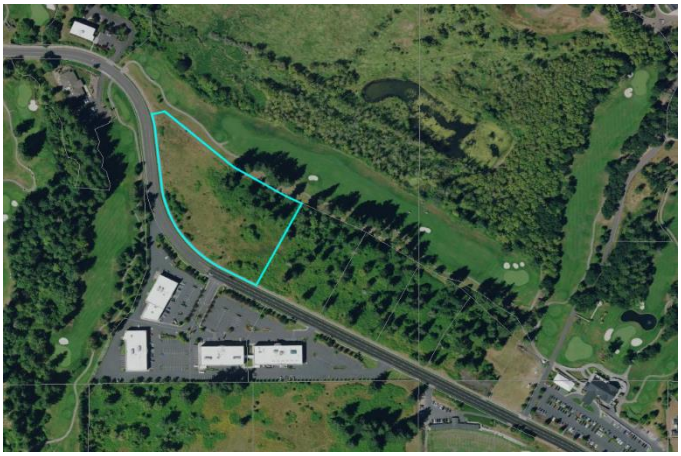
At the following section, staff will address the applicable criteria for each proposal. At Section IX of this report, there is a summary of the proposed changes to land use acreages.

V. PROPOSED AMENDMENT

A. PEDWAR PROPERTY (FILE #CPA22-01)

Description: Amend comprehensive plan from to Industrial to Commercial with an associated rezone from Light Industrial/Business Park (LI/BP) to Mixed Use (MX) of a 5-acre site that is currently vacant.

Site Location and Description:



The vacant 5-acre (+/-) property is located along NE Camas Meadows Drive and is designated Industrial with zoning of Light Industrial/Business Park (LI/BP). The same designation lies to the north, west and south of the site. To the north is the Camas Meadows Golf Course and across the street; to the south is a corporate business park. To the east of the site, properties comprising 8.8 (+/-) acres were amended in 2020 and 2021 from Industrial to Commercial with a concurrent rezone of Mixed Use. Further to the southeast are multifamily designated properties, with one project, the Village at Camas Meadows under construction. Another multifamily development is located north of the golf

course. To the east of the golf course, there is a Business Park zone with a mixed use development planned.

Discussion: The applicant requests that the comprehensive plan designation of Industrial on the subject parcels be amended to Commercial, with a concurrent rezone from LI/BP to MX.

In order to better evaluate the proposal, the city must consider the comprehensive plan goals and policies for the Grass Valley Area (Economic Development, Chapter 6) and the zoning regulations of the proposed Mixed Use Zone. The comprehensive plan specifically requires an analysis of buildable lands, for any proposed conversions within the Grass Valley area of the city, "**ED-3.3:** *Protect employment land from conversion to residential uses by requiring an analysis of adequate buildable lands in Grass Valley to meet 20-year employment projections prior to land conversion approval*."

Land Need Analysis for Mixed Use Development

For this request, the applicant submitted a report titled "Land Need Analysis for Mixed Use Development on a Site in Camas, Washington" (Johnson Economics, LLC, February, 2022). The stated purpose of this report is to evaluate the feasibility of multi-family residential development on the subject site. Furthermore, analysis in the report compares the suitability of the site for two alternative uses (business park v. mixed use) based on market and planning criteria.

Land Capacity vs. Demand (Camas 2035)

The report notes there are thousands of square feet of space available at the Camas Meadows Corporate Center and an estimated oversupply of industrial and business park land to accommodate new development. (pp. 4 & 5) Additionally, the report outlines the findings of Clark County's Vacant Buildable Lands Model and the city's own Comprehensive Plan relative to land capacity. Figure 3.1 of the report (p. 6) shows a net surplus across commercial, industrial, and residential land uses – 127 acres, 167 acres, and 231 acres respectively. Relying on Clark County's Buildable Lands Report for the pace of development for five years (2016-2020), the report states there is sufficient land supply for commercial (over 50 years), industrial (over 400 years), and residential (8 years) uses. While commercial and industrial development tends to be 'chunky' – meaning development does not happen on a linear 6-acre or 1.6-acre burn rate per year as noted on page 6 of the report – it stands to reason that there is more land supply for commercial and industrial development than there is for residential development. This point is underscored in the northern area of Grass Valley, where the report notes an adequate supply of space and land for commercial/industrial use and a constrained supply for residential use.

Supplemental Employment Sector Analysis

Johnson undertook some analysis of forecasted growth dates for major industry sectors, based on WA Employment Security Department data for the broader SW WA region. The analysis leads to the expectation of more growth in the Education and Health services and also in Professional and Business Services – both in terms of percentages and in absolute jobs numbers. The conclusion of this analysis is '***the greatest number of new jobs will be found in sectors that tend to use commercial office and retail space (and land) and fewer jobs in sectors that use industrial space***.' (p. 7)

Residential Demand Analysis

The Johnson Economics report includes a somewhat in-depth analysis of the market for rental housing (apartments) in Camas for the past 20 years and for the next 5 years (2022-2027). The analysis shows a trend of households growing older and with more households with higher incomes than in the previous two decades. The report forecasts that new growth alone will

demand support for 250+ units over the next five years and will represent a wide array of household incomes and cohort groups. One interesting note in the report speaks to 'trading up' into newer units with less wear-and-tear and more amenity rich complexes. This is in response to research that many of the existing apartment projects in Camas are old and are small (averaging 35 years old and 19 units as an average size). The report concludes that more updated properties and development should offer competitive advantages to households looking to rent.

Report Conclusions

The report concludes with, "While the subject site is generally suitable for either of the proposed uses, the prospective industrial business park development faces some disadvantages while a mixed-use development generally enjoys advantages for feasibility." The conclusion is based on market forces, demand for multifamily residential units, topography of the site, and compatibility with adjacent and surrounding uses. (p. 13)

Mixed Use Zoning in Camas

Previous to 2020, the Mixed Use Zone was found at two areas of the city—adjacent to downtown and north of the intersection of Lake Road and Everett Road. Those areas were targeted for their redevelopment potential for transit-oriented developments, given the prevalence of small lots located near arterials and collectors. Those areas were also formerly designated a mix of other commercial designations that at the time prohibited new residential construction. Mixed Use and Downtown Commercial zones are the only commercial zones in the city that allow a variety of residential uses outright. Camas 2035 ("Plan") at Section 1.4.5 states, "*Future conversion of commercial or industrial areas to MX should consider the benefits to the community, such as providing a gathering place (e.g., pocket park), housing options for a variety of income levels, and job opportunities*." This section of the Plan includes three policies and the following goal for mixed use areas. "**LU-5:** *To foster economically and socially diverse mixed neighborhoods as the foundation for a healthy city, which includes meeting the multi-modal transportation, housing, employment, education, recreation, and health needs of the citizens*."

The LI/BP Zone is almost entirely found on parcels in the northwestern section of the city. Over the past few comprehensive plan amendment cycles, properties have converted from LI/BP to either BP or RC zones due to the restrictive development standards of the LI/BP zone, which include deep building setbacks from property lines (Refer to Section XI of this report). The current zoning requires a minimum front setback of 200-feet and rear setback of 100-feet. In comparison, in the MX zone there is a *maximum* front building setback of 10-feet, meaning that a building must be established at the front property line or no further back than 10-feet.

Amendment of a comprehensive plan designation not only includes a consideration of the comprehensive plan, development standards of the zoning, but also includes a comparison of the allowed land uses within the current zone and proposed zone in order to evaluate the merits of the proposal and any unintended consequences of such change. The allowed land uses for each zone are found within the Use Authorization Table at CMC Chapter 18.07. There are 73 outright allowed uses within the MX zone and of those, there are 41 uses that are not allowed ("X") within the current zoning of the property (see list at Section XI of this report).

A variety of residential uses are generally allowed in the MX zone, where they are prohibited in the LI/BP zone. The city has a level of concern that development of this site and adjacent MX properties could be entirely residential in nature, given that the MX does not mandate a mix of uses. However, there is a limit to the amount of residential development that could be built, as

the MX zone includes a maximum residential density of 24 units per acre. The site would be limited to 120 units.

EVALUATION CRITERIA **CMC18.51.030 (A-D) and CMC18.51.010 (C)**	**FINDINGS**
Impact upon the city of Camas comprehensive plan and zoning code;	The amendment would decrease industrial lands by five (5) acres and increase land for residential or mixed use development.
Impact upon surrounding properties, if applicable;	The city did not identify any detrimental effects to adjacent properties if this change is approved.
Alternatives to the proposed amendment; and	The applicant submitted a Land Use Analysis for Mixed Use Development report that compared potential development under current zoning and potential development under Mixed Use zoning. (Johnson Economics, LLC, February 2022) The report finds and supports the conversion of a modest amount of industrial land to commercial land, without significantly impairing the ability to meet future industrial demand. (p. 15 of the report)
Relevant code citations and other adopted documents that may be affected by the proposed change.	Public Works staff has provided a memo stating that it has considered the zone change of this five (5) acres, in light of the water, sewer, and transportation plans and find the potential impact negligible.
Why the current comprehensive plan is deficient or should not continue in effect. Specifically: "Protect employment land from conversion to residential uses by requiring an analysis of adequate buildable lands in Grass Valley to meet 20-year employment projections prior to land conversion approval." – Policy ED-3.3	The Johnson Economics, LLC report relies on Clark County's Buildable Lands Report and Vacant Buildable Lands Model (VBLM) to support its findings that Camas has an adequate supply of commercial and industrial land to accommodate future growth. The report further provides reasons why Mixed Use and, specifically residential development, is more suitable for this property, which go to topography, compatibility, market conditions, and a strong demand for multifamily development.

Pursuant to CMC18.51.030 a staff report "*shall contain the department's recommendation on adoption, rejection or deferral of each proposed change*".

VI. PUBLIC COMMENT

None at this time.

VII. STAFF RECOMMENDATION

Department Recommendation: Staff recommends APPROVAL of the proposed Comprehensive Plan Amendment and Zone Change as requested by the applicant. The Planning Commission is to forward a recommendation to the City Council for its consideration and action.

VIII. TABLE 1 –2021 COMPREHENSIVE PLAN ACREAGE (PROPOSED)

Comprehensive Plan Designations	Current Acres	CPA22-01	Final Acres
Single Family			
· Low Density	866.86		866.86
· Medium Density	3608.65		3608.65
· High Density	437.49		437.49
Multi-Family			
· Low Density	311.01		311.01
· High Density	256.21		256.21
Commercial	979.36	5	979.36
Industrial	2397.2	-5	2292.20
Park	850.72		850.7
Open Space / Green Space	492.00		492.0
Total acreage:	10,200		10,200

Zoning**	2020	CPA22-01	Final 2021 Acreage
Parks/Open Space			
Neighborhood Park (NP)	145.14		145.14
Special Use (SU)	164.09		164.09
Open Space (OS)	421.55		421.55
Industrial			
Heavy Industrial (HI)	858.58		858.58
Light Industrial (LI)	91.83		91.83
Business Park (BP)	542.63		542.63
Light Industrial/Business Park (LI/BP)	790.75	**-5**	785.75
Residential			
Residential-15,000 (R-15)	716.30		716.30
Residential-12 (R-12)	925.43		925.43
Residential-10,000 (R-10)	989.29		989.29
Residential-7,500 (R-7.5)	1534.34		1534.34
Residential-6,000 (R-6)	191.11		191.11
Multifamily Residential-10 (MF-10)	224.39		224.39
Multifamily Residential-18 (MF-18)	312.70		312.70
Commercial			
Downtown Commercial (DC)	72.22		72.22
Mixed Use (MX)	46.56	**5**	51.56
Regional Commercial (RC)	597.93		597.93
Neighborhood Commercial (NC)	10.57		10.57
Community Commercial (CC)	237.44		237.44
Total Acres	**8872.95**		**8872.95**

***Does not include UGB areas*

IX. ZONING REGULATIONS

USE AUTHORIZATION TABLE – CMC CHAPTER 18.07

Comparison of land uses that are allowed ("P") in the MX Zone and uses that are prohibited ("X") in the LI/BP Zone. Residential-type uses are highlighted.

Zoning Districts	MX	LI/BP
Antique shop [6]	P	X
Appliance sales and service [6]	P	X
Bowling alley/billiards [6]	P	X
Building, hardware and garden supply store [6]	P	X
Clothing store [6]	P	X
Department store [6]	P	X
Furniture repair; upholstery [6]	P	X
Furniture store [6]	P	X
Funeral home [6]	P	X
Grocery, large scale [6]	P	X
Grocery, small scale [6]	P	X
Hospital, emergency care [6]	P	X
Hotel, motel [6]	P	X
Household appliance repair [6]	P	X
Laundry (self-serve)	P	X
Nursing, rest, convalescent, retirement home [6]	P	X
Pet shops [6]	P	X
Second-hand/consignment store [6]	P	X
Shoe repair and sales [6]	P	X
Theater, except drive-in [6]	P	X
Veterinary clinic [6]	P	X
Auditorium [6]	P	X

Zoning Districts	MX	LI/BP
Community club [6]	P	X
Church [6]	P	X
Library [6]	P	X
Museum [6]	P	X
Sports fields [6]	P	X
College/university [6]	P	X
Elementary school [6]	P	X
Junior or senior high school [6]	P	X
Private, public or parochial school [6]	P	X
Adult family home	P	X
Apartment, multifamily development, row houses	C	X
Assisted living	P	X
Bed and breakfast	P	X
Designated manufactured home	P	X
Duplex or two-family dwelling	P	X
Group home	P	X
Home occupation	P	X
Housing for the disabled	P	X
Residence accessory to and connected with a business	P	X
Single-family dwelling	P	X

X. DEVELOPMENT STANDARDS – CMC CHAPTER 18.09

Comparison of development dimension standards that apply to the MX Zone and the LI/BP Zone.

	MX	LI/BP Note 2

Maximum Density (dwelling units/net acre)	24	n/a
Minimum lot area (square feet)	1,800	10 acres
Minimum lot width (feet)	None	Not specified
Minimum lot depth (feet)	None	Not specified

Setbacks: Commercial and industrial development setbacks shall be as follows, unless along a flanking street of a corner lot. If along flanking street, then the setback must be treated like a front, and provide safe sight distance.

Minimum front yard (feet)	Note 3	5' per 1 foot of building height (200' minimum)
Minimum side yard (feet)	10'	100' for building; 25' for parking
Minimum rear yard (feet)	25'	100' for building; 25' for parking area
Lot Coverage: Lot coverage (percentage)	1 story (60%) 2 stories or more (50%)	1 story (30%) 2 stories (40%) 3 stories (45%)
Building Height Maximum building height (feet)	None	60

Notes:
1. If along a flanking street of corner lot.
2. The densities and dimensions in the LI/BP zone may be reduced under a planned industrial development. See Chapter 18.21 Light Industrial/Business Park.
3. Maximum setback at front building line is ten feet.
4. Residential dwelling units shall satisfy the front setbacks of CMC Section 18.09.040 Table 2, based on comparable lot size.

City of Camas WASHINGTON

Community Development Department | Planning
616 NE Fourth Avenue | Camas, WA 98607
(360) 817-1568
communitydevelopment@cityofcamas.us

General Application Form

Case Number: CPA22-01

Applicant Information

Applicant/Contact:: Romano Development, Inc. (Kess Romano) Phone: (360) 952-3811

Address: 4610 NE 77th Avenue, Suite 102 (*Street Address*) kess@romanofinancial.com (*E-mail Address*)

Vancouver (*City*) WA (*State*) 98662 (*ZIP Code*)

Property Information

Property Address: 4711 NW Camas Meadows Drive (*Street Address*) 986026-906 (*County Assessor # / Parcel #*)

Camas (*City*) WA (*State*) 98607 (*ZIP Code*)

Zoning District: Light Industrial/Business Park Site Size: ± 5.0 Acres

Description of Project

Brief description:
Proposal to amend the comprehensive plan designation from Industrial to Commercial, and to rezone the parcel from Light Industrial/Business Park (LI/BP) to Mixed Use (MX)

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

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

Property Owner or Contract Purchaser

Owner's Name: Romano Properties LLC (*Last*) (*First*) Phone: (360) 949-6688

4610 NE 77th Avenue (*Street Address*) Suite 102 (*Apartment/Unit #*)

E mail Address: korban@romanofinancial.com Vanocuver (*City*) WA (*State*) 98662 (*Zip*)

Signature

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

Signature: DocuSigned by: Korban Romano 38AEE162BDB8490 **Date:** 1/27/2022

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

Date Submitted: 1-31-22 Pre-Application Date:	Receipt #: 6006605852 $6,636.00
Staff: Related Cases # PA21-59 ☐ Electronic Copy Submitted	Validation of Fees

CPA 22-01
PA 21-59 (Rela

Application Checklist and Fees [updated on January 1, 2022]

◊ Annexation	$863 - 10% petition; $3,669 - 60% petition	001-00-345-890-00		$
◊ Appeal Fee		001-00-345-810-00	$399.00	$
◊ Archaeological Review		001-00-345-810-00	$137.00	$
◊ Binding Site Plan	$1,879 + $24 per unit	001-00-345-810-00		$
◊ Boundary Line Adjustment		001-00-345-810-00	$103.00	$
◊ Comprehensive Plan Amendment		001-00-345-810-00	$5,826.00	$ 5,826.00
◊ Conditional Use Permit				
Residential	$3,417 + $105 per unit	001-00-345-810-00		$
Non-Residential		001-00-345-810-00	$4,328.00	$
◊ Continuance of Public Hearing		001-00-345-810-00	$524.00	$
◊ Critical or Sensitive Areas (fee per type)		001-00-345-810-00	$775.00	$
(wetlands, steep slopes or potentially unstable soils, streams and watercourses, vegetation removal, wildlife habitat)				
◊ Design Review				
Minor		001-00-345-810-00	$433.00	$
Committee		001-00-345-810-00	$2,375.00	$
◊ Development Agreement	$877 first hearing; $530 ea. add'l hearing/continuance	001-00-345-810-00		$
◊ Engineering Department Review - *Fees Collected at Time of Engineering Plan Approval*				
Construction Plan Review & Inspection	*(3% of approved estimated construction costs)*			
Modification to Approved Construction Plan Review	*(Fee shown for information only)*		$420.00	
Single Family Residence (SFR) - Stormwater Plan Review	*(Fee shown for information only)*		$208.00	
Gates/Barrier on Private Street Plan Review	*(Fee shown for information only)*		$1,041.00	
◊ Fire Department Review				
Short Plat or other Development Construction Plan Review & Insp.		115-09-345-830-10	$284.00	$
Subdivision or PRD Construction Plan Review & Inspection		115-09-345-830-10	$354.00	$
Commercial Construction Plan Review & Inspection		115-09-345-830-10	$424.00	$
◊ Home Occupation				
Minor - Notification (No fee)			$0.00	
Major		001-00-321-900-00	$69.00	$
◊ LI/BP Development	$4,328 + $41.00 per 1000 sf of GFA	001-00-345-810-00		$
◊ Minor Modifications to approved development		001-00-345-810-00	$346.00	$
◊ Planned Residential Development	$35 per unit + subdivision fees	001-00-345-810-00		$
◊ Plat, Preliminary				
Short Plat	4 lots or less: $1,936 per lot	001-00-345-810-00		$
Short Plat	5 lots or more: $7,1755 + $250 per lot	001-00-345-810-00		$
Subdivision	$7,175 + $250 per lot	001-00-345-810-00		$
◊ Plat, Final:				
Short Plat		001-00-345-810-00	$200.00	$
Subdivision		001-00-345-810-00	$2,375.00	$
◊ Plat Modification/Alteration		001-00-345-810-00	$1,196.00	$
◊ Pre-Application (Type III or IV Permits)				
No fee for Type I or II				
General		001-00-345-810-00	$354.00	$
Subdivision (Type III or IV)		001-00-345-810-00	$911.00	$
◊ SEPA		001-00-345-890-00	$810.00	$ 810.00
◊ Shoreline Permit		001-00-345-890-00	$1,196.00	$
◊ Sign Permit				
General Sign Permit	(Exempt if building permit is required)	001.00.322.400.00	$41.00	$
Master Sign Permit		001.00.322.400.00	$126.00	$
◊ Site Plan Review				
Residential	$1,151 + $34 per unit	001-00-345-810-00		$
Non-Residential	$2,876 + $68 per 1000 sf of GFA	001-00-345-810-00		$
Mixed Residential/Non Residential	(see below)	001-00-345-810-00		$
	$4,055 + $34 per res unit + $68 per 1000 sf of GFA			
◊ Temporary Use Permit		001-00-321-990-00	$80.00	$
◊ Variance (Minor)		001-00-345-810-00	$695.00	$
◊ Variance (Major)		001-00-345-810-00	$1,295.00	$
◊ Zone Change (single tract)		001-00-345-810-00	$3,345.00	$

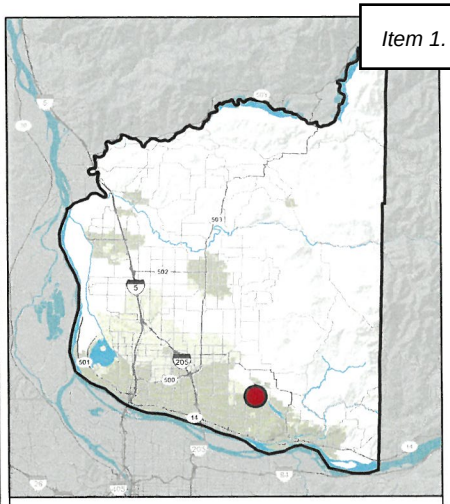
Adopted by RES 1023 AUG 2005; Revised by RES 1113 SEPT 2007; Revised by RES 1163 OCT 2009; Revised by RES 1204 NOV 2010; Revised by RES 15-001 JAN 2015; Revised by RES 15-007 MAY 2015; Revised by RES 15-018 DEC 2015; Revised by RES 16-019 NOV 2016; Revised by RES 17-015 NOV 2017; Revised by RES 18-003 APRIL 2018; Revised by RES 18-013 NOV 2018; Revised by RES 19-018 DEC 2019 Revised by RES20-014 DEC 2020

Fees reviewed & approved by Planner: _____

Initial *Date*

For office use only

Total Fees Due: $ 10,636.00



PID(s): 986026906, 300-Foot Buffer

KEY

- Subject Property
- Buffer Selection
- Parcels

CLARK COUNTY, WASHINGTON

N

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

0 220 440 660 Feet

e:\usr_proj\xxOrdID280510_136944\xx380099\MailingListPacket.aprx, Printed on: Jan 31, 2022

GIS Order Number: 280510

Pedwar Property Zone Change
Type IV Comprehensive Plan Amendment

Date: January 2022

Submitted to:
City of Camas
Community Development
616 NE 4th Avenue
Camas, WA 98607

Applicant:
Romano Development, Inc.
4610 NE 77th Avenue, Suite 102
Vancouver, WA 98682
Kess Romano
(360) 952-3811
kess@romanofinancial.com

AKS Job Number: 9030

AKS ENGINEERING & FORESTRY

Table of Contents

Pedwar Property Zone Change
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Submitted to:
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616 NE 4th Avenue
Camas, WA 98607

Applicant:
Romano Development, Inc.
4610 NE 77th Avenue, Suite 102
Vancouver, WA 98682
Kess Romano
(360) 952-3811
kess@romanofinancial.com

Property Owners:
Pedwar Development Group, LLC
4711 NW Camas Meadows Drive
Camas, WA, 98607

Applicant's Consultant:
AKS Engineering & Forestry, LLC
9600 NE 126th Avenue, Suite 2520
Vancouver, WA 98682

Contact(s): Michael Andreotti, RLA
Email: andreottim@aks-eng.com
Phone: (360) 882-0419

Site Location:
4711 NW Camas Meadows Drive
Camas, WA, 98607

Clark County Parcels:
986026-906

Site Size:
±5.00 acres (±217,800) square feet)

Land Use Districts:
Light Industrial/Business Park (LI/BP)

I. Request

Through this application, Romano Development Inc. (Applicant) is requesting to amend the City of Camas' Comprehensive Plan to move the subject site (described below) from its current Industrial designation to Commercial. With the Comprehensive Plan amendment, the applicant requests to rezone the property from Light Industrial/Business Park (LI/BP) to Mixed-Use (MX) zone. In addition to this narrative, the application package includes the materials necessary for the City Council to review and approve this submittal, including a State Environmental Policy Act (SEPA), Traffic Analysis, and Land Needs Analysis/Economic Study.

This written narrative, together with other documentation included in the application materials, establishes that the application complies with all applicable approval criteria. This documentation represents substantial evidence and provides the basis for City Council to approve the application.

II. Site Description

The subject property is a ±5.0-acre parcel comprised of one tax lot (Clark County Property Identification Number: 986026-906) located at 4711 NW Camas Meadows Drive within the Grass Valley Area of Camas. The site is vacant and situated in Camas' Grass Valley area, within the Light Industrial/Business Park zone. The property fronts NW Camas Meadows Drive along its southwestern boundary and is southeast of the intersection between NE Goodwin Road and NW Camas Meadows Drive. Surrounding properties are predominately within the Light Industrial/Business Park zone with the properties to the southeast zoned Mixed Use (MX). The Camas Meadows Golf Course occupies the abutting tax lots to the north and adjacent lot to the west (across NW Camas Meadows Drive); office buildings and off-street parking areas occupy the properties to the southwest (across NW Camas Meadows Drive). The property abutting the subject site to the southeast is vacant and was recently re-zoned to the Mixed-Use (MX) zone (City file: CPA21-01).

The subject site is hilly, sloping from south to north with grades that range between five percent and 20 percent, with the 20 percent slopes located along the north half of the property. The existing vegetation on site consist mostly of field grass with clusters of shrubs and trees in the northeast corner. According to Clark County Geographic Information Systems (GIS) there are no critical areas on site.

III. Applicable Review Criteria

CITY OF CAMAS MUNICIPAL CODE

Title 18 – Zoning

Chapter 18.51 Comprehensive Plan and Zoning Amendments

18.51.010 Application for amendments to comprehensive plan.

Any interested person, including applicants, citizens, planning commission, city council, city staff, and other agencies, may submit an application in the month of January each year for a comprehensive plan amendment. The application shall specify:

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

Response: The Applicant proposes to change the Comprehensive Plan designation of the subject site from Industrial to Commercial and change the site zoning from LI/BP to MX. The subject property is a ± 5.0-acre parcel bordered by Camas Meadows Golf Course to the north and west and NW Camas Meadows Drive along its southwest property boundary. The abutting

property to the southeast is within a Commercial designation and the Mixed-Use zone. Based on the size of the subject property, the use/zoning of surrounding properties, and the existing grades on site, the potential for this property to be engaged in light industrial or business park use is limited. By designating this property as Commercial and re-zoning the parcel to MX, the subject site will be consistent with the contiguous properties to the southeast, which are within a Commercial designation and situated in the MX zone. Redesignating and re-zoning the property will also allow for a development with uses that can be integrated into the challenging slopes on site, consistent with nearby properties, and compatible with surrounding uses. The MX zone also provides for employment uses, which will minimize impact to the city's inventory of employment land and keep it above the amount needed to meet the 20-year employment projections.

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

Response: The Comprehensive Plan amendment will help solve development issues associated with the site. As previously stated, the subject property is a ± 5.0-acre parcel. Based on the site's current zoning, size, existing grades, and the use/zoning of the surrounding properties, the property has limited development potential under the current zoning. Designating the site as Commercial and incorporating it into the MX zone will expand the economic development opportunities for the site, while also providing the opportunity for residential development. The modification will ensure the site is consistent with abutting properties to the southeast and allow for uses that can be integrated into the existing site grades with less cost and impact to the site and adjacent properties than a use in the LI/BP zone. The MX zone also promotes the reduction of urban sprawl and provides opportunities for employees to walk to their jobs. Additionally, according to an economic analysis provided by Johnson Economics, LLC., the redesignation of this property will have no substantial impact on the city's available employment land. As shown in the traffic memo complete by H. Lee & Associates on January 28, 2022, the proposed change will increase the potential weekday and peak hour trips at for the site. Any future application will be required to complete a traffic study to determine actual trips for a project and any development in the existing or proposed zone would increase trips of the existing condition. As will be discussed in more detail later in this narrative, the proposed change is also not anticipated to have a significant impact on the existing or proposed parks and open space within the vicinity of the site.

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

Response: The subject site is within the Grass Valley area of Camas. The proposed change from Industrial to Commercial will not remove the opportunity for jobs to be developed and will widen the range of potential jobs related uses as well as providing the opportunity to develop residential uses on the site and help address the need for housing diversity. The existing Comprehensive Plan designation of Industrial and land use zoning of LI/BP allows for uses that generally require larger building footprints and large, flat parking and maneuvering areas. With the existing grades on site, development requiring a large, flat footprint will be costly, and less desirable to develop and have greater impacts than a use

that could be integrated more easily into the slopes. Existing allowed uses will also be generally less compatible with the adjacent golf course and MX parcels to the southeast. The proposed modification will also allow for the reduction of urban sprawl and provides the opportunity for employees to walk to their jobs.

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

Response: Consistent with the Washington State Planning Goals in RCW 36.70A.020, the subject property is within Camas' urban growth area, where adequate public facilities are available. NE Camas Meadows Drive is fully developed with water, sewer, and other necessary utilities available at the site. This amendment will increase the inventory of land within the MX zone allowing for dense development that supports urban growth and reduction of low-density sprawl. Based on the surrounding office and recreational uses, additional mixed-use commercial and residential development will help promote a diversity of transportation types. Increasing the inventory of available land for residential use in a commercial mixed-use setting helps to provide more housing types and potentially provides more available housing to the market. As previously noted, the proposed conversion of a ±5.0-acre parcel from an Industrial designation to Commercial and rezoning it to MX will have no substantial impact on available employment land. This amendment will result in a higher diversity of commercial and residential uses in the area, which will promote economic development within the City of Camas, while maintaining the goal to reduce sprawl.

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;

Response: This amendment does not require changes to any of the City's functional plans. The subject property is not within the City's shoreline jurisdiction. This application includes a Transportation Impact Analysis, which identifies that NW Camas Meadows Drive, and the surrounding transportation infrastructure is sufficient to support any traffic generated by this amendment. The necessary public utilities, water and sewer, are available to the site. Any future development will be required to manage stormwater on site. There are no shorelines on the site.

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;

Response: The subject property is situated within city limits. Public facilities have necessary capacity, utilities are available, and NW Camas Meadows Drive is fully improved. No capital improvements are necessary to support this amendment.

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

Response: Other than the proposed Comprehensive Plan amendments, no other changes to existing city or county codes are necessary.

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

Response: A SEPA checklist, including Section D for non-project actions, is provided in the application package.

CITY OF CAMAS COMPREHENSIVE PLAN GOALS

Chapter 2 – Housing

H-1: Maintain the strength, vitality, and stability of all neighborhoods and promote the development of a variety of housing choices that meet the needs of all members of the community

Response: As currently zoned, the site does not allow for residential development. Redesignating the site to Commercial with an associated rezoning to MX will allow for the potential development of all housing types allowed in the City of Camas and provide opportunity for housing to meet needs recently identified in the City of Camas Housing Action Plan (HAP). These goals include developing housing to accommodate growth, diversifying the housing mix, increasing housing affordability, and preserving existing affordable housing. One method would be upzoning, which a MX zone will allow for. Additionally, Strategy 1 identifies expanding the housing opportunity in the MX zone and Strategy 2 identifies targeted rezones, which will suit the property as it is abutting other MX zoned properties.

H-2: Create a diversified housing stock that meets the needs of all economic segments of the community through new developments, preservation, and collaborative partnerships.

Response: The potential for residential development within the MX zone increases the availability and variety of housing in Camas. Rezoning to MX provides for the development of all allowed housing types in the City, giving the opportunity for diversified housing that can meet the needs of all economic segments of the community, while maintaining job lands.

H-3: Encourage and support a variety of housing opportunities for those with special needs, particularly those with challenges relating to age, health, or disability.

Response: The proposed MX zone for the site will allow for the opportunity to develop any of the housing types allowed within the City of Camas. The flexibility in development opportunities provides the potential for housing opportunities for residents with different challenges.

Chapter 6 – Economic Development

ED-1 Maintain a diverse range of employment opportunities to support all residents and provide a setting and quality of life that attract and retain businesses.

Response: The existing LI/BP zone offers a range of economic development opportunities. The proposal to change to the MX zone will greatly expand on the economic development opportunities by allowing many new commercial uses while still allowing many of the same uses that are allowed under the current LI/BP zone. The expansion of the available economic uses provides for the goal of maintaining a diverse range of employment opportunities. Additionally, the MX zone allows for residential uses which can increase the quality of life for employees and help attract and retain businesses to the surrounding area.

ED 3 Promote a cooperative industrial business park in which businesses and the City share resources efficiently to achieve sustainable development, with the intention of increasing economic gains and improving environmental quality.

ED-3.1 Promote the development of a subarea plan that will capitalize on the creation and retention of industries that provide family-wage jobs.

Response: The proposed change to the MX zone for the site will greatly expand upon the economic development opportunities, while also continuing to allow most of the uses currently allowed under the LI/BP zone. This will allow for a greater opportunity for the creation and retention of family-wage jobs. The proposed change will also allow for the development of residential, which provides the potential for employees to live closer to their jobs.

ED-3.2 Subarea planning should capitalize on existing facilities and infrastructure and include a mix of uses that are trail- and transit-oriented and designed with high-quality streetscape appeal.

Response: The proposed change to the MX zone will provide the opportunity for a greater mix of uses while utilizing the existing infrastructure that exists in NE Camas Meadows Drive. The potential development under the MX zone allows for development that can provide high-quality streetscape appeal and with design review required for MX development, it provides the City opportunity to have input on the streetscape. Adding the opportunity to develop residential within the MX zone provides for uses that are more associated with trails and provide for the potential that employees could walk or bicycle to work versus needing to drive.

ED-3.3 Protect employment land from conversion to residential uses by requiring an analysis of adequate buildable lands in Grass Valley to meet 20-year employment projections prior to land conversion approval.

Response: The proposed modification will change the site zoning for LI/BP to MX. As previously discussed, the change will expand the allowed job creating uses for the site, while also adding the potential for residential uses. The allowed range of uses under the MX zone also helps to meet the goal of reducing urban sprawl by providing the opportunity for employment and residential uses to be developed together in the same development. Findings from an Economic Study included with this application provided by Johnson Economics, LLC state that the conversion of a ±5.0-acre parcel from the LI/ BP zone to the Commercial MX zone will not reduce the available employment land below the amount necessary to meet 20-year employment projections in the Grass Valley area. These findings are consistent with the City's Comprehensive Plan findings (Section 1.3 Land Use) that currently designated employment lands to exceed the necessary capacity to meet the job projections.

CITY OF CAMAS PARKS AND OPEN SPACE

Response: The subject site is in the vicinity of Lacamas Lake and the parks and trails surrounding the lake. The public park system surrounding Lacamas Lake covers a large area with many miles of trails and many acres of park, including Fallen Leaf Park, Heritage Park, Lacamas Regional Park, Lacamas Park Trails, the Lacamas Creek Trail, and the Heritage Trail. The park and trail system is regional in nature and serves residents throughout Camas and Clark County. In addition, there are two potential neighborhood parks and multiple proposed trails shown on the Camas Parks Recreation and Open Space Plan (PROS) within one mile of the subject site. As these two parks develop, they will provide additional

options for potential residents or employees of a mixed-use development, as well as the surrounding neighborhood. It is not anticipated that a change from an LI/BP zone to a MX zone for the five-acre site will create a significant impact to the current and proposed park system, given the recently approved Comprehensive Plan Amendment and zone change of the neighboring parcels to the southeast. Additionally, future residential development will be required to pay applicable park impact fees.

IV. Conclusion

The Applicant is proposing to redesignate the subject site from Industrial to Commercial, with an associated zone change from Light Industrial/Business Park to Mixed Use. The proposed change will provide for greater economic and residential development opportunities that meet the goals of the Camas Comprehensive Plan and Housing Action Plan.

The submittal requirements have been met and the required findings made for the applicable approval criteria. These findings serve as the basis for the City Council to approve the application and are supported by substantial evidence in the application materials.

H. Lee & Associates, PLLC
Civil Engineering, Traffic Engineering, and Planning

MEMORANDUM

P.O. Box 1849
Vancouver, WA 98668
Phone: (360) 727-3119

To: City of Camas Staff

From: Hann Lee, P.E.

Date: January 28, 2022

Subject: Romano Development Rezone
Trip Generation Memorandum

1/28/22

INTRODUCTION

The proposed Romano Development Rezone is located at 4711 NW Camas Meadows Drive 986026906 in Camas, Washington and is comprised tax lot 986026906. The existing tax lot is approximately 5.0 acres (217,800 square feet) and is currently zoned light industrial/business park (LI/BP). The rezone proposal is to change the existing zoning from IL/BP to MX to match the abutting parcels to the east.

The build out of the existing IL/BP zoning was based on a floor area ratio (FAR) of 0.25 of the net building area (217,800 square feet). Applying this FAR yields a build out of 54,450 square feet of IL/BP space. For trip generation purposes the build out of the existing zoning was assumed to be ITE Code 770 (Business Park) use.

The applicant does not know at this time what the mix of land uses will be with the proposed MX zoning. Therefore, to estimate the likely trip generation impact of the requested MX zoning, a mix of uses allowed by the MX zoning in CMP Table 18.07.030-1 not likely to be exceeded was developed. For trip generation purposes the build out of the proposed MX zoning is assumed to be comprised of the following land uses and densities:

- Single Family Detached Housing (ITE Code 210) – 12 units
- Single-Family Attached Housing (ITE Code 215) – 18 units
- Low-Ride Residential with Ground Floor Commercial (ITE Code 230) – 90 units
- General Office Building (ITE Code 710) – 7,500 square feet
- Strip Retail Plaza >40k sf (ITE Code 822) – 7,500 square feet

TRIP GENERATION COMPARISON

Estimates of daily, A.M. peak hour, and P.M. peak hour trips generated by the build out of the existing and proposed zonings were developed from rates published in "Trip Generation, 11th Edition" (Institute of Transportation Engineers, 2021). The build out of the existing zoning is expected to generate 677 daily, 74 A.M. peak hour (63 in, 11 out), and 66 P.M. peak hour (17 in, 49 out) net new trips and is summarized in Table 1. The build out of the proposed zoning is

expected to generate 1,042 daily, 86 A.M. peak hour (35 in, 51 out), and 113 P.M. peak hour (61 in, 52 out) net new trips and is summarized in Table 2. The proposed zoning is expected to generate 365 more daily, 12 more A.M. peak hour (-28 in, 40 out), and 47 more P.M. peak hour (44 in, 3 out) net new trips. Table 3 summarizes the trip generation comparison of the existing IL/BP zoning and the proposed MX zoning.

Table 1. Trip Generation Summary for Existing IL/BP Zoning

	Amount	Average Daily	A.M. Peak			P.M. Peak		
			In	Out	Total	In	Out	Total
Existing (IL/BP) Zoning – General Light Industrial (ITE Code 110)								
Rate per 1,000 square feet (ksf)		12.44	1.15	0.20	1.35	0.32	0.90	1.22
Trips	54.450 ksf	677	63	11	74	17	49	66

Table 2. Trip Generation Summary for Proposed MX Zoning

	Amount	Average Daily	A.M. Peak			P.M. Peak		
			In	Out	Total	In	Out	Total
Proposed (MX) Zoning – Single-Family Detached Housing (ITE Code 210)								
Rate per dwelling unit		9.43	0.18	0.52	0.70	0.59	0.35	0.94
Trips	12 units	113	2	6	8	7	4	11
Proposed (MX) Zoning – Single-Family Attached Housing (ITE Code 215)								
Rate per dwelling unit		7.20	0.15	0.33	0.48	0.32	0.25	0.57
Trips	18 units	130	3	6	9	5	5	10
Proposed (MX) Zoning – Low-Rise Residential with Ground Floor Commercial (ITE Code 230)								
Rate per dwelling unit		3.44	0.10	0.34	0.44	0.26	0.10	0.36
Trips	90 units	310	9	31	40	23	9	32
Proposed (MX) Zoning – General Office Building (ITE Code 710)								
Rate per 1,000 square feet (ksf)		10.84	1.34	0.18	1.52	0.24	1.20	1.44
Trips	7.500 ksf	81	10	1	11	2	9	11
Proposed (MX) Zoning – Strip Retail Plaza >40k (ITE Code 822)								
Rate per 1,000 square feet (ksf)		54.45	1.42	0.94	2.36	3.29	3.30	6.59
Trips	7.500 ksf	408	11	7	18	24	25	49
Net Trips for Proposed MX Zoning		**1,042**	**35**	**51**	**86**	**61**	**52**	**113**

Table 3. Trip Generation Comparison for Romano Development Rezone

	Average Daily	A.M. Peak			P.M. Peak		
		In	Out	Total	In	Out	Total
Existing (IL/BP) Zoning	677	63	11	74	17	49	66
Proposed (MX) Zoning	1,042	35	51	86	61	52	113
Proposed Rezone Trip Increase	**365**	**(28)**	**40**	**12**	**44**	**3**	**47**

CITY OF CAMAS
Memorandum

TO: Robert Maul, Interim Community Development Director

FROM: James Carothers, Engineering Manager/City Engineer

DATE: September 7, 2022

SUBJECT: CPA 22-01 Pedwar Property Zone Change Request from LI/BP to MX

Zone changes require consideration of potential substantive impacts to the citywide water, sewer and transportation systems. When reviewing the potential changes in use for this 5-acre parcel, staff finds that any changes in use of this property are negligible and do not warrant revisions to the current Water System Plan, General Sewer Plan or the Transportation Plan. Any impacts will be addressed at the time of application for development.

James E. Carothers, Engineering Manager/City Engineer

JOHNSON ECONOMICS

LAND NEED ANALYSIS
FOR MIXED USE DEVELOPMENT
ON A SITE IN CAMAS, WASHINGTON

JOHNSON ECONOMICS, LLC
621 SW Alder St, Suite 605
Portland, Oregon 97205

PREPARED FOR:
ROMANO DEVELOPMENT
FEBRUARY 2022

JOHNSON ECONOMICS

TABLE OF CONTENTS

I. INTRODUCTION

JOHNSON ECONOMICS was retained by ROMANO DEVELOPMENT to evaluate the feasibility of a multi-family residential development on a site in northwest Camas, Washington. The site in question is currently zoned Light Industrial/Business Park (LI/BP). This report assesses the appropriateness of rezoning the land from the industrial designation to a designation that would allow for the multi-family housing development. This analysis compares the suitability of the site for the two alternative uses (business park vs. mixed use) based on market and planning criteria.

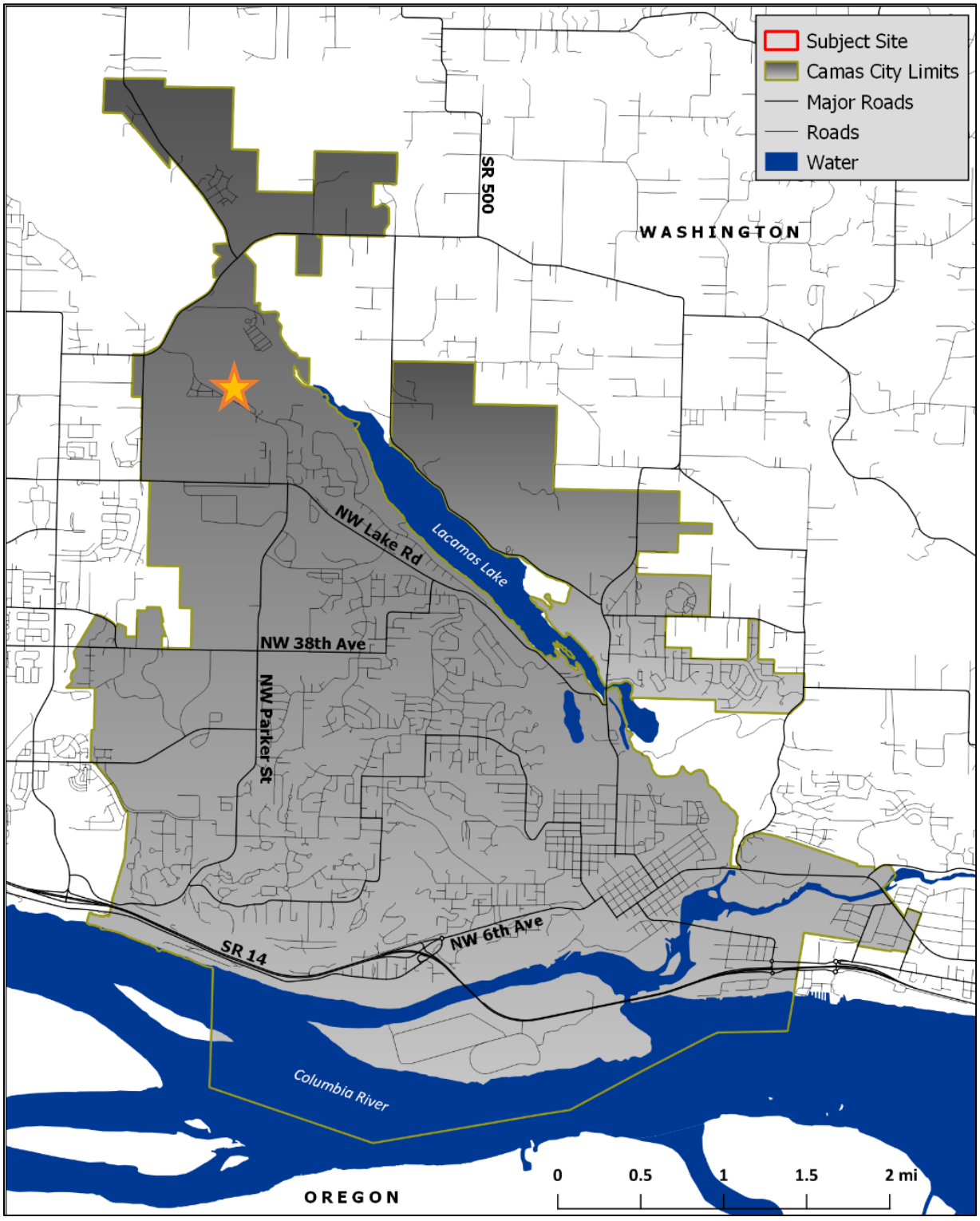
JOHNSON ECONOMICS aims to inform this decision by taking the following steps:

- Review the City of Camas' current relevant planning documents and evaluate, update, and/or modify forecasts and capacity estimates based on current information.
- Discuss the relative suitability of the site for either an Industrial Business Park or Mixed Use.
- Discuss most current projections for employment land needs and land inventory based on estimates from the Camas 2035 Comp Plan and Clark County VBLM and Buildable Lands Report.
- Estimate market demand for residential and commercial uses.
- Reconcile the above to determine the "need" and suitability for additional LI/BP vs. mixed-use commercial land capacity at the subject site.

FIGURE 1.1: SITE CONTEXT

SOURCE: Bing Maps, Johnson Economics

FIGURE 1.2: SUBJECT LOCATION



Source: Johnson Economics, Clark County, US Census Bureau TIGER, Metro RLIS

II. SITE ANALYSIS

THE SUBJECT SITE

The subject site is a roughly triangular-shaped parcel, consisting of one taxlot. The parcel is five acres in size. The site is partially forested and located on Camas Meadows Drive in Northwest Camas. The site features a downward slope from the south (Camas Meadows Drive) to the north (golf course fairway). Access will be from Camas Meadows Drive, a three-lane arterial street.

Broadly speaking, the site is located near the boundary of a large area planned for light industrial or business park employment uses (to the west) and a large area planned for residential and commercial uses (to the east and south).

The site and much of the surrounding area is zoned LI/BP. However, there is mixed use zoning located adjacent to the site to the east, and multi-family zoning (MR-18) located nearby to the southeast. There is also business park zoning to the east, but this area is now under development as the Village at Camas Meadows, which includes multi-family and single-family residential. Therefore, the site sits at the boundary of residential and employment neighborhoods.

Surrounding Uses: The site is bordered directly to the north by the Camas Meadows Golf Club and to the south by an existing business park development across Camas Meadows Drive. There are new multi-family and single-family residential subdivisions under development roughly 0.25 miles southeast of the site. Directly to the east are roughly 10-acres of land zoned MX, which are planned to house similar uses as those proposed at the subject site.

There is also substantial remaining vacant land in the immediate area, mostly in the area zoned LI/BP to the west north, and south, but also in the MR-18 zone directly to the south.

Services: The subject site lies roughly 1.25 miles by road to the nearest concentration of shopping and commercial services on NE 192nd Avenue. Commercial tenants in the area include Costco, Walmart, JC Penny, PetSmart, Home Depot, and Lowe's, as well as a number of smaller stores, restaurants, and service providers. The site also offers good access to recreational amenities, like the Camas Meadows Golf Club, Lacamas Lake, Lacamas Heritage Trail, and Harmony Sports Complex.

There is land zoned for commercial use along Lake Road to the south, and in the Green Mountain Village area to the north, which will be somewhat closer if in eventually develops with commercial uses. The site is over 4 miles from Downtown Camas via Lake Road and Everett Street.

PROPOSED ALTERNATIVE USES

There is a proposal for change in Comp Plan designation for the subject site, from LI/BP to a mixed-use designation that allows multi-family development. As noted, the site sits at the boundary of employment and mixed-use zones.

The purpose of the Light Industrial/Business Park (LI/BP) zone according to the Camas Municipal Code is:

> *The Light Industrial/Business Park (LI/BP) district is intended to provide for employment growth in the city by protecting industrial areas for future light industrial development. Design of light industrial facilities in this district will be "campus-style," with ample landscaping, effective buffers, and architectural features compatible with, and not offensive to, surrounding uses. Commercial development in the LI/BP district is limited to those uses necessary to primarily serve the needs of the surrounding industrial area, and is restricted in size to discourage conversion of developable industrial land to commercial uses. (Chapter 18.21.010)*

The mix of uses alternatively proposed at the site are likely to include multi-family residential uses. The commercial zones which would allow for some residential uses as part of a development are the Mixed Use Zone (MX), Community Commercial (CC), Downtown Commercial (DC) and Regional Commercial (RC). The CC, DC and RC zones placed conditions on mixed uses that are likely to make them inappropriate for the subject site. The MX zone allows mixed uses as a conditional use and provides for more flexibility in how they might be configured.

> *MX Mixed Use. This zone provides for a wide range of commercial and residential uses. Compact development is encouraged that is supportive of transit and pedestrian travel. (Chapter 18.21.050)*

SITE SUITABILITY FOR ALTERNATIVE USES

The following is a general discussion of the suitability of the site for the alternative uses based on market considerations, physical configuration, and access. While the site may be technically suitable for an industrial or business park use, there are multiple reasons that it is likely more suitable for a mix of commercial and residential uses.

Light Industrial/Business Park

The site would generally be physically suitable for light industrial or business park development, as evidenced by the presence of some existing business park developments along Camas Meadows Drive, but due to some site limitations and location factors is not as well suited for this use as the alternative. At four acres, it is of sufficient size to hold one or more office, industrial or "flex space" type developments.

- **Compatibility:** Some industrial and flex-space users may not be compatible with the existing golf course use to the north edge of the site. These may include businesses that create negative externalities such as noise, smoke or other fumes, excessive industrial yard machinery or storage, or heavy truck traffic. All of these factors would make an industrial user an unattractive neighbor to the golf club. At the same time, employees at the site would be unlikely to take advantage of the proximity to the golf facilities during most daylight hours, as golf tends to be more of a residential lifestyle amenity than a corporate park amenity.

- **Topography:** The sloping topography of the site might present a challenge for industrial users who prefer flat land. The preparation and grading of this land must not be cost prohibitive, because typically industrial users pay the least of the major uses for buildable land (i.e. excessive land development costs can render a site infeasible for industrial use). The topography would present less of a challenge to a business park development offering more standard office space.

- **Traffic/Access:** The area is generally accessible for campus-style employment uses via Camas Meadows Drive which is a three-lane arterial. In theory if enough of the vacant LI/BP lands in the northwest Camas area were to build out, this could eventually lead to traffic congestion at high-volume times of the day.

- **Market Conditions:** The Camas and East Vancouver submarket has seen healthy growth of industrial and office park users and new jobs during the recent economic recovery. The area has attracted multiple high-paying professional firms in recent years and remains a draw for Portland-metro business owners looking to move to a more favorable tax environment. According to data from CoStar Analytics, the strength of the local office market has fluctuated over time. While rent levels have risen steadily, vacancy has at times exceeded the 10% threshold sought in a healthy market.

  Currently, there are thousands of vacant square feet of space available at the Camas Meadows Corporate Center across the street from the subject site. As discussed more in Section III of this report, there is also estimated to be an oversupply of industrial and business park land to accommodate new development. For

these reasons, Johnson Economics does not estimate that there is currently a significant shortage or even tight supply of industrial, business park or office space in the Camas area for the foreseeable future.

Commercial and Residential Mixed Use

The site would be physically suitable for a mix of commercial and residential uses and is an adequate size for such a development.

- **Compatibility:** The site is compatible for a range of small commercial users including convenience retail, small dining establishments and small office users. These uses can benefit from a location between industrial parks to the west, residential neighborhoods to the east, and traffic to and from the golf course.

  Residential housing is a traditional compatible use next to a golf course, and this development would benefit from being near the clubhouse and driving range. The established neighborhoods to the east around the golf course demonstrate that this is a desirable location for residents, offering excellent access to nature, views, and livability amenities. New single-family homes in the area sell in the range of $400,000 to well over one million dollars.

  The site would be suitable for a range of residential housing types from attached multi-family apartments to townhomes to condominiums. Based on currently achievable rents and construction costs, the likely development form for housing on this site would be two-to-three story wood-frame construction.

- **Topography:** Multi-family developments are typically feasible on more uneven topography due to the ability to locate multiple buildings and parking areas at different elevations. Commercial uses at the site would need more even building sites and parking lots. However, residential and/or commercial developments can also typically afford higher cost for land preparation than industrial uses.

- **Traffic/Access:** The area is accessible via Camas Meadows Drive. NW Lake Road to the south offers access to the regional network of major arterials and highways. The quiet location is likely to be a key attractor to prospective residents at the site. The site location is somewhat distant from other commercial services. This would provide an advantage for the right mix of commercial businesses at the site, who could serve the on-site tenants, local neighborhoods, and nearby employers.

- **Market Conditions:** The subject site is a good location for small businesses, providing good access and visibility, with a built-in local customer base. The greatest concentrations of commercial shopping and service are all located more than a mile from this area. Demand for these businesses will continue to grow as Camas experiences strong residential and employment growth. As Section III of this report presents, the Camas 2035 plan forecasts strong growth in commercial jobs over coming decades, and significantly outnumbering industrial jobs.

  Section IV of this report discusses estimates of demand for housing types by age and income groups. Since 2000, Camas has grown by nearly 4,000 households, or 89% growth. This translates to robust annual growth of 3.2%, in comparison to 1.4% growth in Washington State, and 0.8% in the United States. The community is forecasted to continue to add an average of roughly 200 households each year over the next five years. The housing supply for both owner and rental units must continue to increase to meet the need of these new residents.

  Camas is a strong residential development market, with median sale price of homes approaching $500,000 and 30% higher than the prior peak in 2007. Annual home sales have increased from 415 to 770 between 2007 and 2021, and housing units permitted rose from 130 to 650 per year. This pace already exceeds the forecasted growth rate of the Camas 2035 plan.

III. LAND CAPACITY VS. DEMAND (CAMAS 2035)

CAMAS 2035 FINDINGS

Figure 3.1 presents the estimated buildable acres of commercial, industrial and residential land in Camas as identified in the City's most recently adopted Camas 2035 Comp Plan. Camas 2035 was adopted in 2016 and generally reflects the land demand and capacity estimates from 2015. The original source of the buildable land inventory was the 2015 Vacant Buildable Lands Model (VBLM) of Clark County.

The adopted Comp Plan estimated 464 net acres of buildable commercial land (generally retail and office), and an estimated 660 net acres of buildable industrial land. There was an estimated supply of 876 net buildable acres of residential land.

After the projected amount of land need over 20 years was factored, the analysis adopted in the Comp Plan finds that there is a surplus of land for all three land uses. The Comp Plan finds the narrowest 20-year surplus of commercial land (127 acres), with a larger surplus of industrial lands (167 acres), and the largest surplus of residential land (231 acres).

FIGURE 3.1: ESTIMATED LAND SUPPLY AND DEMAND
CITY OF CAMAS COMPREHENSIVE PLAN (2015 – 2035)

Land Use Category	Density	Demand (2035)			Total Land Supply / Capacity		Surplus Supply / Capacity	
		Jobs	Units	Acres	Net Acres (CP)[1]	Capacity (jobs/units)	Net Acres (CP)	Capacity (jobs/units)
Commercial	20 jobs/ac	6,744		337	464	9,280	127	2,536
Industrial	9 jobs/ac	4,438		493	660	5,940	167	1,502
	Total:	***11,182***		***830***	***1,124***	***15,220***	***294***	***4,038***
Residential	6 units/ac		3,868	645	876	5,256	231	1,388

[1] Acreage based on VBLM, but further refined by City. Finding of more net acres than in VBLM.

Source: Camas 2035, Table 1-1; Clark County Vacant Buildable Lands Model (2015)

Draft Clark County Buildable Lands Report (2022): An updated VBLM and growth forecasts for Clark County, including Camas, have been developed over the past year and is expected to be adopted soon. This updated VBLM found a diminished supply of net buildable lands in all of the land categories after factoring the development that has taken place over the last few years:

- 302 acres of Commercial Land (down from 464 ac. in 2015)
- 647 acres of Industrial Land (down from 660 ac.)
- 481 acres of Residential Land (down from 876)

The draft Buildable Lands report provides estimated development pace from 2016-2020. At this pace, the remaining acreage represents the following land supply by category:

- Over 50 years of Commercial Land (6 acres/year)
- Over 400 years of Industrial Land (1.6 acres/year)
- 8 years of Residential Land (59.6 acres/year)

Forecasted Job Growth (Land Demand): The Camas 2035 Comp Plan presents a forecast of land demand for 337 commercial acres and 493 industrial acres over the planning period. However, due to the higher assumed density of jobs on commercial lands (20 jobs/ac.), this amounts to many more commercial jobs than industrial jobs (6,744 vs. 4,438 respectively). (The draft Buildable Lands Report does not include specific job forecasts, only land capacity to house jobs.)

The Comprehensive Plan projects 11,182 new jobs in Camas by 2035, based on estimates from the Clark County Buildable Lands Report (2015). Given the 9,093 jobs from 2013 shown in the Comprehensive plan, this means that the city has forecasted average annual employment growth in the range of 3.7% per year.

Though average annual growth in the city was only 1.5% from 2001 to 2015, growth has been rapid since the downturn. From 2010 to 2015, the city added jobs at an average annual rate of 5.4%, and at 5.0% after 2016, prior to the shock of the pandemic recession. This growth was faster than the 3.6% and 4.3% growth seen county-wide in those time frames, respectively.

As noted above, the latest updated estimate of buildable land in Camas (2020) found that there is a significant amount of remaining employment land:

- 302 acres of Commercial Land (with capacity for 6,033 jobs)
- 647 acres of Industrial Land (with capacity for 5,825 jobs)

This is a total estimated land capacity to house 11,858 jobs as of 2020. *This is a remaining capacity that is greater than the total projected new job growth (11,182) in the Camas 2035 plan, even five years after that plan's adoption*.

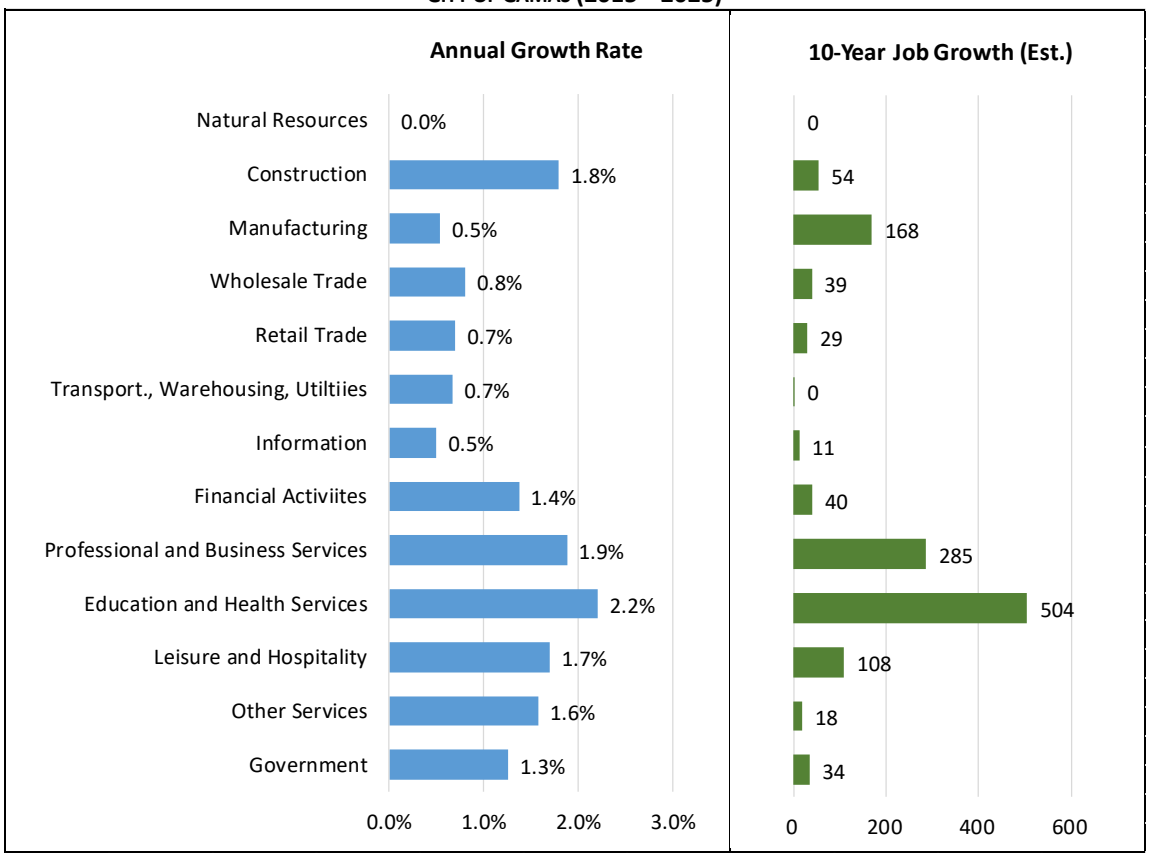
Supplemental Employment Sector Analysis: JOHNSON ECONOMICS prepared additional analysis of employment growth based on the forecasted growth rate of major industry sectors in Southwest Washington. This forecast is based on 10-year growth rates prepared by the Washington State Employment Security Department (ESD) for the broader Southwest Washington region. Because the methodologies differ, the overall job growth forecast does not match that found in the Comp Plan. However, this does provide more granularity on what employment sectors are expected to grow fastest in the region, and whether or not these tend to be industrial, office or retail jobs (Figure 3.2, following page.)

This analysis utilized the estimated employment base level of 9,093 as presented in the Camas 2035 plan, distributed across sectors as reported by the US Census Longitudinal Employer-Household Dynamics program. Applying the projected growth rates from the ESD, we see that the fastest growing industries are projected to be Education and Health Services (2.2% annually), Professional and Business Services (1.9%), and Construction (1.8%).

In terms of absolute growth in number of jobs, the greatest local growth is expected in Education and Health Services, and Professional and Business Services. There next highest number of jobs are in manufacturing and tourism-related sectors. (These numbers do not match the adopted forecast in the Camas 2035 Plan, and therefore should be viewed as an indicator of projected growth relative to other sectors.)

This alternate forecast suggests that **the greatest number of new jobs will be found in sectors that tend to use commercial office and retail space (and land), and fewer new jobs in sectors that use industrial space.** The major users of industrial space (manufacturing, transportation/warehousing, construction) are projected to make up roughly 16% of new employment under this alternative forecast. The sectors which are major users of office and retail commercial space make up an estimated 82% of new employment.

FIGURE 3.2: ALTERNATE 10-YEAR JOB GROWTH PROJECTION
CITY OF CAMAS (2015 – 2025)



SOURCE: Washington State Employment Security Department, Johnson Economics

IV. RESIDENTIAL DEMAND ANALYSIS

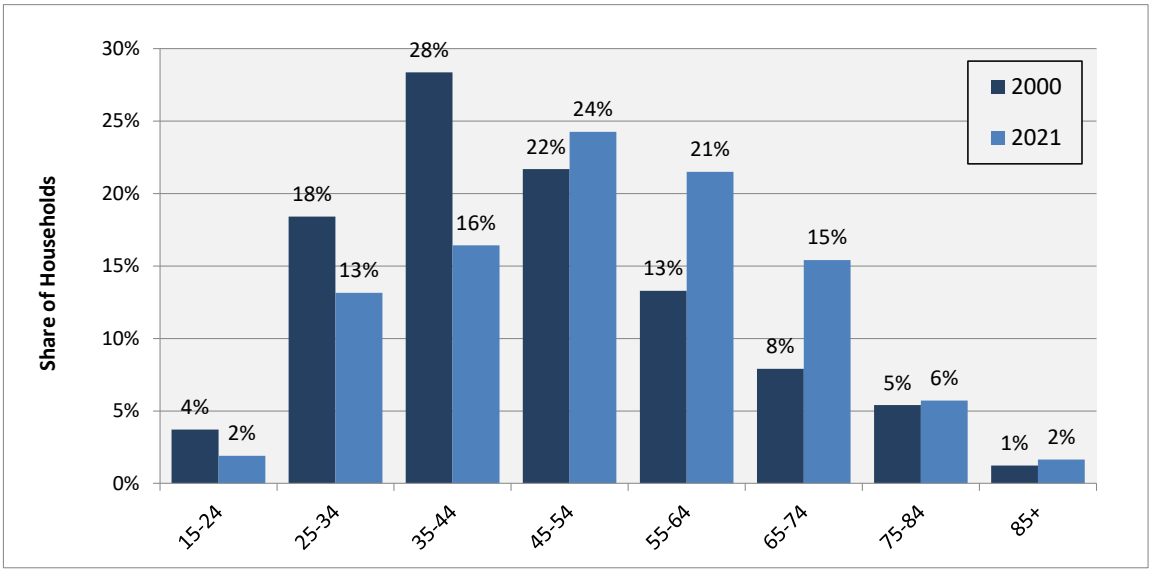
In this section, we analyze the market depth for rental apartments within the City of Camas, to determine the potential demand for housing at the subject site as part of a mixed-use development. We provide estimates of turnover in the existing household base as well as estimates of current demand growth over the coming five years. The forecast supports the continued robust growth of the Camas community and need for housing.

HISTORICAL GROWTH

According to estimates from Environics and the Census, the PMA totaled 8,317 households as of 2020, after adding over 3,850 households since the turn of the millennium. Over this 20-year period, this translates to an average annual growth of 3.2%, which is far above the average growth rate observed in the Portland Metro Area (1.3%). Since 2000, households in Camas have grown significantly older and wealthier on average.

Age of Householder: The following figure displays how the household growth within the market area has been distributed across age groups since 2000. The strongest growth was seen in households aged 45 to 74. All age categories except 15-24-year-olds experienced some growth in absolute terms. But in terms of share of households (%), those aged 45 to 74 grew the most.

FIGURE 4.1: AGE PROFILE OF CAMAS HOUSEHOLDS, 2000 AND 2021

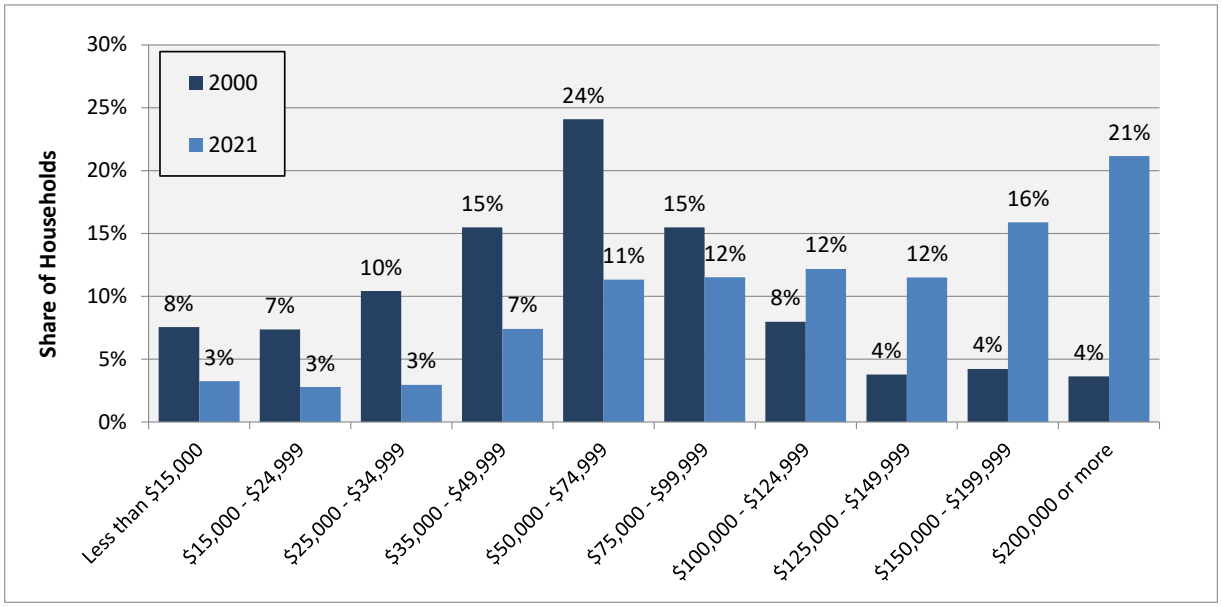


SOURCE: Environics Analytics

The largest total growth seen within an age group was in those aged 55-64. This age group increased by an estimated 1,200 households since 2000. The 45-54 age group and the 65-74-year old age group each grew by roughly 1,000 households since 2000. This group had a smaller population to begin with, however, so the increase represents a 6.8% annual growth, highest among all age groups.

Household Income: The area has become quite affluent over the last two decades, though part of the increase can be attributed to inflation. The realized growth on a net basis has been among households making at least $75,000 per year. Growth is particularly strong among households making more than $100,000 per year. Nearly all the positive growth came from households with incomes above this threshold. The highest-income households, making at least $200,000 per year, increased over ten-fold over the period, faster than any other income group.

FIGURE 4.2: INCOME PROFILE OF CAMAS HOUSEHOLDS, 2000 AND 2020



SOURCE: Environics Analytics

DEMAND GROWTH (2022 - 2027)

JOHNSON ECONOMICS has developed a housing demand model that translates estimates of job growth and household growth into demand for housing of different forms. Our model begins with household growth estimates stratified by age and income, as these are the variables that best predict housing preferences. Our household growth estimates are based on projections by Environics, a third-party data provider that draws on various data sources to identify trends that impact the household base within specific geographies down to a census block group level. We adjust these estimates based on employment growth projections (by age) and migration trends. The goal is for the projections to reflect underlying demand rather than expected realized household growth, which is constrained by supply.

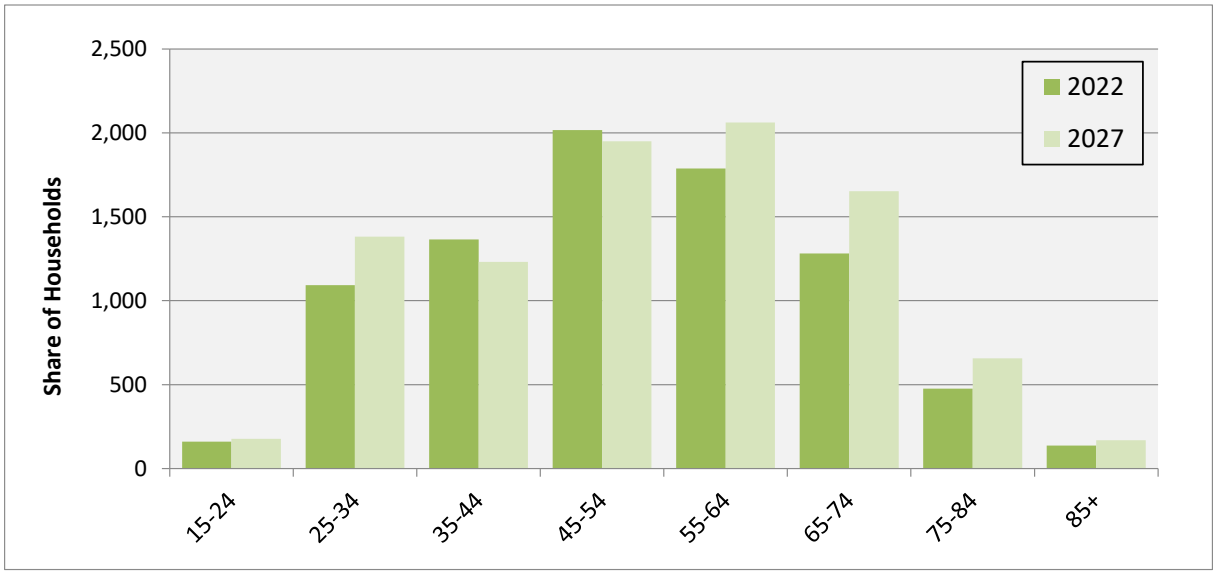
After developing a segmented projection of overall housing demand for the market area, we use local microdata from the U.S. Census Bureau to establish segment-specific rates of housing tenure (owners/renters) and housing type (SF detached/SF attached/multi-family), to derive assumptions of future housing propensity within the segments.

NEW HOUSEHOLD DEMAND, CAMAS

Over the coming five years, Johnson Economics projects an increase of roughly 960 households within Camas, or 190 per year. This represents annual growth of 2.2%. Note that this is based on an extrapolation of historical trends, which in turn is based on realized growth rather than underlying demand not limited by supply constraints. Taking into account job growth and migration, we believe that the household growth is likely to exceed this rate, therefore we believe this is a conservative estimate.

The following chart displays the anticipated change in the number of households by the age of the householder. The projections indicate particular demand growth among young households in the early family-stage, as well as considerable growth in empty-nester and senior segments, reflecting the aging of the baby boomers. The greatest growth is anticipated in those between 55 and 74 years of age.

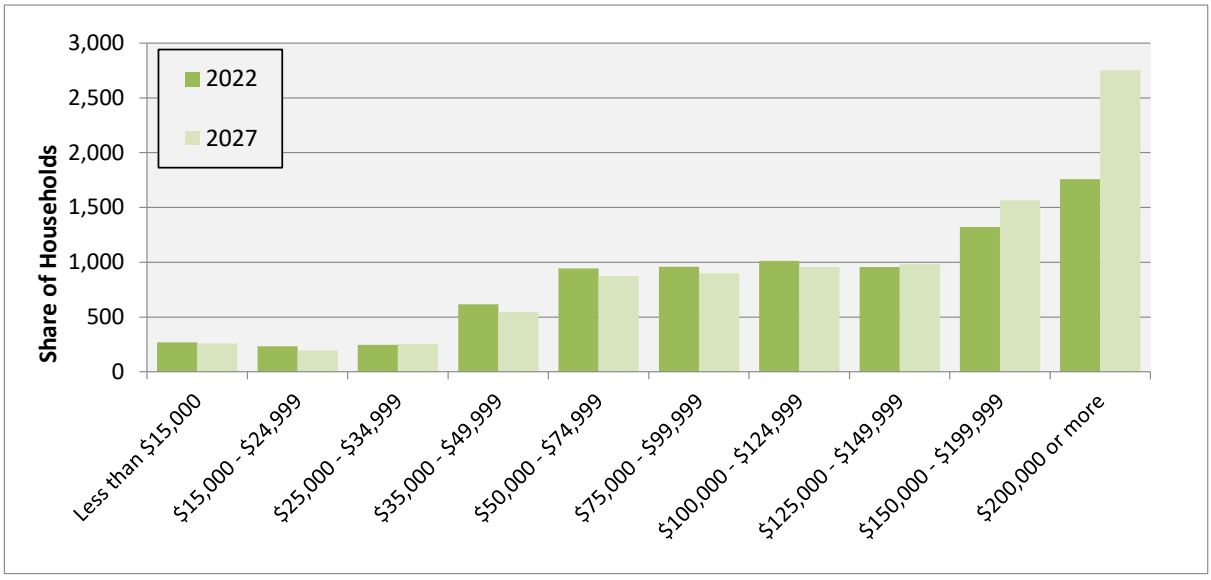
FIGURE 4.3: PROJECTED DISTRIBUTION OF HOUSEHOLDS BY AGE, CAMAS (2022-2027)



SOURCE: Environics, JOHNSON ECONOMICS

With respect to income, the growth is anticipated to be distributed broadly across mid- and upper-income segments, but with the greatest growth continuing to be seen in the highest income categories. The city is expected to continue to develop as an attractive middle- and upscale community for Clark County and Portland-metro workers. The affluent suburban nature of the community will enhance its attractiveness to prospective new residents.

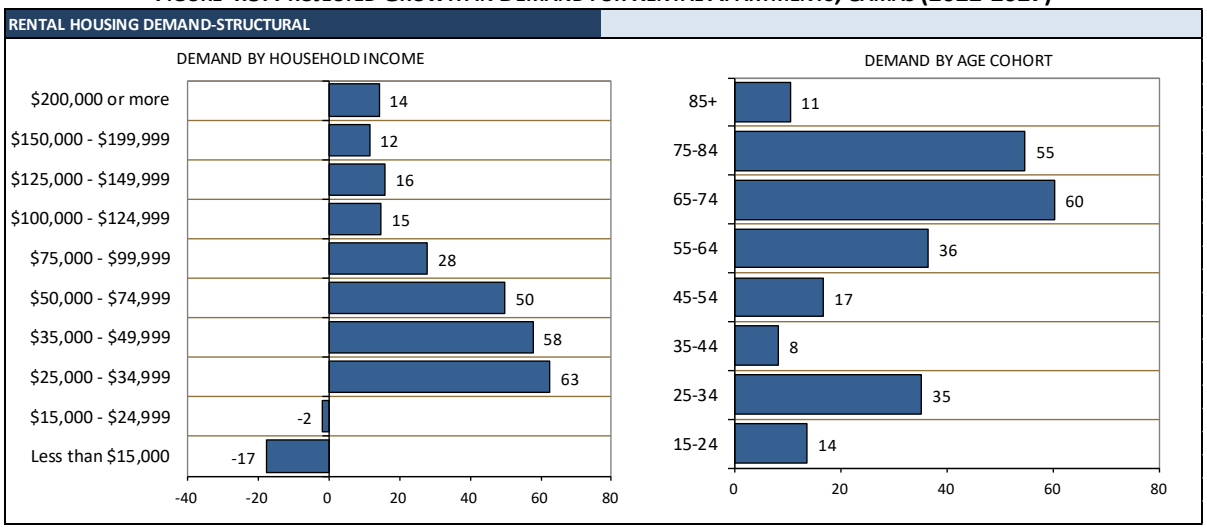
FIGURE 4.4: PROJECTED DISTRIBUTION OF HOUSEHOLDS BY INCOME, CAMAS (2022-2027)



SOURCE: Environics, JOHNSON ECONOMICS

When we apply estimates of future tenure (rent vs. own) and housing type propensity rates to the projected demand, our model indicates that new growth alone will support roughly 240 apartment units over the coming five years, or an average of nearly 50 per year. The net new demand is projected to be concentrated among the lower- to middle-income households who are more likely to rent than own. This trend supports the need for the continued development of new housing options in coming years.

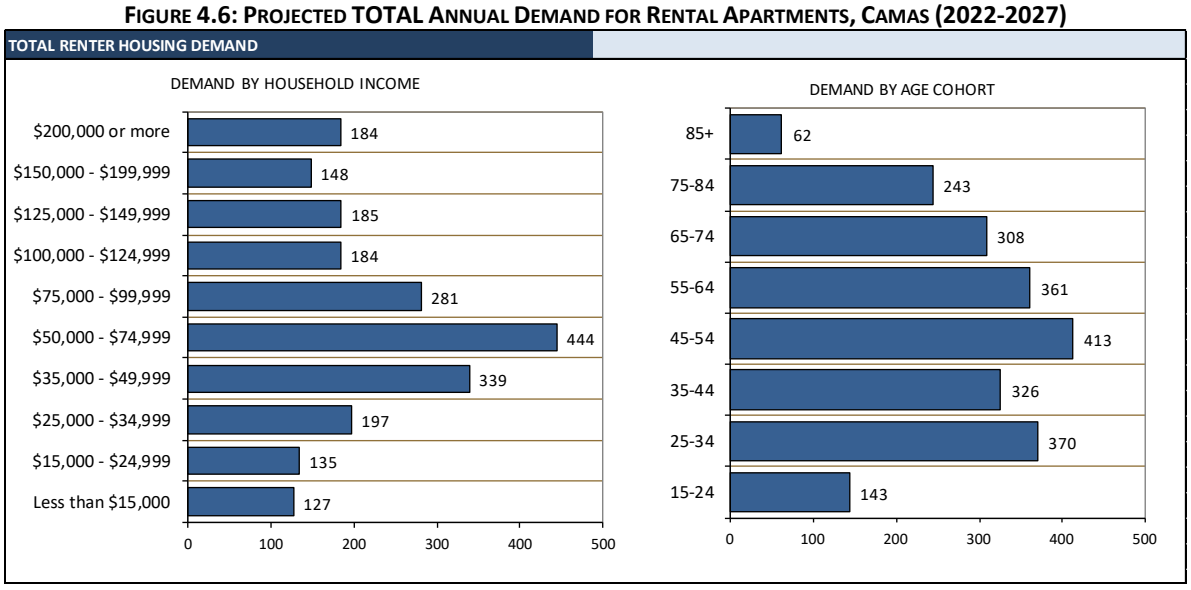
FIGURE 4.5: PROJECTED GROWTH IN DEMAND FOR RENTAL APARTMENTS, CAMAS (2022-2027)



SOURCE: Environics, JOHNSON ECONOMICS

A secondary source of demand is turnover in the existing base of apartment households in the city. When currently renting households move out of their units, newer rental properties have the ability to compete for these renters with newer facilities and up-to-date amenities. We project around 445 rental transactions (new and turnover) per year in the Camas apartment market. These transactions are expected to represent a wider distribution across age and income categories than the net new demand.

FIGURE 4.6: PROJECTED TOTAL ANNUAL DEMAND FOR RENTAL APARTMENTS, CAMAS (2022-2027)



SOURCE: Environics, U.S. Census Bureau, JOHNSON ECONOMICS

Though turnover represents demand for which there already is matching supply, these transactions tend to benefit the absorption of new units in the market, as existing renters "trade up" into newer units with less wear and more up-to-date features. Based on Clark County taxlot data, analyzed in GIS, the average age of existing apartment projects with at least five units in Camas is 35 years, suggesting more up-to-date properties should be able to offer a large competitive contrast. Moreover, the data indicates that the average size of these projects is 19 units. Projects of this scale rarely offer any community amenities to speak of.

V. CONCLUSIONS

ALTERNATE USES

While the subject site is generally suitable for either of the proposed uses, the prospective industrial business park development faces some disadvantages while a mixed-use development generally enjoys advantages for feasibility. These are mainly related to market forces, demand, and the topography of the site, and compatibility with surrounding uses:

- **Topography:** The sloping topography of the site might present a challenge for industrial users who prefer flat land. The preparation and grading of this land must not be cost prohibitive, because typically industrial users pay the least of the major uses for buildable land (i.e. excessive land development costs can render a site infeasible for industrial use). Multi-family developments are typically feasible on more uneven topography due to the ability to locate multiple smaller buildings and parking areas at different elevations. **Higher-value residential and/or commercial developments can also typically support higher cost for land preparation than industrial uses.**

- **Compatibility:** Housing is a classic compatible use next to a golf course, and this development would benefit from being near the clubhouse and driving range. The established neighborhoods to the east around the golf course demonstrate that this is a desirable location for residents, offering excellent access to nature, views, and livability amenities. The site is compatible for a range of small commercial users including convenience retail, small dining establishments and small office users. These uses can benefit from a location between industrial parks to the west, residential neighborhoods to the east, and traffic to and from the golf course.

  Some industrial and flex-space users are likely to be incompatible with the existing golf course use to the north edge of the site. These include businesses that create negative externalities such as noise, smoke or other fumes, excessive industrial yard machinery or storage, or heavy truck traffic. Business Park office development may be less likely to face these issues.

- **Market Conditions:** The Camas and East Vancouver submarket has seen healthy growth of industrial and office park users and new jobs since 2010. But according to data from CoStar Analytics, the strength of the local office market has fluctuated over time. While rent levels have risen steadily, vacancy has at times exceeded the 10% threshold sought in a healthy market. Recently, the pandemic has greatly increased professional office vacancy as many workers switched to working from home, and may not return.

  Currently, there are thousands of vacant square feet of space available at the Camas Meadows Corporate Center across the street from the subject site. As discussed more below, there is also estimated to be an oversupply of industrial and business park land to accommodate new development. For these reasons, **Johnson Economics does not estimate that there is currently a shortage or even tight supply of industrial, business park or office space in the Camas area** for the foreseeable future.

  The subject site may be a good location for small commercial businesses, providing good access and visibility, with a built-in local customer base. The greatest concentrations of commercial shopping and service are all located more than a mile from this area. Demand for these businesses will continue to grow as Camas experiences strong residential and employment growth. The Camas 2035 plan forecasts strong growth in commercial jobs over coming decades, and significantly outnumbering industrial jobs.

  Since 2000, Camas has grown by 4,000 households, or 89% growth. This translates to robust annual growth of 3.2%, in comparison to 1.4% growth in Washington State, and 0.8% in the United States. The community

is forecasted to continue to add an average of roughly 200 households each year over the next five years. The housing supply for both owner and rental units must continue to increase to meet the need of these new residents.

Camas is a strong residential development market, with median sale price of homes approaching $500,000 and 30% higher than the prior peak in 2007. Annual home sales have increased from 415 to 770 between 2007 and 2021, and housing units permitted rose from 130 to 650 per year. This pace already exceeds the forecasted growth rate of the Camas 2035 plan.

- **Job Capacity:** The Camas 2035, using Clark County assumptions assumes that industrial land will develop at an average of 9 jobs per acre. The amount of employment at any one LI/BP development will vary. Office space in a business park is likely to supply jobs at a higher density than a warehouse. However, it should be noted that if a greater job density is assumed, then the forecast of total needed industrial acres over 20 years should also be lower (i.e. more jobs would be accommodated on less land.) If that is the case, then this would result in an even higher surplus of industrial land in the inventory. The impact of converting a small amount of it to a different use would be even less.

  Under the alternative mixed-use scenario for the site, the commercial portion is assumed to accommodate an average of 20 jobs per acre, indicating that the transition from industrial to commercial zoning will still allow for employment growth at the subject site.

INDUSTRIAL AND COMMERCIAL LAND SUPPLY

The Camas 2035 comparison of 20-year land need from job and household growth, with the current buildable lands, found a surplus of all the major categories of land in Camas (Figure 3.1, reproduced below). If the lands build out as projected, there will remain a surplus of 127 commercial acres, and 167 industrial acres. **These adopted figures do not present a compelling reason to protect a small amount of either of these categories of land from conversion**, all else being equal.

FIGURE 3.1: ESTIMATED LAND SUPPLY AND DEMAND
CITY OF CAMAS COMPREHENSIVE PLAN (2015 – 2035)

Land Use Category	Density	Demand (2035)			Total Land Supply / Capacity		Surplus Supply / Capacity	
		Jobs	Units	Acres	Net Acres (CP)[1]	Capacity (jobs/units)	Net Acres (CP)	Capacity (jobs/units)
Commercial	20 jobs/ac	6,744		337	464	9,280	127	2,536
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Residential	6 units/ac		3,868	645	876	5,256	231	1,388

[1] Acreage based on VBLM, but further refined by City. Finding of more net acres than in VBLM.

Source: Camas 2035, Table 1-1; Clark County Vacant Buildable Lands Model (2015)

The updated 2020 VBLM (yet to be adopted) indicates that the supply of buildable residential land has diminished much faster than the supply of commercial or industrial land. The report provides estimated development pace from 2016-2020. At this pace, the remaining acreage represents the following land supply by category:

- Over 50 years of Commercial Land (6 acres/year)
- Over 400 years of Industrial Land (1.6 acres/year)

- 8 years of Residential Land (59.6 acres/year)

INDUSTRIAL VS. COMMERCIAL LAND DEMAND

The Camas 2035 projects a 20-year growth of 11,182 jobs. A majority of these (60%) are forecasted to be jobs that take place in a commercial environment, and 40% in an industrial environment (Figure 3.1). Additional analysis by employment sector using state ESD forecasts supports the conclusion that, despite robust industrial job growth, a majority of new employment will be commercial jobs. **This finding is supportive of conversion of a modest amount of industrial land to commercial land on the border of the Grass Valley LI/BP area, without significantly impairing the ability to meet future industrial demand.**

RESIDENTIAL LAND DEMAND

The Camas 2035 plan likewise finds a surplus of residential lands over the planning period. Over the coming five years, Johnson Economics projects an increase of roughly 960 households within Camas, or 190 per year. This represents annual growth of 2.2%, which we consider a conservative estimate. **The demand analysis prepared by strongly supports the need for additional housing options of all types over the coming decades.**

The subject site is an appropriate location for housing as part of a mixed-use development based on physical, location and market factors.

Annual Comprehensive Plan Amendments
CPA22-01
Index of Exhibits

Exhibit No.	Title/Description	Document Date
1	Application	1/31/22
2	Site Map	
3	Narrative	1/2022
4	Traffic Analysis	1/28/22
5	Water Sewer Traffic Memo	7/9/22
6	Johnson Economic Study for Pedwar Comp Plan Request	

Staff Report

October 19th, 2022 Planning Commission

Camas and Washougal School District Capital Facility Plan updates
Presenter: Robert Maul, Interim Community Development Director
Time Estimate: 30 min

Phone	Email
360.817.1568	rmaul@cityofcamas.us

BACKGROUND: City. The Camas and Washougal School districts are required to update their capital facility plans periodically. Cities and Counties in turn need to adopt those changes as per RCW36.70A.106.

SUMMARY: The Camas and Washougal School districts are both required to update their adopted capital facility plans. When doing so they must coordinate with all jurisdictions to modify their respective comprehensive plans to comply with state law. The Camas School district has provided a summary and updated capital facility plan that was adopted by the School Board where there is a suggested change to the impact fee amount for residential development within the City of Camas boundaries. The current impact fee collected for each single family dwelling unit and for each dwelling unit in multi-family type development is $5,371. The new impact fee is $6,650. The Washougal School district saw enough decline in enrollment that they will not be collecting impact fees.

BUDGET IMPACT: This is not a direct impact to the City's budget. The City of Camas collects the impact fees and transfers the funds to the school districts respectively.

RECOMMENDATION: Staff recommends APPROVAL of the proposed Capital Facility Plan updates for the Camas and Washougal School Districts. The Planning Commission is to forward a recommendation to the City Council for its consideration and action.

CAMAS SCHOOL DISTRICT 117
RESOLUTION 21-02
CAPITAL FACILITIES PLAN 2022-2028

A Resolution of the Board of Directors (the "Board") of the Camas School District No. 117 (the "District") to adopt a Capital Facilities Plan (the "Plan") for school facilities conforming to requirements of the State Growth Management Act and the Clark County General Policy Plan.

WHEREAS, Districts are required to update their Capital Facilities Plan every six years in compliance with RCW 36.70A (the Growth Management Act); and

WHEREAS, this Plan update was developed by the District in accordance with accepted methodologies and requirements of the Growth Management Act; and

WHEREAS, the proposed impact fees utilize calculation methodologies meet the conditions and tests of RCW 82.02; and

WHEREAS, the District finds that the Plan meets the basic requirements of RCW 36.70A and RCW 82.02; and

WHEREAS, the District conducted a review of the Plan in accordance with the State Environmental Policy Act, state regulations implementing the act, and District policies and procedures;

NOW, THEREFORE BE IT RESOLVED as follows:

1. The 2012 Capital Facilities Plan for the years 2012-2028 is hereby adopted by the District.
2. The Clark County Board of Commissioners is hereby requested to adopt the Plan by reference as part of the capital facilities element of the County's General Policy Plan.
3. The Cities of Camas, Washougal, and Vancouver are hereby requested to adopt the Plan by reference as part of the Capital Facilities Plan element of their respective General Policy Plans.

ADOPTED, this 23rd day of May 2022 at the Regular Meeting of the Board of Directors for Camas School District 117.

CAMAS SCHOOL DISTRICT 117
BOARD OF DIRECTORS

Attest:

Secretary to the Board

CAMAS SCHOOL DISTRICT
CAPITAL FACILITIES PLAN
2022 – 2028

Board of Directors

District I	**Corey McEnry**
District II	**Erika Cox**
District III	**Connie Hennessey**
District IV	**Doug Quinn**
District V	**Tracey Malone**

Interim Superintendent
Doug Hood

Adopted by the Camas School District Board of Directors

May 23, 2022

TABLE OF CONTENTS

I. EXECUTIVE SUMMARY

The Washington State Growth Management Act (the "GMA") includes schools in the category of public facilities and services. The Camas School District ("District") is required by Clark County ("County") and the Cities of Camas, Washougal, and Vancouver ("Cities") to adopt a capital facilities plan to satisfy the requirements of the GMA and to identify school facilities necessary to meet the educational needs of current and projected enrollment growth for a six-year period. Due to the uncertainty of the impact of COVID-19 pandemic on student enrollment and public education and at the request of several school districts, including the District, Clark County suspended until 2022, their four-year update requirement.

The District has prepared a 2022 Capital Facilities Plan ("CFP") to provide the County and the Cities with a schedule and financing program for capital improvement needs over the next six years (2022-2028) to ensure that adequate facilities are available to serve new growth and development. The 2022 CFP includes the following elements:

- A description of standard of service and space requirements for educational programs (Section II)
- An inventory of existing capital facilities owned by the District (Section III)
- Future enrollment projections for each grade span (Section IV)
- A forecast of proposed capacities of expanded or new capital facilities over the next six years based on the inventory of existing facilities and the standard of service (Section V)
- A six-year plan for financing capital facilities within projected funding capacities, which identifies sources of public funds for such purposes. The financing plan separates projects and portions of projects which add capacity from those which do not, since the latter are generally not appropriate for impact fee funding (Section VI)
- A calculation of impact fees based on the formula in the County and City impact fee ordinances and supporting data substantiating such fees (Section VII)

In developing this CFP, the District used the following guidelines:

- The District will use information from recognized sources, such as professional demographers and planners, County and City adopted land use plans and County GIS data.
- The District will use data it generates from reasonable methodologies.
- The CFP and the methodology to calculate the impact fees will comply with the GMA and County and City codes.
- The six-year facility needs are based on an enrollment forecast that takes local development trends into account.
- The District plans to construct permanent/bricks and mortar facilities for its students and will develop a CFP to accomplish that objective. At the same time, the District expects there will be a time period when some of the students that the District serves will be housed in portables. Housing students in portables, temporarily, is necessary to qualify for state funds that are needed to build new schools.

Camas is a financially and academically sound school district. The 57 square mile Camas School District serves the majority of the Camas Urban Growth Area, a large section of the Washougal Urban Growth

Area, and a smaller portion of the Vancouver Urban Growth Area and rural Clark County. The District serves residents from the Cities of Camas, Washougal, Vancouver and unincorporated rural Clark County. It is bordered by Evergreen School District to the west, Hockinson School District to the north, Washougal School District to the east, and the Columbia River and the state line to the south.

The District served a population of 7,412 students in 2019 (October 1, 2019 enrollment). Due to the statewide closure of schools during the COVID-19 pandemic, and associated loss of public school enrollment, the District served a population of 7,055 students in 2020 (October 1, 2020 enrollment) and 7,045 students in 2021 (October 1, 2021 enrollment). The District expects no further enrollment loss and a recovery over 4-5 years to pre-pandemic enrollment.

For purposes of facility planning, the CFP considers grades K-5 as an elementary school, grades 6-8 as a middle school, and grades 9-12 as a high school. The District has six elementary schools; two standard middle schools and a third, smaller, application-based middle school; and a large comprehensive and two, smaller application-based high schools. In addition, the District serves Camas Connect Academy students in grades K-12 in an online platform, pre-school special needs students at the Heights Learning Center and Camas High School, and students aged 18-21 in the Transition Program.

In February 2016, voters approved a bond measure which included the funding for the projects noted below. Construction of the replacement Lacamas Lake Elementary School, the purchase of a 38.2 acre site and the associated remodel of a commercial building to house the new Odyssey Middle School, and the construction of the new Discovery High School on the same site have increased capacity to serve forecast growth.

School facility and student capacity needs are dictated by a complex matrix of regulatory mandates, educational program components, collective bargaining agreements, and community expectations, more fully described in Section II. The District's existing capital facilities are summarized in Section III. In addition, the District owns 32 portable classrooms located at school facilities – 24 of which currently house approximately 9.6%, or 680 students; and 8 additional portable classrooms that are available to accommodate enrollment growth.

Between 2014 and 2019, enrollment growth within the District grew an average 3.1% per year, compared to the countywide rate of 2.0%. A total of 847 students were added to Camas School District during that time. The District expects to continue to see an increase in enrollment over time, although at a slower rate. Much of the land within the District and urban growth boundaries has yet to be developed, and there continues to be market interest in housing development in Camas and Washougal. Future K-12 enrollment is projected to increase by an average 1.3% per year, or 688 students over the next 7 years (see Section IV). Thanks to the 2016 Bond, which provided an increase in educational facility capacity of 192 students at the elementary level, 360 students in middle school, and 600 students in high school, many of the projected number of students by 2028 can be accommodated in the District's existing educational facilities and portable classrooms, except that there will be a need to increase capacity at the middle school level, and slightly at elementary school level.

The calculated maximum allowable impact fees for the District are $6,652.48 per single family residence and $29,713.38 per multi-family residence (**Appendix A**).

II. DISTRICT EDUCATIONAL PROGRAMS AND STANDARDS OF SERVICE

School facility and student capacity needs are dictated by the types and amounts of space required to accommodate the District's adopted educational program. Quality education plays a vital role in growing a strong local economy. To provide quality education, the District must have quality facilities to serve as the supporting space for developing the whole child within a community to prepare them for a competitive world. The educational program components which typically drive facility space needs include grade configuration, optimum facility size, class size, educational program offerings, classroom utilization and scheduling requirements.

Student enrollment is determined by population growth, birth rates, and housing and demographic characteristics of the District. Individual schools within the District may or may not follow the overall District pattern shared in this report. For example, the majority of the new housing in the past decade has been in the central and western portion of the District and the schools in these areas saw the most enrollment growth. As these areas have built out, future housing is proposed more in the outer ring of the District, predominantly to the north and east. This affects the balance of student enrollment and individual school facility capacity in ways that are not reflected in the overall summary.

In addition to student enrollment, other factors such as collective bargaining agreements, government mandates, and community expectations also affect classroom space requirements. Basic education programs are augmented by other programs such as special education, physical education, and art and music. These programs can have a significant impact on the available student capacity of school facilities.

The District's current programs and educational standards are summarized below. The program and educational standards may vary during the six-year CFP planning horizon. Absent significant changes in factors that are beyond the District's control, the District will provide the following programs and standards of service in 2022 through 2028. If significant changes occur that require new facilities or improvements beyond what is identified in this CFP, the District will prepare and submit an updated CFP.

A. Elementary Educational Standards

- Elementary school capacity is calculated utilizing classroom spaces containing a basic education teacher and his/her complement of students. All students are integrated at some time during the day in a basic education classroom and are included in the total enrollment count. All students are pulled out to attend additional programs (which may also be held in classrooms, if there is no designated space available). Building capacity calculations do not include pull-out program areas such as special education learning support centers, resource rooms, technology labs, music instruction spaces, and gymnasiums.
- Class sizes for grades K-5 are targeted not to exceed 24 students per class.
- When feasible K-3 class sizes are reduced to maximize enhanced funding from the State.

B. Middle School Program Standards
    - Middle school capacity is calculated utilizing the number of basic education teaching stations. It is not possible to achieve 100% utilization of all teaching stations throughout the day due to schedule conflicts, the need for specialized rooms for certain programs and the need for teachers to have work space during their planning period. A utilization factor of 83% is used to reflect the actual use of the building. Building capacity calculations do not include pull out program areas such as special education learning support centers, resource rooms, and technology labs.
    - Class sizes for grades 6-8 are targeted not to exceed 30 students per class.
C. High School Program Standards
    - High school capacity is calculated utilizing the number of basic education teaching stations. It is not possible to achieve 100% utilization of all teaching stations throughout the day due to schedule conflicts, the need for specialized rooms for certain programs and the need for teachers to have work space during their planning period. A utilization factor of 83% is used to reflect the actual use of the building. Building capacity calculations do not include pull out program areas such as special education learning support centers, resource rooms, and technology labs.
    - Class sizes for grades 9-12 are targeted not to exceed 31 students per class.

III. CAPITAL FACILITIES INVENTORY

The facilities inventory serves to establish a baseline for determining facilities needed to accommodate future demand at acceptable levels of service. This section provides an inventory of capital facilities owned and operated by the District including schools, portables, undeveloped land, and support facilities. School capacity is based on the space requirements for the District's educational programs as outlined in Section II.

A. Elementary Schools

Elementary School	Location	Year of Occupancy	Building SF	Capacity	Teaching Stations
Dorothy Fox (K-5)	2623 NW Sierra St Camas WA 98607	1982/2000/ 2011	62,237	552	23
Grass Valley (K-5)	3000 NW Grass Valley Dr Camas WA 98607	2009	70,023	624	26
Helen Baller (K-5)	1954 NE Garfield St Camas WA 98607	2009	64,417	576	24
Lacamas Lake (K-5)	4825 North Shore Blvd Camas WA 98607	2018	74,330	600	25
Prune Hill (K-5)	1602 NW Tidland St Camas WA 98607	2001	59,130	504	21
Woodburn (K-5)	2400 NE Woodburn Dr Camas WA 98607	2013	72,857	648	27
TOTALS:			**402,994**	**3,504**	**146**

B. Middle Schools

Middle School	Location	Year of Occupancy	Building SF	Capacity	Teaching Stations
Liberty (6-8)	1612 NE Garfield St Camas WA 98607	1937/1952/1969/ 1985/1995/2006	121,047	875	35
Odyssey (6-8)	5001 NW Nan Henriksen Way Camas WA 98607	2016 (built in 1996)	54,140	350	14
Skyridge (6-8)	5220 NW Parker St Camas WA 98607	1996	112,133	825	33
TOTALS:			**287,320**	**2,050**	**82**

C. High Schools

High School	Location	Year of Occupancy	Building SF	Capacity	Teaching Stations
Camas (9-12)	26900 SE 15th St Camas WA 98607	2003/2011	241,621	1,834	71
Discovery (9-12)	5125 NW Nan Henriksen Way Camas WA 98607	2018	92,000	600	24
Hayes Freedom (9-12)	1919 NE Ione St Camas WA 98607	2010	20,500	207	8
TOTALS:			**354,121**	**2,641**	**103**

D. Portables Inventory

Facility Type	Available Portable Classrooms	Capacity
Elementary Schools	14	336
Middle Schools	6	150
High Schools	12	310
TOTALS:	**32**	**796**

E. Support Facilities

Type	Location
Grounds Shop, Bus Maintenance and Warehouse (1963/2001)	1707 NE Ione St Camas WA 98607
Transportation Center (2001/2012)	1125 NE 22nd Ave Camas WA 98607
JD Zellerbach Administration Center (1967/1974/1985/1998/2010)	841 NE 22nd Ave Camas WA 98607
Doc Harris Stadium (2010)	1125 NE 22nd Ave Camas WA 98607
The Heights Learning Center (1963, 1984, 1998, 2008, 2018)	4600 NE Garfield Street Camas WA 98607
Jack, Will & Rob Family Resource Center (2002, 2017)	2033 NE Ione St Camas WA 98607
Transition House (remodeled 2009)	612 NE 2nd Ave Camas WA 98607

F. Land Inventory

The district owns the following under- and undeveloped sites:

- 57.6 acres located at 2815 NW Leadbetter Drive, Camas, WA 98607 – site includes a commercial office building
- 79.9 acres located at the northeast corner of NE 28th Street and NE 232nd Ave
- 19.6 acres located northwest of the intersection of NW Pacific Rim Blvd and NW Parker Street

IV. STUDENT ENROLLMENT PROJECTIONS

The District's six-year enrollment projection is based on a forecast prepared by Eric Hovee of E.D. Hovee & Company, LLC in February 6, 2020 and updated in December, 2021.

The approach used in making the updated enrollment forecast included the following:

- Kindergarten (K) enrollment is forecast based on the population of each school area (and expected population growth) together with birth rate data from five years previous using an age-cohort

methodology. Data required for the K-level forecast includes projections of population growth, women of childbearing age and age-specific fertility rates.

- Actual enrollment patterns from prior years are used as a basis for projecting future enrollment for grades 1-12. For example, the number of students in a particular grade as of October 1, 2019 are promoted into the next grade level for 2020 (adjusting for expected population growth together with gains or losses typically associated with a particular grade-to-grade change for each grade level at each individual school). The pattern for the District is for additional students to join as the grades increase, especially at the transition from elementary to middle and from middle to high school.
- The 2021/2022 school year enrollment is based on the October 1, 2021 enrollment data.
- Economic growth impacts, land use and zoning provisions, buildable lands inventory, and new residential developments are taken into account.
- The student generation rates by grade levels in the District for single family homes for the last six years is 0.237 Elementary School, 0.143 Middle School, and 0.202 High School students/new unit. Since there have been limited multi-family units constructed in the District over the last six years, the County code states that County wide averages should be used but the District is using a composite from larger districts with a significant amount of multi-family units. Accordingly, the District will apply a 6-year generation rate for the other larger school districts in Clark County (Battle Ground, Evergreen, and Vancouver). The composite weighted average for these three districts combined is a multi-family generation rate of 0.554 Elementary School, 0.344 Middle School, and 0.460 High School students/new unit.

A. Projected Enrollment 2022-2028 (Headcount)

Grade	Actual 2019	Actual 2020	Actual 2021	2022	2023	2024	2025	2026	2027	2028
K-5	3,117	2,852	2,866	2,954	2,904	3,071	3,041	3,183	3,231	3,308
6-8	1,863	1,737	1,735	1,721	1,758	1,721	1,790	1,766	1,862	1,877
9-12	2,432	2,389	2,444	2,428	2,484	2,453	2,457	2,515	2,494	2,549
TOTALS:	**7,412**	**6,978**	**7,045**	**7,103**	**7,146**	**7,245**	**7,288**	**7,464**	**7,587**	**7,734**

V. CAPITAL FACILITIES NEEDS

Facility needs for purposes of the Growth Management Act and impact fees are based on existing capacity and forecast enrollment. The 2028 Facility needs are shown in the table below and the amount of the facility need that is attributed to forecast growth is described under the table.

A. Forecast Facility Capacity Needs

- Elementary Schools: The enrollment forecast shows an increase of 442 students.
- Middle Schools: The enrollment forecast for middle school shows an increase of 142 students.
- High Schools: The enrollment forecast for high school shows an increase of 105 students.

- The projected number of students by 2028 indicate the need for an additional middle school and elementary school capacity. High school enrollment can be accommodated by the additions in our 2016 bond to our existing educational facilities.

Under the District's 2016 Bond Capital Program, the District purchased property that contained a commercial building in 2016, which was remodeled in 2017 to accommodate educational use and can serve 350 middle school students. In 2018, the District completed construction of a new high school that has a capacity to serve 600 students. In addition, the District completed construction of a replacement elementary school in 2018 to increase the capacity at the elementary level by 192 students. The District also added two double portable classrooms to the District inventory at the elementary level in 2019 and 2020 to address overcrowding at individual schools. The cost to purchase this land and build these schools and portables, which are now available to serve forecast growth are listed below as Facility Capacity Needs.

The District added capacity over the last 4-5 years that is available to serve forecast growth. New development, which places demands on schools will use the capacity that has been provided, and will contribute a small portion of the cost through the payment of school impact fees.

B. 6-Year Plan – Facility Capacity Needs

Project Description	Added Capacity	Estimated Cost	Cost for Added Capacity to Serve Growth
Woodburn Elementary Portable	48	$500,000	$500,000
Odyssey Middle School Addition	100	$15,000,000	$10,000,000
Property Acquisition		$7,000,000	0
Liberty Middle Portable	60	$500,000	$500,000
Middle School Construction	850	$100,000,000	$100,000,000
Leadbetter Campus Improvements for Educational Purpose	500	$87,000,000	0
TOTAL:	**2,158**	**$210,000,000**	**$111,000,000**

- Cost attributed to forecast growth is the proportionate share of the total cost to construct the improvement that is equal to forecast growth. Forecast growth at the elementary school level is 442 and the added capacity is 48. Because two middle schools will be at and over capacity during the 6-year period of this plan, the entire new middle school, addition, and portable are needed for growth. The estimated total cost includes all the costs to construct the improvement. Architect, engineer, professional services, furniture/fixtures/equipment, permit and owner contingency costs have been excluded from the cost allocated to serve forecast growth.
- Costs are estimates.

- The 2016 bond program also included replacement facilities and capital renewal projects that are not listed above. A detailed list of all bond improvements with project specific costs is on file with the District.
- To accommodate growth on a short term and immediate basis, the District may purchase and utilize portable classrooms, and this plan incorporates those facilities and the equipment and furniture necessary to equip these classrooms in the District's facility plan. Impact fee revenue can be available to fund portable facilities if these facilities are needed to serve growth.

VI. CAPITAL FACILITIES FINANCE PLAN

A. Six Year Financing Plan

Facility Capacity Need	Total	Estimated Impact Fees	State Construction Funds	Bonds
Secured	**$4,000,000**	$4,000,000	$0	$0
Unsecured	**$111,000,000**	$3,000,000	$13,000,000	$95,000,000

*Financing plan does not include all potential facility needs identified in table V. B. above.

The total cost for all 2016 bond projects, including facility improvements and property acquisition was $137.2 million dollars. Funding for planned improvements is typically secured from a number of sources including voter approved bonds, limited general obligation bonds, capital levies, state match funds and impact fees. The following information explains each of the funding sources in greater detail.

Capital Levies
In 2021, District voters approved a $11.5 million dollar Capital Levy to fund technology and necessary capital renewal projects; including roof replacements, HVAC replacements, fire protection upgrades, and other capital maintenance.

School Construction Assistance Program (SCAP)
The School Construction Assistance Program (SCAP) provides funding assistance to school districts that are undertaking a major new construction or modernization project. Funds primarily come from the Common School Construction Fund (the "Fund"). School districts may qualify for State construction funds for specific capital projects based on eligibility requirements and a state prioritization system. Based on the District's assessed valuation per student and the formula in the State regulations, the District is currently eligible for state construction funds for new schools at the 63.77% match level. The District received $13,065,000 for construction of the new high school.

Impact Fees
The collection of school impact fees generates partial funding for construction of public facilities needed to accommodate new development. School impact fees are collected by the cities and County on behalf of the District at the time plats are approved or building permits are issued. Impact fees are calculated based on a formula, which includes the portion of District construction resulting in increased capacity in schools.

Anticipated property acquisition and new construction is based on the enrollment forecast, capacity, the District's educational standards and the community's support of finance tools to fund improvements.

VII. SCHOOL IMPACT FEES

The Growth Management Act (GMA) authorizes jurisdictions to collect impact fees to supplement funding of additional public facilities needed to accommodate new development. Impact fees cannot be used for the operation, maintenance, repair, alteration, or replacement of existing capital facilities used to meet existing service demands.

Local jurisdictions in Clark County have adopted impact fee programs require school districts to prepare and adopt Capital Facilities Plans. Impact fees are calculated in accordance with the jurisdiction's formula, which is based on school facility costs to serve new growth. The formula allocates a portion of the cost for new facilities to a single family or multi-family residence that create the demand (or need) based on a student factor, or the average number of students that live in new single family or multi-family homes. The formula also provides a credit for SCAP funds the District receives and the projected future Bond Proceeds (or property taxes) that will be paid by the owner of the home.

The District's impact fees have been calculated utilizing the formula in the Clark County and the Cities of Camas, Washougal, and Vancouver Impact Fee Ordinances. Application of the formula is shown in Appendix A which follows on the next page.

In accordance with the school impact fee calculation in Appendix A, the District's maximum allowable school impact fees are:

$6,652.48 per single family residence
$29,713.38 per multi-family residence

The District Board of Directors, at its May 23, 2022 meeting, recommends collecting school impact fees in the following amounts:

$ 6,650.00 per single family residence
$ 6,650.00 per multi-family residence

Camas School District **APPENDIX A**

Single-Family			
Elementary	Middle School		Formula
$ 500,000.00	$ 110,500,000.00		Facility Cost
48	1010		Additional Capacity
$10,416.67	$ 109,405.94		Cost per Student (CS)
0.237	0.143		Student Factor (SF)
$2,468.75	$15,645.05		CS x SF
$246.83	$246.83		Boeck Index
90	117		OSPI Sq Ft
63.77%	63.77%		State Match Eligibility %
None available	$2,633.52		State Match Credit (SM)
$2,468.75	$13,011.53		CS x SF – SM
		$15,480.28	Cost per Single Family Residence
		LESS	Tax Credit
		0.0220	Average Interest Rate
		0.243108277	Tax Credit Numerator
		0.027348382	Tax Credit Denominator
		8.889311106	Tax Credit Multiplier (TCM)
		$543,752.00	Average Assessed Value (AAV)
		$4,833,580.69	TCM x AAV
		0.00158347	Tax Levy Rate (TLR)
		$7,653.83	TCM x AAV x TLR = (TC)
		$7,826.45	Cost per Single Family Residence - Tax Credit
		LESS	15% reduction (A)
		$6,652.48	Calculated Single Family Fee Amount
		$6,650.00	Recommended Fee Amount
Multi-Family			
Elementary	Middle School		Formula
500,000.00	$ 110,500,000.00		Facility Cost
48.00	1010		Additional Capacity
$10,416.67	$ 109,405.94		Cost per Student (CS)
0.554	0.344		Student Factor (SF)
$5,770.83	$37,635.64		CS x SF
$246.83	$246.83		Boeck Index
90	117		OSPI Sq Ft
63.77%	63.77%		State Match Eligibility %
None available	$6,335.18		State Match Credit (SM)
$5,770.83	$31,300.47		CS x SF – SM
		$37,071.30	Cost per Multi-Family Unit
		LESS	Tax Credit
		0.0220	Average Interest Rate
		0.243108277	Tax Credit Numerator
		0.027348382	Tax Credit Denominator
		8.889311106	Tax Credit Multiplier (TCM)

		$150,212.00	Average Assessed Value (AAV)
		$1,335,281.20	TCM x AAV
		0.00158347	Tax Levy Rate (TLR)
		$2,114.38	TCM x AAV x TLR = (TC)
		$34,956.92	Cost per Multi-Family Unit - Tax Credit
		LESS	15% reduction (A)
		$29,713.38	Calculated Multi-Family Unit Fee Amount
		$6,650.00	Recommended Fee Amount

WASHOUGAL SCHOOL DISTRICT

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PH: 360.954.3000 FAX: 360.835.7776

WASHOUGAL SCHOOL DISTRICT
CAPITAL FACILITIES PLAN

2022-2027

BOARD OF DIRECTORS

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Angela Hancock, Vice President
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Chuck Carpenter

SUPERINTENDENT

Dr. Mary Templeton

DIRECTOR OF BUSINESS AND OPERATIONS

Kris Grindy

Adopted by the Washougal School District Board of Directors
May 24, 2022

I. INTRODUCTION

A. Purpose of the Capital Facilities Plan

The Washington State Growth Management Act (the "GMA") includes public school facilities and services that must be provided as cities and counties plan for growth. School districts have adopted capital facilities plans to satisfy the requirements of the GMA and to identify additional school facilities necessary to meet the educational needs of the growing student populations anticipated in their districts.

The Washougal School District (the 'District") has prepared this Capital Facilities Plan (the "CFP") to provide Clark County (the "County") and the cities of Camas and Washougal (the "Cities") with the District's anticipated capital facility needs and the District's schedule and financing plan for those improvements over the next six years (2022-2027).

In accordance with the Growth Management Act and the County and City Impact Fee Ordinances, this CFP contains the following required elements:

- The District's standard of service, which is based on program year, class size by grade span, number of classrooms, types of facilities, and other factors identified by the District, including teacher contracts and funding requirements,
- An inventory of existing capital facilities owned by the District, showing the locations and capacities of the facilities, based on the District's standard of service.
- Future enrollment forecasts for each grade span (elementary, middle, and high schools).
- A forecast of the future needs for capital facilities and school sites based on the District's enrollment projections
- The proposed capacities of expanded or new capital facilities over the next six years based on the inventory of existing facilities and the standard of service.
- A six-year plan for financing capital facilities within projected funding capacities, which clearly identifies sources of public money for such purposes. The financing

plan separates projects and portions of projects that add capacity from those that do not, since the latter are generally not appropriate for impact fee funding.

B. Overview of the Washougal School District

The Washougal School District is located in southwest Washington and serves residents of Washougal, Camas and unincorporated Clark County, as well as residents in the Columbia River Gorge who live in the Cape Horn area of Skamania County. The District map reveals a long, narrow band of land that extends from the Columbia River on the south all the way north to the White Pass School District in Lewis County. This geographical configuration gives Washougal the unusual feature of being incorporated into two counties (Clark and Skamania) and bordering two other counties to the north and west (Cowlitz and Lewis). The District is bordered on the west by seven school districts—Camas, Hockinson, Battle Ground, Woodland, Kalama, Kelso, and Toutle Lake School Districts. It is bordered on the east by the Skamania School District. The northern end of the District includes the uninhabited wilderness around Mt. St. Helens in the Gifford Pinchot National Forest. One of the District's schools, Jemtegaard Middle School, is located within the national boundary of the Columbia River Gorge Scenic Area.

As of March 2022, the District serves a population of 2,903 students. Of the 2,903 students, 1,193 students attend classes in 4 elementary schools (grades K-5), 739 students attend classes in two middle schools (grades 6-8), and 971 students attend classes in one high school and one virtual alternative school (grades K-8). For purposes of facility planning this CFP considers grades K-5 as elementary, grades 6-8 as middle school, and grades 9-12 as high school.

In April 2022, the District re-evaluated enrollment forecasts and student generation rates based on recognized methodologies including trends in land development, housing starts, and residential construction and that data is reflected in this plan.

The most significant issues facing the District in terms of providing classroom capacity and maintaining support facilities to accommodate existing and projected demands are:

- The District will complete the OSPI Study and Survey in 2022-2023 and present results and preliminary understandings that can be drawn upon in the future.

- The District owns property known as the Kerr property, which is suitable for a new elementary and a new middle school. The Kerr property was paid off in 2013. Purchase of additional land for future school facility sites is currently being studied.
- The District Administrative Services Center has no additional office space available.
- District growth has been experienced moderate residential growth at a significantly lower pace than during the mid-2000s.

In summary, the District recognizes that quality schools are essential to a positive, growing community. People gravitate to communities with great schools, and businesses thrive in communities where there is pride and accomplishment associated with educational opportunity. Washougal School District is engaged in long-range educational, fiscal and operational planning that will benefit the students, families and community members it serves.

II. DISTRICT EDUCATIONAL PROGRAMS AND STANDARDS OF SERVICE

To provide quality education, the District must have quality facilities. Facilities provide the physical structure necessary for achieving educational goals established by the Board of Directors.

School facility needs are dictated not only by student enrollment, but also by the space required to accommodate the District's adopted educational program. Beyond regular education, the District also provides specialized programs with unique facility needs such as special education, dual language programs, and technology education, transitional kindergarten, early learning programs and after school programs.

The District's program and educational standards for 2022 are summarized below. The program and educational standards may vary during the six-year CFP window. Absent significant changes in factors that are beyond the District's control, the District will provide the following programs and standards of service in 2022, 2023, 2024, 2025, 2026, and 2027. If significant changes occur that require new facilities or improvements, beyond what is identified in this CFP, the District will prepare and submit an updated CFP to the County and Cities.

A. District-wide Educational Programs

The District's core services and program offerings include the following:

- Elementary schools provide education in all core subject areas including reading, writing, math, social studies and science. In addition, students participate in P.E., music, art and library programs.

- Middle schools provide instruction in the core disciplines of English, mathematics, social studies, science, P.E., music, and art. Students have elective offerings available including robotics, music and art. An extracurricular sports program is offered after school to students in 7th and 8th grades.

- High schools provide course work including English, history, science, mathematics, P.E., music, and art. Additional offerings include career and technical education programs, career counseling, access to Running Start at Clark College, and Advanced Placement courses. An extracurricular program includes clubs, athletics, arts, etc.

- The District provides science classroom space supporting advanced coursework at the secondary level that require water, sinks, gas, hoods, safety equipment, etc. Schools are working to meet expanded science standards and this will require spaces that cannot typically be met by adding portables.

- The District will need to upgrade elementary, middle school, and high school spaces supporting health, fitness, fine arts and extracurricular activities. This includes replacing the turf and gym floor at the high school.

- Technology access is necessary and expectations are increasing. Technology (either within the classroom or in dedicated labs) takes extra space that is not calculated in current state square footage allowances, but is necessary for student learning. Technology support and infrastructure needs are also increasing including the installation of fiber optic cable to Jemtegaard and Canyon Creek Middle School as well as Cape Horn Elementary.

- Beginning in the fall of 2022, the District changed to add Transitional Kindergarten program. This change has required two additional classroom spaces at Hathaway elementary school.

- Library/Media demands are crucial. In an information driven environment, access to knowledge through appropriately sized library/media spaces is essential.

- Extra-curricular activities need space in order to be supported properly with growing student populations.

- Supplementary services in core academic areas and multiple pathways that prepare students for a broader range of post-secondary learning opportunities require additional space and spaces that are modernized to reflect industry standards to replicate the real life working environments for our students to gain quality learning experiences in these post-secondary fields.

In addition to the above core educational programs, the following support services are essential to the District's educational program:

- Given current enrollment, the core facilities are sufficient at all schools except Hathaway Elementary School where the addition of three portable modular classrooms is beyond the capacity.

- Maintenance and warehouse support facilities are a necessary component in the District operations.

The following special services are also required to meet the needs of special populations:

- Special Education programs are provided at all schools within the District. Special needs program standards change year to year as a result of various state and Federal regulation adjustments. Changes may also be prompted by research-based modifications to programs, class sizes, and the changes in the population of students eligible for services. Modifications in school facilities are sometimes needed to meet the unique needs of individual students or cluster small groups of students with similar needs.

- Federal and state programs, including Title 1 Reading and Math, Highly Capable, and Bilingual are required programs with limited funds that do not cover the expense of adding facilities as needed to support the programs.

- The District's early learning program is housed in five classrooms across the District, one or two classrooms at each elementary school.

B. Elementary Educational Standards

The following District educational standards of service affect elementary school capacity:

- Class sizes for grades K-3 are targeted not to exceed 24 students per class.
- Class sizes for grades 4 and 5 are targeted not to exceed 26 students per class.
- Music instruction will be provided but in separate (pull-out) classrooms. Physical education is provided in a separate area.
- All elementary schools have a library/media resource center.
- A standard for technology is being developed for elementary classrooms.
- Special education, Title I and LAP (Learning Assistance Program) instruction is provided for some students in classrooms that are separate from regular teaching stations. Class sizes in these programs tend to be small, usually not more than 15 students.

C. Middle and High School Program Standards

The following District educational standards of service affect middle and high school capacity:

- Class sizes for grades 6-8 are targeted not to exceed 28 students per class.
- Class sizes for grades 9-12 are targeted not to exceed 29 students per class.
- Music, art, PE, drama, and career and technical education classes are provided in separate instructional space.
- Counseling and career center programs are provided in separate spaces.
- A standard for technology is being developed for secondary classrooms. Technology labs and distance learning labs are provided in separate spaces.
- Each middle and high school has a separate library/media resource center.

III. CAPITAL FACILITIES INVENTORY

The facilities inventory serves to establish a baseline for determining the facilities that will be necessary to accommodate future demand (student enrollment) at acceptable levels of service. This section provides an inventory of capital facilities owned and operated by the District including schools, portables, and support facilities.

A. Schools

The District maintains four (4) elementary schools, two (2) middle schools, one (1) high school, and one (1) alternative school. The elementary schools serve grades K-5, middle schools serve grades 6-8, and the high school serves grades 9-12. Presently the alternative school serves grades K-8 virtually.

Table 1 shows the name, number of teaching stations and student capacity for the elementary schools based on the District's standard of service described above.

Table 1: Elementary School Inventory 2021/22

Four (4) Elementary Schools	Total Bldg. Sq. Ft.	Teaching Stations	Student Capacity	2021/22 Enrollment
Gause Elem. 1100 34th Street, Washougal, Washington 98671	56,196	25	625	275
Hathaway Elem. 630 24th Street, Washougal, Washington 98671	48,901	23	575	266
Cape-Horn Skye 9731 Washougal River Road, Washougal, WA 98671	43,838	21	525	286
Columbia River Gorge 35300 SE Evergreen Hwy, Washougal, WA 98671	63,883	28	700	330
Total	212,818	97	2,425	1,157

Table 2 shows the name, number of teaching stations and student capacity of the two (2) middle schools based on the District standard of service described above.

Table 2: Middle School Inventory 2021/22

Two (2) Middle Schools	Total Bldg. Sq. Ft.	Teaching Stations	Student Capacity	2021/22 Enrollment
Canyon Creek MS 9731 Washougal River Road, Washougal, Washington 98671	46,609	15	420	231
Jemtegaard MS 35300 SE Evergreen Hwy, Washougal, WA 98671	58,483	22	616	464
Total	105,092	37	1,036	695

Table 3 shows the name and number of teaching stations and student capacity of each high school based on the District standard of service described above.

Table 3: High School Inventory 2021/22

High Schools	Total Bldg. Sq. Ft.	Teaching Stations	Student Capacity	2021/22 Enrollment
Washougal HS 1201 39th Street, Washougal, Washington 98671	150,471	42	1,218	974
Excelsior 1201 39th Street, Washougal, Washington 98671	8,996	4	116	Included in above number
Total	159,467	46	1,334	974

Student capacity was determined based on the number of teaching stations within each building and the space requirements of the District's current educational programs and standards of service. Student capacity as noted in Tables 1, 2, and 3 does not include capacity that is currently provided in portables at each school.

B. Portables

Portable classrooms are used on an interim basis to house students until funding can be secured to construct permanent classrooms. To accommodate future growth on a short term and immediate basis, the Washougal School District may purchase and utilize portable classrooms.

The District currently uses a total of 7 dual classroom portables. Of the 7 dual classroom portables (14 teaching stations), 12 teaching stations are used for basic education and early learning instructional classrooms. Table 4 identifies the total number of portables at elementary school sites distinguishing between the number that are used to provide interim capacity (as teaching stations) and those are used for special programs or to address other educational needs.

Table 4: Portables Inventory

Facility Type	**Number of Portables Number of Classrooms**	**Number of Classrooms Used as Teaching Stations**	**Number of Students Housed in Portable Classrooms**
Elementary Schools	7 Portables 14 Classrooms	12 teaching stations	336
TOTAL	7/14	12	336

C. Support Facilities

In addition to schools, the District owns and operates additional facilities that provide special programs and operational support functions to the schools. An inventory of these facilities is provided in Table 5.

Table 5: Support Facility Inventory

Facility	Location
Early Learning and Community Education Center	630 24th Street, Washougal, WA 98671
Administrative Service Center	4855 Evergreen Way, Washougal, WA 98671
Maintenance Facility/ Warehouse	4855 Evergreen Way, Washougal, WA 98671
Fishback Stadium	1201 391 Street, Washougal, WA 98671
Transportation Facility	995 E Street, Washougal, WA 98671
WLA Alternative Learning Center	9731 Washougal River Rd., Washougal, WA 98671

IV. STUDENT ENROLLMENT PROJECTIONS

A. Existing Enrollment

The District's enrollment by grade level in March 2022 was 2,903 students. Of the 2,903 students, 1,193 were enrolled in elementary schools, 739 were enrolled in middle schools and 971 were enrolled in high schools.

B. Projected Student Enrollment 2022-2027

The District's six-year enrollment projections are based on a report from OSPI Report 1049. The following table shows existing enrollment and the District's six-year enrollment forecast by grade level bands. As reflected in Table 6a, the District is forecasting an decrease of 11 elementary students, 156 middle school students and 172 high school students.

The District's six-year enrollment projections are also based on a report from Johnson Economics Demographer Report as a baseline. The following table shows existing enrollment and the District's six-year enrollment forecast by grade level bands. As reflected in Table 6b, the District is forecasting as a baseline of an increase of 151 elementary students, decrease 77 middle school students and decrease of 139 high school students.

Table 6a: ICOS Enrollment Forecast

Grade	2021	2022	2023	2024	2025	2026	2027
Total K-5	1,200	1,193	1,187	1,188	1,184	1,211	1,189
Total 6-8	741	690	635	602	597	562	585
Total 9-12	989	1,001	991	963	928	876	817
TOTALS	2,930	2,884	2,813	2,753	2,709	2,649	2,591

Table 6b: Demographer Enrollment Forecast Baseline

Grade	2021	2022	2023	2024	2025	2026	2027
Total K-5	1,198	1,269	1,290	1,308	1,319	1,344	1,349
Total 6-8	739	701	664	641	649	635	662
Total 9-12	1,038	1,097	1,095	1,054	993	947	899
TOTALS	2,975	3,067	3,049	3,003	2,961	2,926	2,910

Table 8: Planned Improvement and Facility Costs to Address Needs

Project Description	Cost Estimate	Added Capacity	Cost for Added Capacity
Portables (3)	$1,200,000	312 [2 & 3]	$1,200,000
Future School Site (4)	$1,000,000	TBD [1]	$1,000,000
Maintenance Facility/Warehouse	$1,400,000	In response to growth	$1,400,000
Technology Infrastructure	$1,000,000	In response to growth	$1,000,000
TOTAL	$4,600,000		$4,600,000

1. Cost for future school site represents a portion of the total cost of the project and would include State SCAP and local dollars within the financing package.

2. Portables provide a temporary interim capacity and not treated as permanent facilities that add capacity. Additional capacity will be determined when the type of school and capacity needs for that school are determined.

3. To accommodate growth on a short term and immediate basis, the District may purchase and utilize portable classrooms and this plan incorporates those facilities and the equipment and furniture necessary to equip these classrooms in the District's project list. Impact fee revenue can be available to fund portable facilities if these facilities are needed to serve growth.

4. District has an option on Tax Parcel 986039-602 (31 acres), which must be included in the Washougal Urban Growth Area to be developed. If not included, the District will explore other sites.

V. CAPITAL FACILITIES FINANCE PLAN

A. Six-Year Finance Plan for Planned Facility Improvements

The total cost for the above planned and needed improvements is $4,600,000. Funds for the improvements are identified in Table 9A and 9B below.

Table 9A: Secured Finance Plan

Type	**Amount**
Impact Fees (as of 8/31/21)	$3,040,654
Unreserved Capital Projects Funds	$0
Total Secured	$3,040,654

Table 9B: Unsecured Finance Plan

Type	**Amount**
Impact Fees (1)	$1,059,346
Capital Projects Funds (bonds and state match)	$500,000
Total Unsecured	$1,559,346

(1) From projects in the pipeline.

B. Financing Sources

The cost for all the planned improvements will be paid for with school impact fees that have been collected for these facilities contained in the District's prior plan, and other available public funds.

The Growth Management Act (GMA) authorizes local jurisdictions to collect impact fees to supplement funding of additional public facilities needed to accommodate new development. Local jurisdictions in Clark County have adopted impact fee programs that require school districts to prepare and adopt Capital Facilities Plan. Impact fees reflected within this Capital Facilities Plan do not include expenditures for new permanent facilities needed for growth (facilities needed for growth from the prior plan are carried forward). Therefore, the District will not be collecting additional impact fees once this plan is adopted until the plan is updated and additional facilities are identified to serve growth.

Staff Report

October 19th, 2022 Planning Commission

Fire Department Capital Improvement Plan / Fire Impact Fee
Presenter: Robert Maul, Interim Community Development Director
Time Estimate: 30 min

Phone	Email
360.817.1568	rmaul@cityofcamas.us

BACKGROUND: As part of the requirements for the Growth Management Act, the City of Camas is required to update its capital facilities plans including Fire Services and related facilities and equipment.

SUMMARY: Staff will provide a summary of the proposed updated Capital Facilities Plan for the Fire department, discuss proposed capital items and the recommended associated fire impact fees for new development.

BUDGET IMPACT: This will provide an updated framework for financing future capital investment into facilities and equipment and it will provide an updated fire impact fee program.

RECOMMENDATION: Staff recommends APPROVAL of the proposed Fire Capital Facility Plan updates and proposed Fire Impact Fees. The Planning Commission is to forward a recommendation to the City Council for its consideration and action.

MACKENZIE.

CITIES OF CAMAS AND WASHOUGAL

Capital Improvement Plan

January 21, 2022

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PROJECT TEAM

CAMAS-WASHOUGAL FIRE DEPARTMENT

- Nick Swinhart - Fire Chief
- Ron Schumacher - Fire Marshal

MACKENZIE

- Jeff Humphreys - Project Principal
- Cathy Bowman - Project Manager

ECO NORTHWEST

- Chris Blakney

CITYGATE ASSOCIATES, LLC - FIRE AND EMERGENCY SERVICES

- Stewart Gary

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PROJECT INTRODUCTION

The Camas Washougal Fire Department (CWFD) is seeking to identify the future department needs to serve the two cities. The objective is to assess the response time study of the existing stationsand identify improvements to implement that better meet their needs and goals; provide a master plan for more efficient operational model and layout; better align with the current space demand for the Fire Department and allow for future prospective staff and facility growth.

To aid the City of Camas and City of Washougal with these efforts, the City selected Mackenzie to assist with an evaluation of the existing station locations and work with Department staff to determine the operations-based needs.

Mackenzie, established in 1960 and based in Portland, Oregon, provides an integrated design approach to projects, including architecture, structural engineering, landscape architecture, civil engineering, land use planning, transportation planning and interior design services. Mackenzie's Public Project team specializes in municipal and emergency response facility design, space needs evaluations, and bond campaign assistance. In the past decade, Mackenzie has worked on publicly funded projects in Oregon and Washington for more than 50 counties and municipalities, providing design and engineering services for more than 40 fire facilities, 18 police facilities and 6 municipal office buildings.

At the start of the design process, the goal was to develop a master capital improvement plan to meet the 40 years needs of the Department. The validated response time study report includes an updated understanding of the Response Time Study Report by ESCi (completed in 2019) taking into account the projected urban growth boundaries for both Camas and Washougal. A program for a new headquarters and new satellite station was also completed as part of the study to further identify what the potential cost of new and replacement fire stations will be based on the department needs.

The information contained within this report provides a detailed overview of Mackenzie's work with the Camas-Washougal Fire Department.

All steps involved in this process have been documented and organized based on the associated task and are contained within the pages of this report for the City of Camas and City of Washougal's consideration. Recommendations for next steps have been outlined at the end of the Executive Summary.

EXECUTIVE SUMMARY

Public facility design, specifically fire station projects, are unique in that the building and all its functions are tools required to most effectively and efficiently enhance agency operations and safety. Fire station design focuses on functionality and meeting the stringent requirements associated with protection and security of the building, its staff, and the communities they serve. Jurisdictional, state, and federal criteria for safety, security, and operational procedures drive these requirements and invariably impact design considerations. These criteria ensure that this facility not only is able to improve operational efficiency on a day-to-day basis but is capable of evolving over the life of the building, resisting and responding to emergency events, providing critical services for the citizens of Camas and Washougal, enhancing the built environment of the surrounding area with a strong civic presence, and encouraging investment in the community.

The following report encompasses the primary tasks requested by the Camas Washougal Fire Department to determine the long-term needs of the department including:

1) Programming

2) Response Time Study

3) Project Cost Development

4) Financial Funding Forecast

Process and Methodology:
Mackenzie employed programming, communication, consensus-building, and goal setting techniques to ensure that the final report meets the expectations of the stakeholders involved in the process. Using a multi-disciplinary approach, extensive public project experience, and lessons learned on previous fire sire station and public building projects, the team provided, architectural services to meet the project objectives and deliverables.

Mackenzie worked with the Camas Washougal Fire Department (CWFD), City of Camas and City of Washougal staff to confirm the key stakeholders who needed to be involved throughout the study and to support and strengthen dialogue between the Design Team and the City.

Task #1: Programming
Mackenzie understands from discussions with the Fire Department that there are currently operating out of three different stations. The headquarter station (Station 41) and another existing station (Station 42) are in the City of Camas, and one existing station (Station 43) is located in the City of Washougal. The three existing stations do not meet the current standard structural building requirements, let alone the seismic performance required of an essential facility. Chief Swinhart shared with Mackenzie that they have been unable to purchase needed apparatus for the department as the apparatus bays are not sized appropriately to accommodate the new apparatus. The facilities do not meet ADA requirements which require accessible access to all levels, accessible door hardware, and accessible clearances in kitchen in rest room facilities. The facilities do not meet the current energy code, resulting in inefficiencies in their building systems and thermal performance. The facilities do not meet the minimum sleeping area per NFPA 1581 per discussion with CWFD.

Mackenzie worked closely with the Camas Washougal Fire Department staff to better understand the current space needs and projected those needs out based on a 40-year growth forecast. The facility program was created utilizing the space standards and comments from current Department staff. It includes circulation space, and requirements for utilitarian areas, such as mechanical, electrical, and data room spaces; and a projection of growth with the expectation that the buildings will be in use for 40 plus years. It also includes identified site-related requirements (secure parking, visitor parking, staff patio area, recycling and trash enclosure, emergency generator, etc.). Mackenzie guided the Fire Department through the process of space needs identification and their required space allocations. From that, the Design team developed a program matrix that identified the required spaces, their approximate size, and amenities to be provided within them.

Upon development of this document and prior to gaining Department staff approval, Mackenzie reviewed the findings with the Department to clarify any questions or comments brought up over the course of creating the matrix. During the review, as a comparison tool, Mackenzie also shared project

information of similarly sized headquarters and satellite fire stations. A headquarter station will be inclusive of the Fire Department's Administrative staff, while a satellite station will not require the administrative staff offices. The program yielded a total square footage for the headquarters stations to be 19,456 square feet. A satellite station to be 13,151 square feet. As part of these calculations, the building square footage total includes an average 20% increase for general building circulation and interstitial space (i.e., wall thicknesses), which has been found to be a typical escalation for facilities of this type. Projections for the site indicate a demand of 10 paved parking stalls for the public and 30 spaces for staff vehicles. Mackenzie further validated these identified growth projections and space needs through the use of comparable jurisdictions and newly constructed facilities in the region (see page 02-15 for trending spreadsheet).

Task #2 Response Time Study
Citygate reviewed the ESCi study and technical exhibits, interviewed Department staff and reviewed available data on City growth rates. In addition to these data, Citygate also applied the best practices recommendations for fire crew deployment as published by the National Fire Protection Association in Standard 1710 for career fire crew deployment, the Standards of Response Coverage as published by the Commission on Fire Accreditation International and the regulations of the State of Washington. Citygate interviewed both fire and planning staffs from both cities to understand potential growth patterns and how growth, if any, could be past the desired travel time reach of the existing stations. After discussion with both City Community Development Directors, the land use through zoning is where the community has set its potential land use goals.

Overall, Citygate finds the Department has three service areas—the developed, higher density cores; the outer, currently lighter or undeveloped suburban/rural areas; and locations where in fill development could occur in the future. Citygate is of the opinion that, given the differing service areas in both cities, the Department should consider immediately adopting a split travel time goal. The 4:00-minute travel time is appropriate for the most developed areas. However, Citygate suggests the Cities adopt and measure performance in the outer suburban areas at 8:00 minutes' travel time.

Station 41 – The current location is sufficient. It is near the riverfront and has good crossroad connections. Ideally, it could be moved a little northwest to close some of the gap between it and Station 42. If moved, its service coverage would need to just touch the water and not overlap as much with Station 43. However, relocating Station 41 would not close the entire travel time coverage gap between Stations 41 and 42.

Station 42 – Station 42 is a newer facility and supports training functions. If the Department were to use a split response time measure, Station 42 could cover the more populated areas toward Station 41 with urban travel times while also providing longer suburban edge to rural response time coverage to the north of Station 42.

Station 43 – Ideally, to minimize coverage time loss "over the water," the station should be relocated more north by northeast. However, it is also on the other side of the railroad tracks, a positive fact given the large trains that go to the Port of Vancouver. The station has good access to the main overpass across the train tracks on Washougal River Road.

Washougal, however, is too large from east to west to be covered from one fire station. Depending on response time goals and final growth approvals, Washougal will need at least two fire stations at some point in the 2030s. Assuming Station 43 does not move, a second station needs to be built, more likely up into the northwest section of Washougal where there is more zoning for growth and road network development. If intense growth were also to occur in the northeast to eastern areas, the second fire station site could be more central and inland from the river in the middle of Washougal rather than to the northwest, or the City could site a third fire station in the east.

Likewise, due to growth, to deliver better-than-rural response times, Camas will need two additional fire stations at a minimum. For existing developed areas beyond 4:00 minutes' travel time of a first response unit, the partner cities and Fire Department should adopt a split response time measure better reflecting the very different population and risk densities well inland from the Columbia River.

For current capital improvement fee calibration for the next 10 years, CFWD should, at a minimum, plan for a replacement of Station 41, replacement of Station 43, minor renovation of Station 42 and one additional fire station.

Task #3: Project Cost Development
Based on the response time study and the program requirements for future stations, Mackenzie prepared a probable construction cost for the new headquarters and satellite fire station and associated site development improvements for the project. These cost projections were based upon historical data of most recently bid fire station projects in the Pacific Northwest as well as currently cost forecasted fire stations in the area. It comprised of the range of costs related to the anticipated raw construction costs and anticipated general contractor margins based on a publicly funded project requiring prevailing wage rates for construction.

In conjunction with the development of the construction costs, Mackenzie prepared cost forecasts for consultant costs, including architectural/engineering fees, construction management fees, special inspections, geotechnical inspections, etc. Additionally, Mackenzie worked with the Camas Washougal Fire Department to evaluate and compile potential owner costs, including fixtures, furnishings and equipment, lockers and shelving, fitness equipment, moving costs, and applicable permit fees. A final cost matrix was prepared that provides a comprehensive look at all anticipated costs associated with the project summarized to reflect the construction cost, consultant costs, and owner costs.

Task #4: Financial Funding Forecast
To assess how well existing fire impact fees could cover the capital expenses of constructing new facilities, Mackenzie worked with ECONorthwest to translate adopted forecasts of future household and employment growth into estimates of residential and commercial development in Camas and Washougal over the next 15 years and the resulting fire impact fee revenue. ECONorthwest found that fire impact fees can fund only a portion of eligible costs, and the total funding gap for estimated capital needs is $32.28 to $35.59 million.

Next, ECONorthwest researched an array of potential funding alternatives that could help to address the funding shortfall. Mackenzie and ECONorthwest recommend a multi-pronged funding strategy and CWFD consider the following tools for further evaluation:

1. Increased Fire Impact Fees
2. General Obligation Bond
3. Surplus Land Disposition
4. Public Safety Sales Tax
5. EMS Levy

Summary of Recommendations
Examination of the departments needs found that a replacement headquarters station is needed within the next two or three years. A replacement satellite station is required in the next two to three years. A brand-new satellite station is required in the next five to nine years.

Our recommendation is for the Camas Washougal Fire Department to move forward with a replacement of Station 41 Headquarters Station promptly with a new facility that meets their operational and essential facility requirements.

NEXT STEPS

- **City to conduct additional studies on specific fire impact fee adjustments.**
  - Based upon the funding gap identified in this report, each City should determine what the new fire impact fee for each jurisdiction to bridge some of the gap in the funding.
- **Determine Finding Mechanism**
  - Confirm the funding mechanism(s) the Department expects to pursue to complete the project. Once determined, the City and Department should assess the financial impact, if any, to the local community in comparison to previous voter approvals, and the timing for pursing the selected funding mechanism.
- **Complete a Needs Assessment and Conceptual Design**
  - While this report identifies the deficiencies and programmatic needs of the future replacement and new stations, a conceptual design for a specific site for each of the replacement and new station should be identified. Development of floor plans, site plans, and perspective renderings for each new facility will ensure a more precise cost forecast for each facility project and identify costs associated with the purchase and development of new sites.
- **Establish a desired timeline and budget for the project**
  - Based on the findings of Mackenzie's analysis, it is determined that the overall projected rough order of magnitude cost of the project as described in this report are:
    - Headquarters Station $12.6 million to $13.9 million
    - Satellite Station $8.5 million to $9.4 million

It is encouraged that the Department agree on an expectation of project costs and schedule development to provide clear direction to those that represent the project.

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RESPONSE TIME STUDY

1

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FIRE STATION LOCATION ASSESSMENT

Background

Citygate Associates, LLC (Citygate) was retained by the Camas-Washougal Fire Department (Department) via Mackenzie to assist with the development of a Fire Department Capital Improvement Plan. The Department developed a Fire Department Master Plan with a consultant in 2019. That study by Emergency Services Consulting International (ESCi) was published in November 2019. The ESCi study used the analysis of risks to be protected, emergency incident response statistics, and geographic mapping to offer recommendations on existing fire station coverage and possible added fire stations as the communities continue to evolve within their growth plans.

Given the millions of dollars potentially needed to maintain or increase fire station and crew coverage, the Department tasked Mackenzie with obtaining a peer review of the ESCi study from another fire station deployment planning firm. The Department also expressed the need to more deeply consider locally nuanced station location factors and engage more directly with both cities regarding their long-term needs.

Citygate reviewed the ESCi study and technical exhibits, interviewed Department executive staff, and reviewed available data on City growth rates. To this background of risks to be protected in both cities, Citygate also applied the best practices recommendations for fire crew deployment as published by the National Fire Protection Association in Standard 1710 for career fire crew deployment, the Standards of Response Coverage as published by the Commission on Fire Accreditation International, and the regulations of the State of Washington.

There are no mandatory federal or state regulations directing the level of fire service staffing, response times, or outcomes. Thus, the level of fire protection services provided is a matter of local policy decision. Communities have the level of fire services they choose to purchase and can afford, which may not always be the level desired. However, if services are provided at all, local, state, and federal regulations relating to firefighter and citizen safety must be followed.

Analysis

In general, there are two broad theorems to fire station location: (1) find sites that each cover a 360-degree area of a street network and (2) use sites that cover the most population in the least number of drive-time minutes. In other words, try not to locate stations tightly against bodies of water or canyons, as they cannot be traveled across quickly, and do not use locations where large open space zones must be traversed before entering populated areas.

Often a community is bisected by a river, railroad, or protected open spaces where public streets will not ever be built. It is rarely economically feasible to cover every road segment in a city at the distal ends of the road network. At some point, coverage is always limited to the most people and risks within the community's ability to fund.

Station location goals for response time are impacted by local realities, from zoning to topography and road design. A site must be acquired and meet traffic safety criteria for emergency vehicle egress, among other needs, such as utilities and zoning setbacks. All the above constraints exist for the Cities of Camas and Washougal, thereby limiting optimum fire station locations.

Currently, the Department is served from three staffed fire stations: two in Camas—Station 41 and Station 42—and one in Washougal—Station 43. To the west and north of the two-city Department are other fire agencies that provide mutual aid. No mutual aid stations are close enough to provide a response into the Cities faster than the Cities' three fire stations.

ESCi Report Incident Workload Summary

A best practice travel time for a fire unit in an urban or suburban area is 4:00 minutes in any direction from a station. The land-use patterns and road network make achieving this goal from three, and likely four or more, station locations all but impossible. Historical travel time performance from the existing three fire stations to 90 percent of the fire and ems emergencies ranges from 8:10 to 8:29 minutes across the entire department. Fewer-in-quantity incidents outside of the historic town core and riverside areas slows travel times.

The following two maps from the ESCi report show first the population density variance and second the incident location density areas.

Figure 1—Population Density Variance

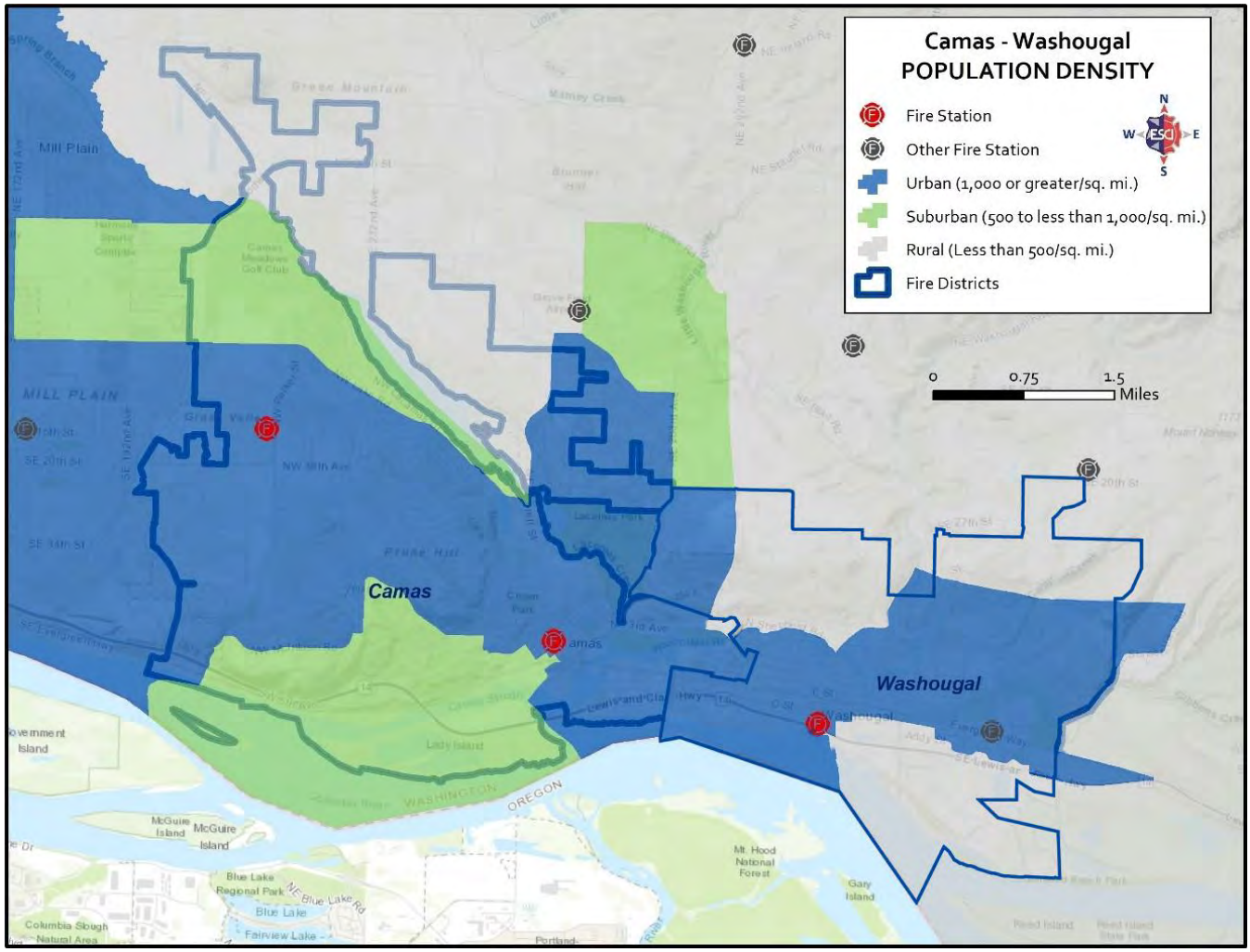
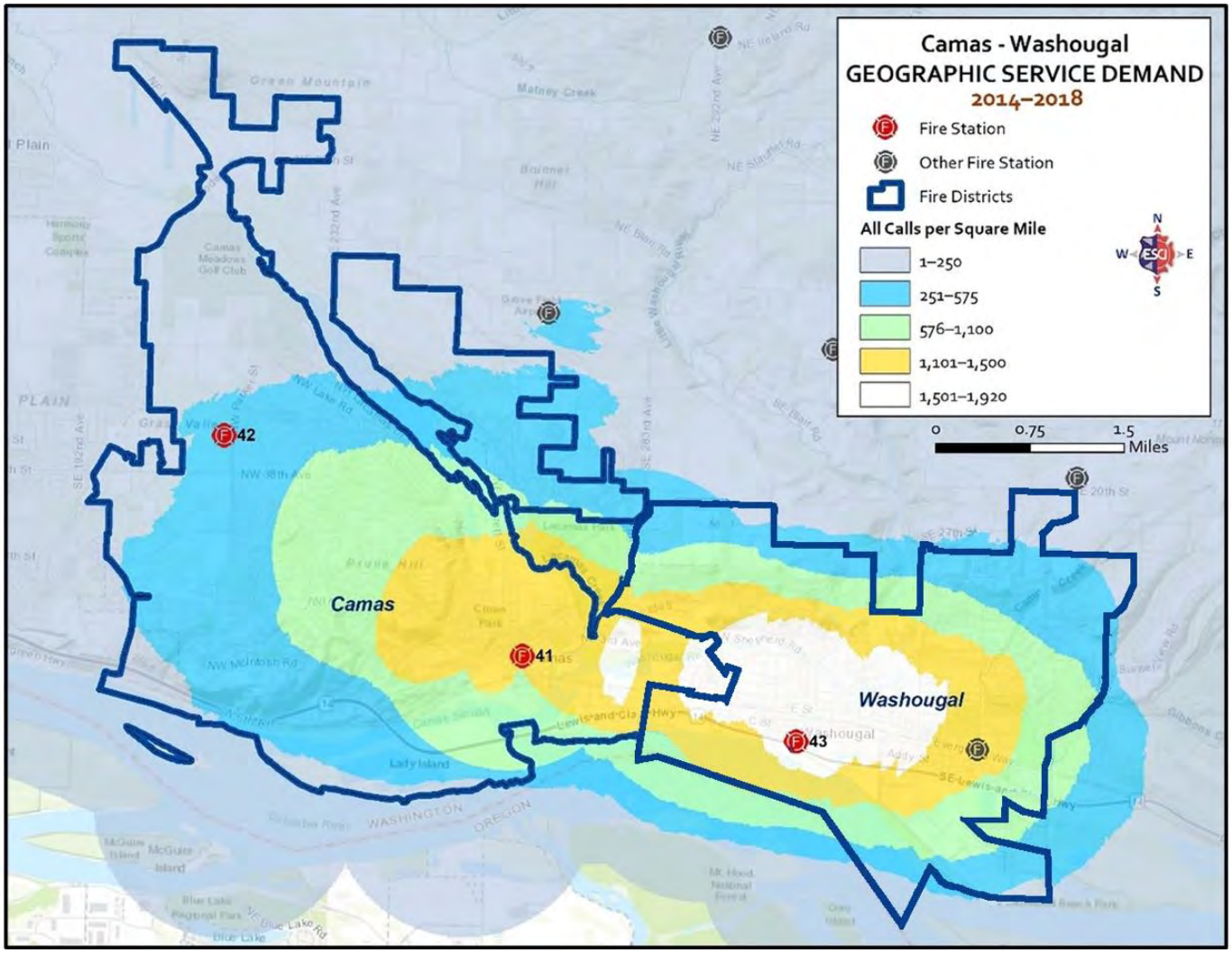
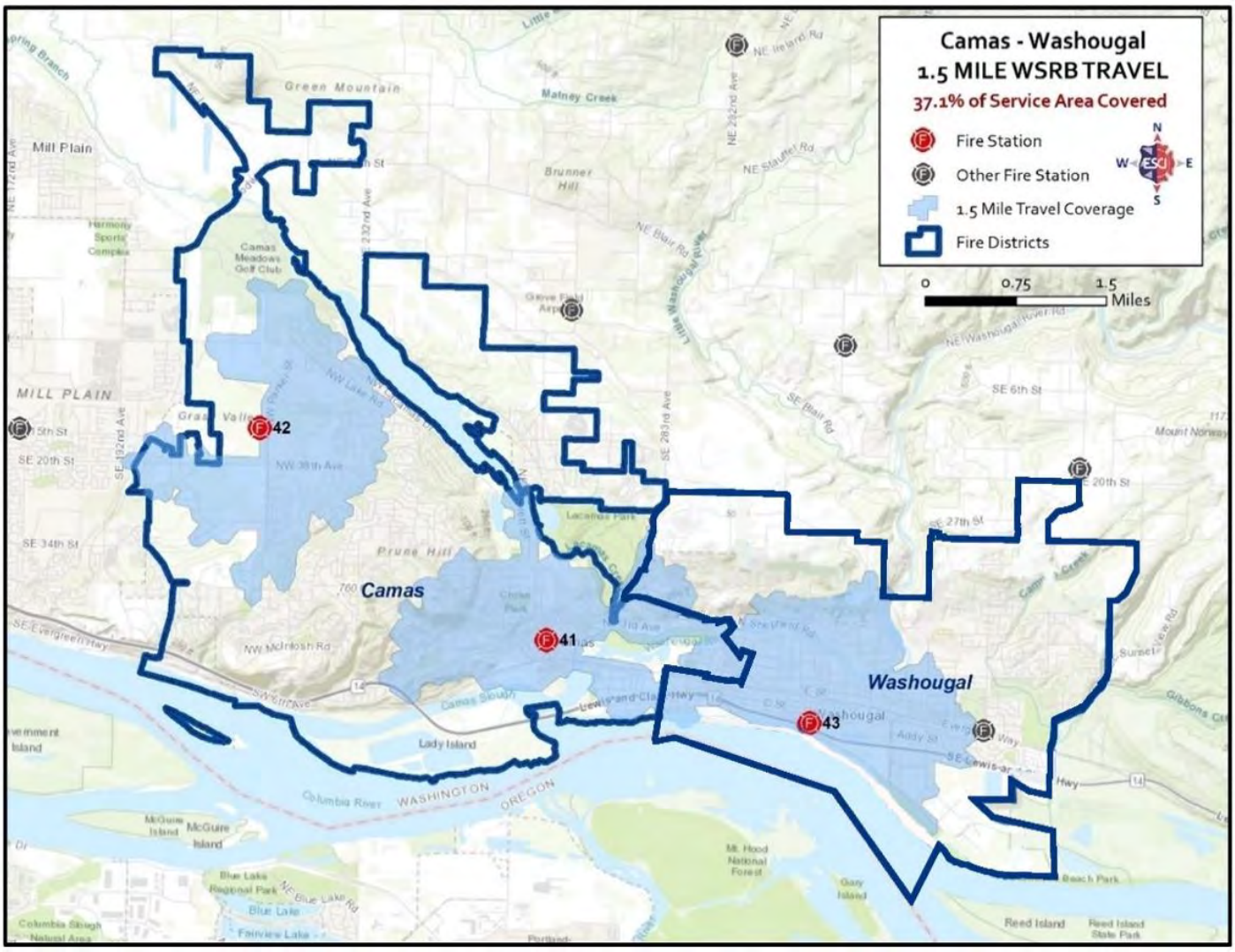


Figure 2—Incident Location Density Areas



Two of the three fire stations, Stations 41 and 43, are well located for travel time to highest density population and incident demand areas. Station 42 serves a large but, at present, far less densely populated area in northwest Camas.

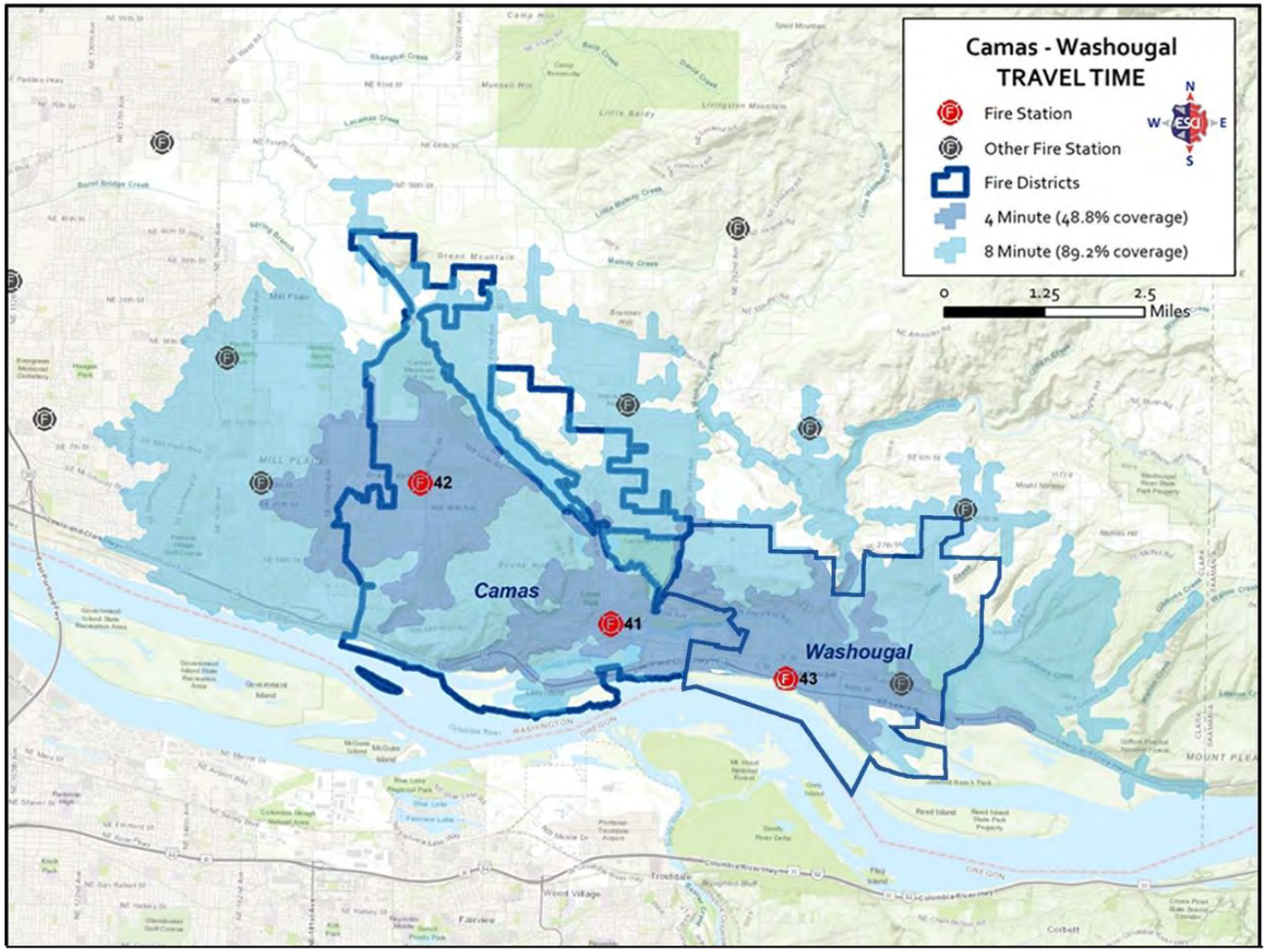
Figure 3—Station Coverage – 1.5 Miles



ESCi Geographic Mapping Coverage Summary

In addition to travel time, the other best practice station spacing measure is the Insurance Service Office (ISO) criteria to locate stations using 1.5-mile distance coverage. The following two maps from the ESCi report show first the ISO coverage and next a computer-modeled 4:00-minute travel time coverage.

Figure 4—Station Coverage – 4:00-Minute Travel Time



Using either coverage measure, the existing stations are located to cover the most populated and highest incident demand areas.

Growth and Possibilities in Both Cities

Citygate interviewed both fire and planning staffs from both cities to understand potential growth patterns and how growth, if any, could be past the desired travel time reach of the existing stations. The best indication of growth is each community's General Plan and approved zoning. While development itself occurs within regional and national economic conditions, land use through zoning is where the community has set its potential land use goals.

Camas

While Camas has approximately 25,000 residents, the Comprehensive Plan envisions the resident population growing to about 34,000. Camas uses a population estimate of 2.91 people per dwelling unit, which, with the addition of 9,000 residents, means adding over 3,000 dwelling units. Appendix 1 is the current Comprehensive Plan map for Camas. Per the map, there is both residential and commercial land use planned in the west side, in the northwest corner, across Lacamas Lake, and in the southeast corner by the Columbia River. In all four areas, land use allows higher density multi-family housing, as well as single family housing, at various units per acre. When compared to the coverage maps in Figures 3 and 4, all these four areas are beyond the reach of desirable urban/suburban first-due fire unit travel times of 4:00 minutes. The areas across Lacamas Lake presently have rural levels of travel time service.

With much of Camas' growth occurring well past the urban/suburban travel time reach of a fire station, Camas has two choices. The first option is to add at least two to three fire stations, and the second option is for the growth areas to adopt more rural levels of fire service delivery and response times. Adding fire stations efficiently will require the completion of the next transportation plan and several sub-area development plans, agreements, or both.

Washougal

While Washougal has approximately 16,000 residents, the Board of County Councilors has adopted a 2035 population projection of 562,207 for all of Clark County and, within that, 22,347 for Washougal. Using a larger population estimate of 2.5 people per dwelling unit, the result could mean the addition of 6,347 residents, resulting in adding over 2,500 dwelling units. Appendices 2–4 are the current zoning maps for Washougal. Both the northwest and northeast areas are zoned for single family residences at four different unit densities. Given the coverage maps in Figures 3 and 4, most of the population additions to Washougal by 2035 will (as in Camas) occur past the desirable urban/suburban first-due fire unit travel times of 4:00 minutes. Washougal will also need to add at least two fire stations to extend first-unit coverage or adopt rural level of service in the outer City.

Joint Two-City Result

Both cities need to have adopted future transportation (roadway) plans and adopt within their shared fire department either urban/suburban 4:00-minute travel time policies for the first responder unit or a more rural level of service for first responder fire units (of 8:00 to 10:00 minutes' travel). When these planning standards are set, then the addition of efficient fire station locations can be specifically determined. As part of this planning, it can be researched if any areas with other agency fire stations will be annexed to either or both cities.

At this point, Camas should consider moving Fire Station 41 west some to balance coverage with Fire Station 42 and add at least two more stations, one in the northwest corner and another midway down the north side of Lacamas Lake.
Washougal should consider at least adding one fire station in the northwest area and possibly an additional station in the east if the east-by-northeast areas significantly develop past rural levels of human land use density.

Opinions and Recommendations

Overall, Citygate finds the Department has three service areas—the developed, higher density cores; the outer, currently lighter or undeveloped suburban/rural areas; and locations where in fill development could still occur. Citygate is of the opinion that, given the differing service areas in both cities, the Department should consider immediately adopting a split travel time goal. The 4:00-minute travel time is appropriate for the most developed areas. However, Citygate suggests the Cities adopt and measure performance in the outer suburban areas at 8:00 minutes' travel time. Beyond that, the areas would be open space or mostly farming land uses. For the long term, the Cities can adopt a trigger point for adding fire stations when population densities develop significantly past rural levels.

Given this opinion, Citygate offers the following recommendations:

Station 41 – The current location is sufficient. It is off the riverfront and has good crossroad connections. Ideally, it could be moved a little northwest to close some of the gap between it and Station 42. If moved, its service coverage would need to just touch the water and not overlap as much with Station 43. However, in addition to the cost of relocation, relocating Station 41 would not close the entire travel time coverage gap between Stations 41 and 42.

Station 42 – Station 42 is a newer facility and supports training functions. If the Department were to use a split response time measure, Station 42 could cover the more populated areas toward Station 41 with urban travel times while also providing longer suburban edge to rural response time coverage to the north of Station 42.

Station 43 – Ideally, to minimize coverage time loss "over the water," the station should be relocated more north by northeast. However, it is also on the other side of the railroad tracks, a positive fact given the large trains that go to the Port of Vancouver. The station has good access to the main overpass across the train tracks on Washougal River Road. Unless a cost-effective site could be found on the other side of the overpass to bring Station 43 off the water but outside of a large residential area, it can remain where it is and be modernized as needed over its remaining life cycle.

Washougal, however, is too large from east to west to be covered from one fire station. Depending on response time goals and final growth approvals, Washougal will need at least two fire stations at some point in the 2030s. Assuming Station 43 does not move, a second station needs to be built, more likely up into the northwest section of Washougal where there is more zoning for growth and road network development. If intense growth were also to occur in the northeast to eastern areas, the second fire station site could be more central and inland from the river in the middle of Washougal rather than to the northwest, or the City could site a third fire station in the east.

Likewise, due to growth, to deliver better-than-rural response times, Camas will need two additional fire stations at a minimum.

For existing developed areas beyond 4:00 minutes' travel time of a first response unit, the partner cities and Fire Department should adopt a split response time measure better reflecting the very different population and risk densities well inland from the Columbia River.

For current capital improvement fee calibration, Camas should, at a minimum, plan for two added fire stations and Washougal should plan for one added fire station.

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PROGRAMMING

2

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PROGRAMMING SUMMARY - HEADQUARTERS

Mackenzie began the programming effort by working closely with Camas-Washougal Fire Department staff to identify the appropriate square footage for all future facilities - one for a headquarters sttions and one for a satellite station. Using this document and past experiences with fire facilities, all while incorporating current staff feedback, Mackenzie determined current space needs and forecast future needs that will accommodate Department function for the next 20 years, and beyond.

The program totalled 33,916 square feet for a brand new headquarter station and a program total of 21,131 square feet for a brand new satellite station that would meet the department's need for the next 40 years. This total square footage includes a 25% increase for general building circulation and interstitial space (i.e. wall thickness), which has been found to be an average escalation for facilities of this type.

Program needs were developed for a satellite station type and a headquarter station type by means of project meetings with Camas-Washougal Fire Department staff. A Facilities Comparison to comparable districts has been provided for you on page 02-16 through page 02-17 to validate the square footage of the headquarters and satellite facilities for Camas Washougal.

Camas Washougal Fire Department

Prepared by Mackenzie
1/20/2022

Space / Room Use	Staffing Requirements			Space Requirements			Space Size			Room Type	Total Required Square Footage			Comments
	Exist	2021	2061	Exist	2021	2061	W	L	Area		Exist	2021	2061	
Department: Camas Washougal Fire Headquarters Station														
Apparatus Bay and Support Rooms	0	0	0								0	7658	7658	
Living Quarters and Administration	14	14	14								0	6642	6642	
Community / Training Rooms	0	0	0								0	1913	1913	
														Acres
SUBTOTAL	14	14	14								0	16213	16213	
GENERAL CIRCULATION (20%)											0	3243	3243	
TOTAL BUILDING SQUARE FOOTAGE	14	14	14								0	19456	19456	0.45
TOTAL EXTERIOR REQUIREMENTS												14460	14460	0.33
TOTAL SITE REQUIREMENTS											0	33916	33916	0.78

PREVIOUS SQUAREFOOTAGE ASSUMPTIONS	
Existing Building	Not Applicable
Mackenzie	19456

Camas Washougal Fire Department

Prepared by Mackenzie
1/20/2022

Space / Room Use	Staffing Requirements			Space Requirements			Space Size			Room Type	Total Required Square Footage			Comments
	Exist	2021	2061	Exist	2021	2061	W	L	Area		Exist	2021	2061	
Department: Apparatus Bay and Support Rooms														
Apparatus Bay														
Apparatus Bay					5	5	15	70	1050		0	5250	5250	5 Bay, Drive-through bays Front Apparatus Bay doors to be four-fold doors Back Apparatus Bay doors to be Overhead
Group Total	0	0	0								0	5250	5250	
Apparatus Support Rooms														
Turnouts					1	1	48	17	816		0	816	816	Turnout Gear located in a dedicated room (36) Turnout Lockers min; Ready Rack type system, Light should not penetrate into room
Decontamination / Equipment Supply Rm					1	1	12	12	144		0	144	144	Floor sink, Decon Shower, Eyewash, Stainless steel counter and sink, Extractor, Commercial grade dryer, Hooks for drying w/ extra ventilation, Detergent Dispenser
Decon Toilet/Shower					1	1	9	12	108		0	108	108	Part of the Decon Room
Decon Vestibules					0	0	0	0	0		0	0	0	Part of the Hallway - between transition zones of App Bay and Living Quarters/Admin
EMS Storage					1	1	8	10	80		0	80	80	Prefer to have island
Report Writing					5	5	10	6	60		0	300	300	(5) Workstations Table, chair and Computer
Work Room/Shop					1	1	6	16	96		0	96	96	Tool Room Bench, computer work area Bottle Rack Storage - SCBA - 6'-0" Grinder and Vice … off the Apparatus Bay Table, chair and Computer
SCBA Room					1	1	6	16	96		0	96	96	Tool Room Bench, computer work area
Hose Storage					1	1	8	16	128		0	128	128	typical length of rack 10 to 12 feet
Supply Storage					1	1	12	20	240		0	240	240	Cleaning Supplies, shop towels,
Mezzanine					1	1	10	40	400		0	400	400	Above the Apparatus Bay Support Rooms
Group Total	0	0	0								0	2408	2408	
TOTAL SQUARE FOOTAGE *(Apparatus Bay and Related Rooms)*											0	7658	7658	

Camas Washougal Fire Department

Prepared by Mackenzie
1/20/2022

Space / Room Use	Staffing Requirements			Space Requirements			Space Size			Room Type	Total Required Square Footage			Comments
	Exist	2021	2061	Exist	2021	2061	W	L	Area		Exist	2021	2061	
Department: Living Quarters and Administration														
Living Quarters														
Bunk Rooms	7	7	7		8	8	10	10	100		0	800	800	(6) Bunk Rooms: Bed and night stand, no lockers or desk
Toilet/Shower Room					5	5	10	12	120		0	600	600	Single occupancy
Lockers					36	36	2	2	4		0	144	144	Lockers located in the hallway -36 lockers
Kitchen/Dining					1	1	16	40	640		0	640	640	(4) Refrigerator, (1) under counter fridge; (5) Pantry 6 burner range, double oven, (1) Dishwasher Dining table for 12
Day Room					1	1	24	34	816		0	816	816	(9) people - great room concpet
Physical Training					1	1	20	30	600		0	600	600	
Laundry					1	1	8	10	80		0	80	80	(1) washer and (1 Dryer); linen cabinets Open Shelf
Group Total	7	7	7								0	3680	3680	
Administration														
Battalion Chief Office	1	1	1		1	1	12	14	168	OFFICE	0	168	168	Suite - adjoined with Bunk Room
Battalion Chief Bunk Room					1	1	10	12	120		0	120	120	BC's suite - adjacent to office
Captain's Office	1	1	1		1	1	10	14	140	OFFICE	0	140	140	Suite - adjoined with Bunk Room
Captain's Bunk Room					1	1	10	12	120		0	120	120	Captain's suite - adjacent to office
Fire Chief's Office	1	1	1		1	1	14	22	308	OFFICE	0	308	308	Table top seating for 4
Fire Marshal Office	2	2	2		2	2	10	18	180	OFFICE	0	360	360	
Shared Workspace Fire Marshal Office					1	1	10	18	180	OFFICE	0	180	180	Common area between Fire Marshal Offices to layout large format drawings
Admin Assistant	2	2	2		2	2	10	14	140		0	280	280	One for Fire Chief Admin and One for Fire Marshal Office
Small Conference Room					1	1	10	15	150		0	150	150	Seating for 6
Records Storage					1	1	10	12	120		0	120	120	Administration Staff
Copy/Work Room					1	1	8	10	80		0	80	80	
Radio Charging Station					1	1	4	8	32		0	32	32	
Group Total	7	7	7								0	2058	2058	
Building Support														
Stairs per floor					4	4	8	10	80		0	320	320	
Fire Pole per floor					2	2	5	10	50		0	100	100	
Elevator per floor					2	2	8	10	80		0	160	160	
Electrical / Data					1	1	12	23	276		0	276	276	Tap out system in electrical room
Janitor Closet per floor					2	2	4	6	24		0	48	48	Toilet paper, paper towels, mops, sink, etc.
Group Total	0	0	0								0	904	904	
TOTAL SQUARE FOOTAGE *(Living Quarters and Administration)*											0	6642	6642	

Camas Washougal Fire Department

Prepared by Mackenzie
1/20/2022

Space / Room Use	Staffing Requirements			Space Requirements			Space Size			Room Type	Total Required Square Footage			Comments
	Exist	2021	2061	Exist	2021	2061	W	L	Area		Exist	2021	2061	
Department: Community / Training Rooms														
Training Rooms														
Community/Training Room					1	1	32	36	1152		0	1152	1152	Classroom style for 36 - 40 ppl
1st Aid Station					0	0	0	0	0		0	0	0	Counter and blood pressure to be completed in the lobby
Public Restrooms					2	2	8	8	64		0	128	128	One to be dual public/fire use
Lobby					1	1	5	15	75		0	75	75	
Antique Rig Showcase					1	1	15	30	450		0	450	450	To be located in the lobby
Storage Closet					1	1	3	4	12		0	12	12	
Training Storage					1	1	8	12	96		0	96	96	
Group Total	0	0	0								0	1913	1913	
TOTAL SQUARE FOOTAGE *(Training Rooms)*											0	1913	1913	

Camas Washougal Fire Department

Prepared by Mackenzie
1/20/2022

Space / Room Use	Staffing Requirements			Space Requirements			Space Size			Room Type	Total Required Square Footage			Comments
	Exist	2021	2061	Exist	2021	2061	W	L	Area		Exist	2021	2061	
Department: Exterior Requirements														
Parking														
Public Parking - Training					10	10	9	18	162		0	1620	1620	(1) ADA (9) Public
Staff Parking					30	30	9	18	162		0	4860	4860	Included in Public Parking
Group Total						40					0	6480	6480	
Site Elements														
Generator				1	1	1	10	15	150		0	150	150	Screened; Includes 4'-0" clearances, Concrete pad req'd
Trash / Recycling				0	1	1	10	20	200		0	200	200	Verify trash requirements w/ provider
Patio				0	1	1	20	20	400		0	400	400	BBQ Balcony if LQ on the 2nd Floor
Group Total											0	750	750	
SUBTOTAL												7230	7230	
GENERAL CIRCULATION (100%)												7230	7230	
TOTAL SQUARE FOOTAGE *(Exterior Requirements)*												14460	14460	

PROGRAMMING SUMMARY - SATELLITE STATION

Camas Washougal Fire Department

Prepared by Mackenzie
1/20/2022

Space / Room Use	Staffing Requirements			Space Requirements			Space Size			Room Type	Total Required Square Footage			Comments
	Exist	2021	2061	Exist	2021	2061	W	L	Area		Exist	2021	2061	
Department: Camas Washougal Fire Satellite Station(s)														
Apparatus Bay and Support Rooms	0	0	0								0	5526	5526	
Living Quarters and Administration	8	8	8								0	4402	4402	
Community / Training Rooms	0	0	0								0	1031	1031	
														Acres
SUBTOTAL	8	8	8								0	10959	10959	
GENERAL CIRCULATION (20%)											0	2192	2192	
TOTAL BUILDING SQUARE FOOTAGE	8	8	8								0	13151	13151	0.30
TOTAL EXTERIOR REQUIREMENTS												7980	7980	0.18
TOTAL SITE REQUIREMENTS											0	21131	21131	0.49

PREVIOUS SQUAREFOOTAGE ASSUMPTIONS	
Existing Building	Not Applicable
Mackenzie	13151

Camas Washougal Fire Department

Prepared by Mackenzie
1/20/2022

Space / Room Use	Staffing Requirements			Space Requirements			Space Size			Room Type	Total Required Square Footage			Comments
	Exist	2021	2061	Exist	2021	2061	W	L	Area		Exist	2021	2061	
Department: Apparatus Bay and Support Rooms														
Apparatus Bay														
Apparatus Bay					3	3	15	70	1050		0	3150	3150	3 Bay, Drive-through bays Front Apparatus Bay doors to be four-fold doors Back Apparatus Bay doors to be Overhead
Group Total	0	0	0								0	3150	3150	
Apparatus Support Rooms														
Turnouts					1	1	48	17	816		0	816	816	Turnout Gear located in a dedicated room (36) Turnout Lockers min; Ready Rack type system, Light should not penetrate into room
Decontamination / Equipment Supply Rm					1	1	12	12	144		0	144	144	Floor sink, Decon Shower, Eyewash, Stainless steel counter and sink, Extractor, Commercial grade dryer, Hooks for drying w/ extra ventilation, Detergent Dispenser
Decon Toilet/Shower					1	1	9	12	108		0	108	108	Part of the Decon Room
Decon Vestibules					0	0	0	0	0		0	0	0	Part of the Hallway - between transition zones of App Bay and Living Quarters
EMS Storage					1	1	12	12	144		0	144	144	Prefer to have island in center
Report Writing					5	5	10	6	60		0	300	300	(5) Workstations Table, chair and Computer
Work Room/Shop					1	1	6	16	96		0	96	96	Tool Room Bench, computer work area Bottle Rack Storage - SCBA - 6'-0" Grinder and Vice … off the Apparatus Bay Table, chair and Computer
Hose Storage					1	1	8	16	128		0	128	128	typical length of rack 10 to 12 feet
Supply Storage					1	1	12	20	240		0	240	240	Cleaning Supplies, shop towels,
Mezzanine					1	1	10	40	400		0	400	400	Above the Apparatus Bay Support Rooms
Group Total	0	0	0								0	2376	2376	
TOTAL SQUARE FOOTAGE *(Apparatus Bay and Related Rooms)*											0	5526	5526	

Camas Washougal Fire Department

Prepared by Mackenzie
1/20/2022

Space / Room Use	Staffing Requirements			Space Requirements			Space Size			Room Type	Total Required Square Footage			Comments
	Exist	2021	2061	Exist	2021	2061	W	L	Area		Exist	2021	2061	
Department: Living Quarters and Administration														
Living Quarters														
Bunk Rooms	7	7	7		7	7	10	10	100		0	700	700	(6) Bunk Rooms: Bed and night stand, no lockers or desk
Toilet/Shower Room					5	5	10	12	120		0	600	600	Single occupancy
Lockers					36	36	2	2	4		0	144	144	Lockers located in the hallway -36 lockers
Kitchen/Dining					1	1	16	40	640		0	640	640	(4) Refrigerator, (1) under counter fridge; (5) Pantry 6 burner range, double oven, (1) Dishwasher Dining table for 12
Day Room					1	1	24	34	816		0	816	816	(9) people - great room concpet
Physical Training					1	1	20	30	600		0	600	600	
Laundry					1	1	8	10	80		0	80	80	(1) washer and (1 Dryer); linen cabinets Open Shelf
Group Total	7	7	7								0	3580	3580	
Administration														
Captain's Office	1	1	1		1	1	10	14	140	OFFICE	0	140	140	Suite - adjoined with Bunk Room
Captain's Bunk Room					1	1	10	12	120		0	120	120	Captain's suite - adjacent to office
Small Conference Room					1	1	10	15	150		0	150	150	Seating for 6
Copy/Work Room					1	1	8	10	80		0	80	80	
Radio Charging Station					1	1	4	8	32		0	32	32	
Group Total	1	1	1								0	522	522	
Building Support														
Stairs per floor					0	0	8	10	80		0	0	0	
Fire Pole per floor					0	0	5	10	50		0	0	0	
Elevator per floor					0	0	8	10	80		0	0	0	
Electrical / Data					1	1	12	23	276		0	276	276	Tap out system in electrical room
Janitor Closet per floor					1	1	4	6	24		0	24	24	Toilet paper, paper towels, mops, sink, etc.
Group Total	0	0	0								0	300	300	
TOTAL SQUARE FOOTAGE *(Living Quarters and Administration)*											0	4402	4402	

Camas Washougal Fire Department

Prepared by Mackenzie
1/20/2022

Space / Room Use	Staffing Requirements			Space Requirements			Space Size			Room Type	Total Required Square Footage			Comments
	Exist	2021	2061	Exist	2021	2061	W	L	Area		Exist	2021	2061	
Department: Community / Training Rooms														
Training Rooms														
Community/Training Room					1	1	24	30	720		0	720	720	Classroom style for 20 ppl
1st Aid Station					0	0	0	0	0		0	0	0	Counter and blood pressure to be completed in the lobby
Public Restrooms					2	2	8	8	64		0	128	128	One to be dual public/fire use
Lobby					1	1	5	15	75		0	75	75	
Storage Closet					1	1	3	4	12		0	12	12	
Training Storage					1	1	8	12	96		0	96	96	
Group Total	0	0	0								0	1031	1031	
TOTAL SQUARE FOOTAGE *(Training Rooms)*											0	1031	1031	

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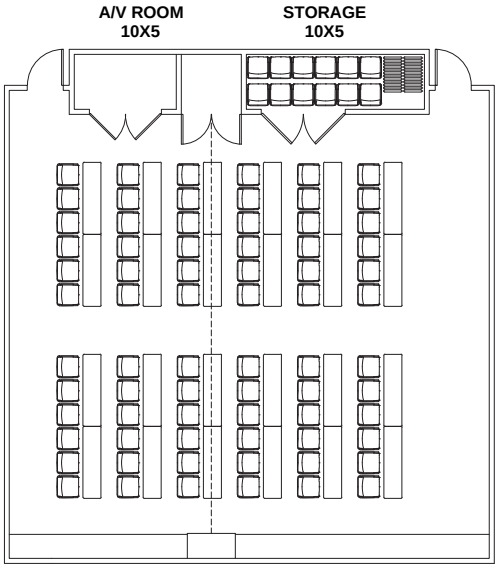
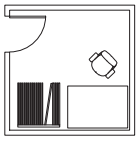
SPACE STANDARDS

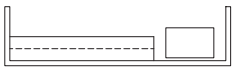


- Based on existing emergency response facilities, past experience, and general architectural standards, space standards have been developed and depicted to aid in efficiently comparing space sizes for offices, support spaces, and primary functions unique to this particular type of facility.
- These space standards have been utilized in the development and validation of identified program elements.

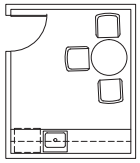
SHARED ROOM LAYOUTS



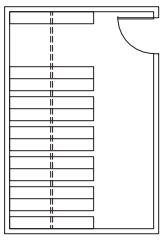
PLAN REVIEW
10X10



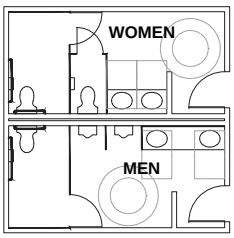
COPY ROOM
18X5



LOUNGE
10X12



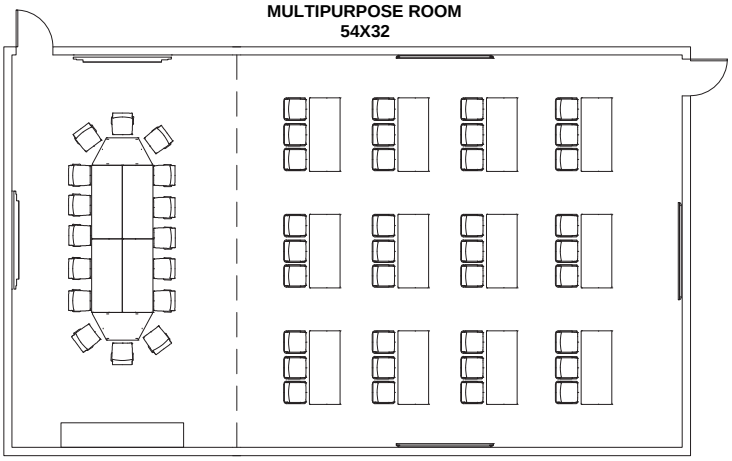
RECORDS ROOM
12X18



TOILET ROOM
18X18

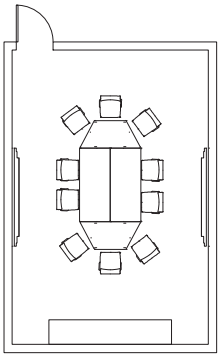
TYPICAL OFFICE SUPPORT ROOM LAYOUTS

SCALE 1/16" = 1'-0"

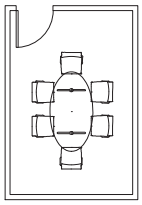


CONFERENCE ROOM
18X32

CLASSROOM
36X32

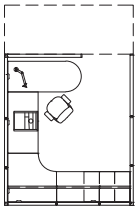


CONFERENCE ROOM
16X24
(10)

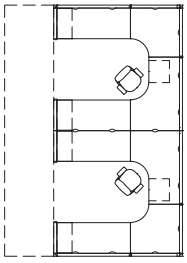


CONFERENCE ROOM
10X15
(6)

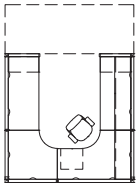
TYPICAL CONFERENCE LAYOUTS



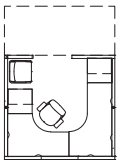
LARGE
10X12



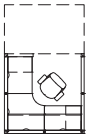
SHARED
10X10'S



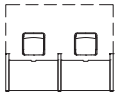
MEDIUM
10X10



MED/SMALL
8X8

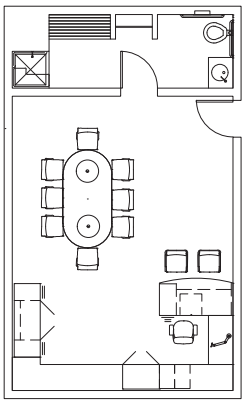


SMALL
6X6

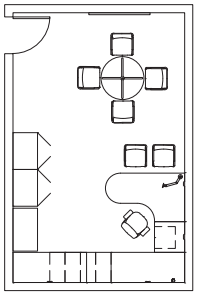


SMALL
2.5X4

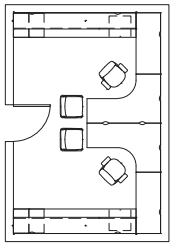
TYPICAL CUBICLE LAYOUTS



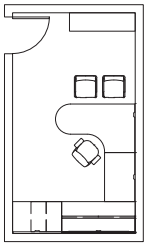
OFFICE
18X24



LARGE
14X22



SHARED
12X18



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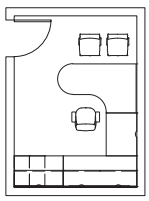
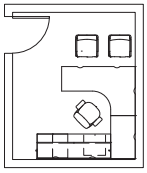


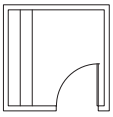
MEDIUM
10X14



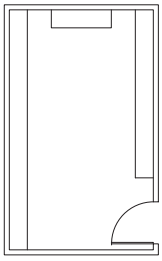
SMALL
10X12

TYPICAL OFFICE LAYOUTS

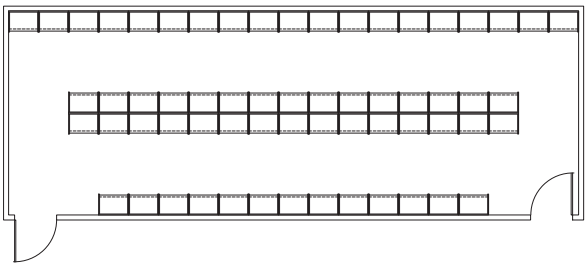
SCALE 1/16" = 1'-0"



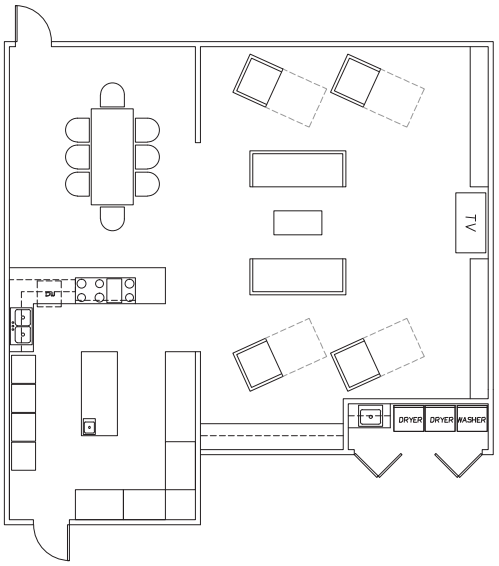
EMS STORAGE
14X29



SUPPLY STORAGE
12X20



TURN OUT
48X17

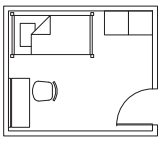


DINING
16X19

DAYROOM
24X34

KITCHEN
16X21

LAUNDRY
4X12



RESIDENT QUARTERS
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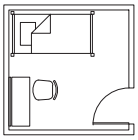
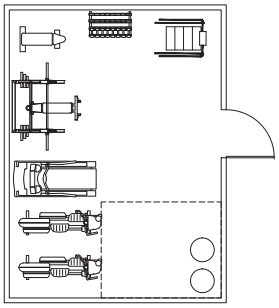
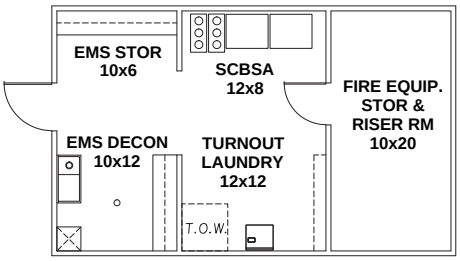
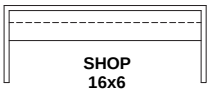


ON-SHIFT QUARTERS
10X10



PHYSICAL
TRAINING
18X24





SHOP
16x6

TYPICAL APPARATUS BAY SUPPORT ROOM LAYOUTS

SCALE 1/16" = 1'-0"

PROJECT	ALBANY FIRE	DUNDEE FIRE & RESCUE
LOCATION	Albany, OR	Dundee, OR
YEAR COMPLETE	2017	2014
SITE SIZE	1.63 acres	1.5 acres
APPARATUS BAY	8,359 sf	8,184 sf
LIVING QUARTERS	7,221 sf	2,850 sf
ADMINISTRATION	7,643 sf	2,797 sf
PUBLIC	1,042 sf	1,574 sf
TOTAL SQ. FT.	11,900 sf	17,623 sf
RESIDENT PROGRAM	YES	YES
BUNK ROOMS	9	4
RESPONSE AREA	81 sq mi	13 sq mi
POPULATION SERVED	58,073	5,500
QUANTITY OF STATIONS IN DISTRICT	4	1
STAFFING	Career/Volunteer	Career/Volunteer
STATION TYPE	Headquarters	Headquarters

FACILITY COMPARISONS

CLARK COUNTY FIRE DISTRICT 6 STATION 61	CLARK COUNTY FIRE DISTRICT 6 STATION 63	VANCOUVER FIRE STATION 11
Vancouver, WA	Vancouver, WA	Vancouver, WA
2022	2019	2022
4.10 acres	3.32 acres	3.65 acres
6,885 sf	7,252 sf	5,180 sf
5,799 sf	3,449 sf	4,250 sf
8,450 sf	5,277sf	3,250 sf
1,706 sf	1,000 sf	1,447 sf
20,750 sf	17,693 sf	14,789 sf
NO	NO	NO
8	8	10
37 sq mi	37 sq mi	90 sq mi
75,000	75,000	250,000
3	3	11
Career/Volunteer	Career/Volunteer	Career/Volunteer
Headquarters	Satellite	Satellite

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PROJECT COST DEVELOPMENT

3

COST SUMMARY

Following completion of the programs for the headquarter station and the satellite station, Mackenzie developed cost forecasts for the stations that would be developed to to meet the Department's needs for the next 20 years. This effort is reflected in the Statement of Probable Costs found in Appendix B.

Development costs of a project are not limited to construction costs alone and require consideration of other variables. These variables differ between new construction and renovation or expansion, and invariably change from one project to the next depending on site conditions, existing building conditions, building codes, seismic zones and the environment of the construction industry. Differences between estimates arise depending on the design approach, construction costs, and design and engineering costs. Owner costs for furniture, fixtures and equipment are often constant, based on a predetermined budget set by the Department. New construction can often differ substantially due to the single variable of land acquisition. This cost, coupled with higher construction costs, often leads to this being a more expensive option. In the case of Station 1, there will not be land acquisition costs lowering the overall costs for a new station.

Construction costs reflect the raw costs incurred by a general contractor for overhead and profit, bonding and insurance, securing of materials, and general construction of the site and building. In addition to the identified construction costs, an owner's contingency is recommended to ensure dollars are carried through construction for owner changes, design omissions, unforeseen conditions or jurisdictional requirements, among others.

Total project costs are calculated on the following page for the year 2021 as shown on the Camas-Washougal Capital Improvement Plan – Project Cost Summary.

Consultant costs reflect the costs incurred for project management and design of the project from conceptual design through construction administration. Though design fee can vary, costs included in this report reflect standard A/E fee guidelines based on a percentage of construction cost as outlined by the Washington State Department of Enterprise Services. In addition to architectural and engineering services, costs include marketing materials and required services, such as geotechnical inspections and special inspections. A contingency is provided for this category for any unforeseen or additionally requested design services throughout the project.

Owner costs reflect the costs generally incurred directly by the owner throughout the project. This includes all items the owner may wish to contract separately from the general construction of the project. Some additional owner-related costs include relocation into the new facility, jurisdictional fees and furniture and equipment. A contingency is provided in this category for any unforeseen or undefined costs not currently represented.

PROJECT COST ESTIMATE - HEADQUARTER STATION

The following project development cost estimate projects the construction values of the programmed sizes of a headquarter station and satellite station. The major categories for the project include construction cost (classified as a hard cost),consultant costs and owner costs (classified as soft costs) as described on the previous page. The costs are arranged in the following table by station and grouped by hard or soft cost to denote the forecasted total project costs.

Camas-Washougal Capital Improvement Plan - Project Cost Summary

Rev. 09/22/2021

	Headquarters Station	***Satellite Station***
Construction Cost:	19,456 SF x $500-$550 / SF = $9,728,000 - $10,700,800	13,151 SF x $500 - 550 / SF = $6,575,500 - $7,233,050
Consultant Costs (Geotechnical Engineer; Surveyor; Architect and Engineering Fee etc.) **Owner Costs** (Permit and SDC Fees,Furniture and Fixtures etc.)	30% of Construction Cost: = $2,918,400 - $3,210,240	30% of Construction Cost: = $1,972,650 - $2,169,915
Total Project Cost:	**$12,646,400 - $13,911,040**	**$8,548,150 - $9,402,965**

The matrix on the following pages is a comparison of similar recently completed facilities to illustrate average cost per square foot and establish a current or expected construction costs per square foot for the new facilities.

FACILITY COST COMPARISON

PROJECT	VANCOUVER FIRE STATION 2	CLARK COUNTY FIRE DISTRICT STATION 63
LOCATION	Vancouver, WA	Vancouver, WA
YEAR COMPLETE	2018	2019
CONSTRUCTION TYPE	Wood Framing and Structural Masonry w/ Brick Veneer	Wood Framing w/ Fiber Cementous Boards And Structural Masonry
BUILDING SIZE	13,350 SF*	17,963 SF*
SITE SIZE	93,860 SF	144,744 SF+
STORIES	SINGLE	TWO
BUILDING COST PER SF	$253.64 PER SF	$322.22 PER SF
SITE COST PER SF OF SITE	$40.49 PER SF OF SITE	$16.78 PER SF OF SITE
OFF-SITE COST PER SF OF SITE	N/A	N/A
TOTAL CONSTRUCTION (BID) COST PER SF OF BUILDING	$376.86** PER SF OF BUILDING	$485.23 PER SF OF BUILDING
FINAL CONSTRUCTION COST ESTIMATE PER SF OF BUILDING	$421.48** PER SF OF BUILDING	$560.60 PER SF OF BUILDING
LOW BID (AVERAGE BID) PER SF OF BUILDING	$199.58 ($234.08) PER SF OF BUILDING	$485.23 PER SF OF BUILDING

* - Mezzanine not included

** - Includes FF&E and tapout equipment (provided by contractor)

+ - includes Training Tower / Training Grounds / Aggregate Piers / Wetland Mitigation

VANCOUVER FIRE STATION 11	CLARK COUNTY FIRE DISTRICT STATION 61, REMODEL AND ADDITION	**AVERAGE BUILT COST**	CAMAS-WASHOUGAL HEADQUARTER STATION, NEW CONSTRUCTION
Vancouver, WA	Vancouver, WA		Washougal, WA
2022	TBD		2024
Wood Framing and Structural Masonry w/ Brick Veneer	Wood Framing w/ Fiber Cementous Boards And Structural Masonry		Wood Framing and Structural Masonry w/ Brick Veneer
14,789 SF*	20,750 SF		19,456 SF
221,537 SF	178,763 SF		87,120 SF
SINGLE	TWO		SINGLE
$354.26 PER SF	$388.04 PER SF	**$329.54** PER SF	$540.00 PER SF
$10.67 PER SF OF SITE	$3.79 PER SF OF SITE	**$17.93** PER SF OF SITE	$10.00 PER SF
N/A	N/A	**N/A**	N/A
$481.46 PER SF OF BUILDING	N/A Construction To Start in Q3 of 2022	**$447.85** PER SF OF BUILDING	N/A
$556.67** PER SF OF BUILDING	$421.48** PER SF OF BUILDING	**$490.06** PER SF OF BUILDING	N/A
$443.89 ($481.46) PER SF OF BUILDING	N/A Construction To Start in Q3 of 2022		N/A

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FINANCIAL FUNDING FORECAST

4

FIRE IMPACT FEE AND FUNDING ALTERNATIVES ASSESSMENT

The Camas-Washougal Fire Department is working with Mackenzie to develop an assessment of future service and capital needs. The analysis has identified the need for one new headquarter fire station and two satellite fire stations to replace aging existing facilities that cannot physically accommodate new larger apparatus needs. To assess how well existing fire impact fees could cover the capital expenses of constructing new facilities, Mackenzie asked ECONorthwest to translate adopted forecasts of future household and employment growth into estimates of residential and commercial development in Camas and Washougal over the next 15 years and the resulting fire impact fee revenue. ECONorthwest found that fire impact fees can fund only a portion of eligible costs, and the total funding gap for estimated capital needs is $32.28 to $35.59 million. Next, ECONorthwest researched an array of potential funding alternatives that could help to address the funding shortfall.

The purpose of this memorandum is to outline the funding gap that the Fire Department faces in trying to fund its three new and replacement facilities as well as identify potential alternative funding mechanisms.

This memorandum is organized into two parts. In Part I, we dive into the results of the growth forecast, showing the assumptions that we made and the resulting funding gap. In Part II, we outline a set of potential funding tools that the Fire Department could explore in more depth.

PART I: FIRE IMPACT FEE REVENUE GROWTH FORECAST

This section describes the methodology and assumptions we used to generate our estimates for the fire impact fee funding gap

Cost Assumptions

The Camas-Washougal Fire Department plans to build a replacement headquarters, a replacement satellite station, and construct a new satellite fire station. The first replacement will be a new headquarters fire station and is tentatively planned to begin construction sometime in 2024. It has not been determined if this facility will be on the same site as the existing headquarters. Based on the construction cost analysis from Mackenzie, they estimate the new station to cost between $12.65 million (low scenario) and $13.91 million (high scenario). One replacement satellite station is planned to begin construction in 2026 and the other is planned to begin in 2029. The first satellite station is estimated to cost between $9.62 million and $10.58 million, and the second is estimated to cost $10.82 million to $11.90 million. In total, the cost for all three stations is estimated to be between $33.08 million and $36.39 million. New and replacement equipment costs are estimated to account for an extra $4.74 million in addition to the facilities costs.

Revenues

We assumed constant 2021 fire impact fee rates for Camas and Washougal over the analysis period (see Exhibit 1 for rates). The dollar amounts were increased by 1.7 percent per year as an inflationary adjustment. Over the 2021 to 2040 period, we calculated that the current fire impact fee would bring in a total of about $5.54 million. The methodology we used to arrive at the total estimated fire impact fee dollars is detailed below.

Building Type	Cam as
Single-Family Detached	$0.20 psf
Apartment/Duplex/Townhome	$0.20 psf
ADU (Interior)	$0.00 psf
ADU (Exterior)	$0.20 psf
Commercial	$0.40 psf

Building Type	Washougal
Single-Family Home (w/ fire suppression)	$401.60 per unit
Single-Family Home (w/o fire suppression)	$502.00 per unit
Multifamily unit (3+) and Cottage Homes	$0.31 psf
ADU (w/ fire suppression)	$140.56 per unit
ADU (w/o fire suppression)	$175.70 per unit
Commercial	$0.31 psf

Exhibit 1. Fire Impact Fee Rates in Camas and Washougal, 2021

Source: City of Camas and City of Washougal.

1. Cost estimates for the two satellite stations reflect a 4% year-over-year annual cost escalation as reported by Mackenzie.

Funding Gap

This leaves the Camas-Washougal Fire Department with a funding gap ranging between $32.28 million and $35.59 million (see Exhibit 2).

Costs	Replacement HQ Station (2024)	Replacement Satellite Station (2026)	New Satellite Station (2029)	Total Costs
Low Cost Scenario (Nominal)	$12,646,400	$8,548,150	$8,548,150	–
3-Year Construction Cost Increase	–	$9,615,506	--	–
6-Year Construction Cost Increase	–	–	$10,816,137	–
Low Cost Scenario Total	**$12,646,400**	**$9,615,506**	**$10,816,137**	**$33,078,043**
High Cost Scenario (Nominal)	$13,911,040	$9,402,965	$9,402,965	–
3-Year Construction Cost Increase	–	$10,577,057	--	–
6-Year Construction Cost Increase	–	–	$11,897,750	–
High Cost Scenario Total	**$13,911,040**	**$10,577,057**	**$11,897,750**	**$36,385,847**

Equipment Costs	Replacement HQ Station (2024) [1]	Replacement Satellite Station (2026) [2]	New Satellite Station (2029) [3]	Total Equipment Costs
Cost (Nominal)	$2,633,000	$1,050,000	$735,000	–
3-Year Cost Increase	–	$1,181,107	--	–
6-Year Cost Increase	–	–	$930,009	–
Equipment Cost Total	**$2,633,000**	**$1,181,107**	**$930,009**	**$4,744,117**

FIF Revenue by Source	Camas	Washougal	Total Revenue by Source
Single-Family	$2,325,808	$841,431	$3,167,240
ADUs	$10,646	$5,002	$15,648
Multifamily	$142,420	$139,177	$281,597
Commercial	$1,448,326	$570,931	$2,019,256
Medical	$33,314	$21,070	$54,384
Total	**$3,960,514**	**$1,577,611**	**$5,538,125**

	Low Estimate	High Estimate
Funding Gap, 2021 - 2040	**$32,284,034**	**$35,591,839**

Equipment Cost Notes:

1. Equipment costs include 3 replacement engines, 4 rescues, and 2 brushes.
2. Equipment costs include 1 ladder truck.
3. Equipment costs include 1 engine for the satellite expansion.

Exhibit 2. Summary of Fire Impact Fee Funding Gap, 2021 – 2040

Source: Mackenzie and ECONorthwest.

Note: This funding gap analysis does not account for land acquisition costs.

2. Only the share of capital costs attributable to growth can be paid through fire impact fee revenue.

Exhibit 3 in below breaks out the same data in Exhibit 2, allocating cost and revenue data to each jurisdiction respectively. This analysis assumes a 60 percent allocation of equipment cost for the first two stations to Camas and a 40 percent spilt to Washougal. Costs for each station are allocated 100 percent to the jurisdictions they are located in. We find that the total funding gap in Camas amounts to $22.7 to $25.0 million dollars and $9.5 to $10.5 million in Washougal. Despite having a measurably higher revenue outlook from fire impact fee revenue, Camas' gap is higher because it must accommodate two new stations to provide targeted service levels.

Exhibit 3. Summary of Total Fire Impact Fee Funding Gap by Jurisdiction, 2021 – 2040

Source: Mackenzie and ECONorthwest

LOW COST SCENRARIO			
Station	**Replacement HQ Station**	**Replacement Satellite Station**	**New Satellite Station**
Year	2024	2026	2029
Development Cost	$12,646,400	$9,615,506	$10,816,137
City Allocation	Camas	Washougal	Camas
Equipment Costs	$2,633,000	$1,181,107	$930,009
City Allocation	60-40 Split	60-40 Split	Camas
Funding Summary	Costs	Revenues	Gap
Camas	$26,681,010	$3,960,514	$22,720,496
Washougal	$11,141,149	$1,577,611	$9,563,538
Total	**$37,822,159**	**$5,538,125**	**$32,284,034**
HIGH COST SCENARIO			
Station	**Replacement HQ Station**	**Replacement Satellite Station**	**New Satellite Station**
Year	2024	2026	2029
Development Cost	$13,911,040	$10,577,057	$11,897,750
City Allocation	Camas	Washougal	Camas
Equipment Costs	$2,633,000	$1,181,107	$930,009
City Allocation	60-40 Split	60-40 Split	Camas
Funding Summary	Costs	Revenues	Gap
Camas	$29,027,263	$3,960,514	$25,066,749
Washougal	$12,102,700	$1,577,611	$10,525,089
Total	**$41,129,963**	**$5,538,125**	**$35,591,838**

RESIDENTIAL IMPACT FEE ESTIMATE METHODOLOGY

- **Household Growth**: Household growth in Camas and Washougal are based on Transportation Analysis Zone (TAZ) forecasts produced by the Southwest Washington Regional Transportation Council (RTC). Per their most recent forecast, 4,165 households are anticipated to be built in Camas at an average annual growth rate of 2.05% over the 2020 to 2040 period. In Washougal, 2,108 households are anticipated to be built at an average annual growth rate of 1.44%.
- **Housing Type**:
    - To estimate the growth in single-family detached housing and multifamily housing, we used data from the U.S. Census Bureau's American Community Survey (ACS) to estimate the percentage share of housing stock that is single-family detached and multifamily. About 85% of Camas's housing stock is single-family detached housing and about 82% of Washougal's housing stock is single-family detached housing. We applied these percent shares to the annual household growth in each city to estimate the approximate quantity of new housing type added per year.
    - Additionally, we accounted for ADU developments in both Camas and Washougal. Using ADU permit data provided by City of Camas staff, we calculated that approximately 3 ADU permits per year were issued over the 2016 to 2020 period. Dividing this average annual permit count by the number of new single-family households added to Camas per year (about 177 units), we received a percent of approximately 1.7%. Applying this percent to the annual growth in single-family households in both Camas and Washougal, we estimate 3 ADUs will be added to Camas each year and 1 ADU will be added to Washougal each year.
- **Calculation**: We multiplied the 2021 fire impact fee rates to the new housing added each year in Camas and Washougal. This resulted in $2.33 million of fire impact funds for single-family households in Camas and about $142,400 for multifamily households. In Washougal, $840,400 of fire impact funds are estimated to come from single-family households and an additional $138,200 from multifamily households.

COMMERCIAL IMPACT FEE ESTIMATE METHODOLOGY

- **Existing Commercial Mix**: For commercial development, we relied on CoStar's database to estimate the existing square footage of industrial, office, retail, and flex space in Camas and Washougal. As of 2020, CoStar estimated that about 2.97 million square feet of commercial space exists in Camas and about 1.71 million square feet exists in Washougal.
- **Employment Growth**:
    - Using RTC's TAZ employment forecasts over the 2015 to 2040 period, we interpolated an approximate employment count for commercial and industrial jobs in 2020. Then we used that estimate to approximate the average annual growth rate in commercial and industrial jobs out to 2040. Camas's growth rate is about 4.06% per year and Washougal's is 3.72% per year.
    - Lastly, we accounted for medical space. According to CoStar, Camas approximately has 63,360 square feet of medical space and Washougal has about 63,100 square feet. Using the same methodology for commercial space, we estimate Camas will bring in about $33,300 and Washougal will bring in about $21,000.
- **Calculation**: We used the employment growth rates to assume a linear growth pattern in commercial square footage over the 2021 to 2040 analysis period. Applying the fire impact fees, we estimate Camas will bring in approximately $1.45 million and Washougal will bring in about $570,900.

3. U.S. Census Bureau, American Community Survey 5-Year Estimates, 2006-2010 and 2015-2019. Table B25024: Units in Structure.

Part II: Capital Improvement Funding Alternatives

Based on our analysis, the fire impact fee revenue over the next 20 years is insufficient to cover eligible capital investments required to accommodate growth in addition to replacement capital needs. This section provides an evaluation of alternative funding tools that the Fire Department could consider in funding the three new facilities.

For our analysis, we have used seven criteria based on experience with similar projects in other jurisdictions, and the specific needs of the Fire Department: (1) capacity, (2) timing, (3) administrative ease, (4) stability/predictability, (5) flexibility, (6) legality, and (7) political acceptability. Note that the first five criteria included in this list can be grouped together under the banner of "efficiency." Criteria are further defined below.

In this analysis, ECONorthwest began by identifying "fatal flaws," or constraints on the tool's revenue generating capacity or political acceptability that make it a very unlikely candidate for the site. After setting aside all the tools with fatal flaws, we are left with a much shorter list of potential sources that can more easily be compared against each other, evaluating their relative merits to identify the top four as the "preferred" tools for further evaluation.

Funding Alternative Findings

This section summarizes the findings from our funding alternative analysis.

Recommended Funding Tool Options for Further Discussion

We recommend a multi-pronged funding strategy that considers who will benefit from facility investments. We recommend that the District consider the following tools for further evaluation:

- **Increased Fire Impact Fees**. The current impact fees may be too low to account for the facility needs in new growth areas. The cities could consider setting a base impact fee alongside a set of distinct service areas with higher fees where more intensive investments are needed. Increasing these fees alone will not pay for all of the fire district's proposed investments but they could be increased to cover a larger share of eligible costs attributable to growth.
- **General Obligation Bond**. Issuing an unlimited tax general obligation bond would provide the cities a stable revenue stream to repay the debt of building new fire protection capital. It would require the fire district to make the case to property owners that aging facilities are inadequate and that new facilities are required to protect their home investments.
- **Surplus Land Disposition**. At least one of the replacements may be constructed in a new location. Sale of the existing facility could help to generate revenue for either acquisition of the replacement site or for the facility itself.
- **Public Safety Sales Tax**. Adding a sales tax could be a viable funding option that also requires voter approval. The cities of Washougal and Camas could pursue this on their own (which requires more work but also generate more revenue) or in conjunction with the County (which would decrease revenues available to the cities). There may also be a Countywide public safety sales tax being proposed to help pay for police body cameras and other investments. However, based on our projections, a new public safety sales tax and current fire impact fee combined will not yield sufficient funding to fill the funding gap over the 2021 to 2040 period. If this option is pursued, an additional funding tool would need to be used in tandem.

Other Funding Tools Considered (Not Recommended Options)

- **Excess Levy**. Excess levies (also known as Operations & Maintenance levies) are single-year property tax levies with no restrictions on the levy rate or levy amount. Fire protection districts, however, are allowed multi-year excess levies in accordance with RCW 84.52.130. This statute allows for fire protection districts in Washington to authorize, by public vote on a ballot measure, a two-year through six-year levy "to support the construction, modernization, or remodeling of fire district facilities." In our evaluation, we didn't see any benefit to this approach over a more traditional general obligation bond.

Tools Not Evaluated in Depth

- **Current city EMS levies are at capacity**. Both

Camas and Washougal currently have EMS levies in place. In 2018, Camas renewed its EMS levy rate at $0.46 per $1,000 assessed property value to carry forward for six additional years (2019 through 2025). Washougal currently has an EMS levy rate of $0.50 approved for six years (2018 through 2023).

- The maximum allowable EMS levy rate under Washington law is $0.50 per $1,000 assessed value. According to Camas's Emergency Medical Services Agreement, the City of Camas "shall furnish Emergency Medical Services including Advanced Life Support (ALS) and Emergency Medical Transport Services." Given this agreement and the allocation of levy funds toward providing the community medical services, it seems unlikely that there would be any excess EMS levy funds to support the new fire station construction.
- **A countywide EMS levy is not a viable option, given that there are current citywide levies**. Given that Camas, Washougal, and East County Fire and Rescue ($0.35 per $1,000 AV) have EMS levies in place, there is insufficient funding capacity given the rate limitations stipulated in Washington law.
- **A Service Benefit Charge can fund operations, but not capital facilities**. Some fire departments in Washington structure their operations to be funded from a combination of service benefit charges and levies. A service benefit charge allows fire departments to charge users more if their structure is at greater risk of fire, and is not a share of a property's assessed value. Shifting to a benefit charge from a levy structure could free up funding from the levy, but this strategy would require input from a variety of stakeholders.

Efficiency

This category covers everything related to creating and maintaining net revenues (net of collection costs). We break efficiency into five subcategories:

- **Capacity**. Revenue-generating capacity considers how much money the tool can generate. The amount any funding tool can raise is directly tied to the rate imposed, and the rate imposed is always at least partially determined by legal authority and political acceptability (both described below). For example, the revenue capacity of a local gas tax depends on whether a community is legally allowed to impose the tax and up to what rate, and what rate its policymakers and constituents are willing to adopt. Nonetheless, we evaluate revenue-generating capacity based on our informed assumptions on the maximum rate that can be legally charged, and the rates that are likely to be in the range of political acceptability.
- **Timing**. For the funding of new fire stations, it will be important for revenues to be available sooner rather than later. Private development and infrastructure investments will likely need to occur concurrently. Revenue sources that don't provide revenue until after development occurs may be ill suited for the fire stations. Additionally, it is likely that the City will want to borrow money to fund infrastructure projects upfront and repay the debt over time with revenue a dedicated funding tool. Some tools are better suited than others for borrowing money or issuing bonds.
- **Administrative ease**. The easier it is to administer a tool, the lower the costs of administration should be, and the more of the gross revenue that will be available as net revenue for infrastructure projects. For example, it is relatively easy and inexpensive to increase the rate of an existing fee or tax. At the other extreme, creating a new fee with a new collection system can be expensive and use a sizable percentage of the gross revenue. Some of the questions to consider when evaluating administrative ease, include: Would new staff have to be hired? Would a new organizational structure or a new budget procedure have to be put in place? Would collection of the funds be an arduous task? Are new technologies required? The answers to these questions depend in part on what administrative mechanisms are already

4. Clark County Today. "County seeks volunteer to write for and against statements for sales tax propositions." July 29, 2021. Information retrieved from: https://www.clarkcountytoday.com/news/county-seeks-volunteers-to-write-for-and-against-statements-for-sales-tax-propositions/

5. Emergency Medical Services Agreement. Information retrieved from: https://mccmeetingspublic.blob.core.usgovcloudapi.net/camaswa-meet-cf9a46adf504483fb010ccf9ea82cbcd/ITEM-Attachment-001-31e129d1dc7c46faa5e7b85ed56e0d93.pdf

in place that could be used at little marginal cost.

- **Stability/predictability**. Revenue stability considers whether the tool is likely to avoid large fluctuations each year. The more stable a tool, the more it can be assumed to contribute constant revenues over time. Stability is more than a mental comfort: demonstrating stability may be required, for example, for a funding stream that is being pledged to repay a revenue bond.
- **Flexibility**. A funding tool may be less useful if its use is limited to certain types of projects. In general, flexibility is a positive attribute. If the revenue can be used for any infrastructure project (e.g., transportation, water, sewer, parks, etc.), there is a greater ability to channel funds to the use with the greatest net benefit at any point in time. The flip side is that if a revenue tool is too flexible it can be difficult to "protect" it from being redirected to other uses. However, local jurisdictions can move funding around so that they can do what they want to do. For example, even though systems development charges can only be used for projects required by growth, if such projects are not now being covered 100% by systems development charges (e.g., if gas tax revenues are paying for some of those projects), increasing systems development charges may free up other sources of funding that are more fungible (capable of being used for other things).

LEGALITY

An essential part of an assessment of a funding tool is determining if the Fire Department can legally use the tool for new capital facilities. If this application of the tool is currently prohibited by state statute, then there is a large administrative hurdle to be surmounted up front. Even for tools that are legal, the real issue is whether the tool has detailed and complicated legal requirements that would (1) require a lot of work and cost to implement the tool; (2) raise the likelihood of legal challenge; (3) raise the likelihood that any legal challenge would actually be successful; or (4) reduce political acceptability by adding uncertainty and cost to the implementation process.

POLITICAL ACCEPTABILITY

Our evaluation looks at not only which tools score well on our technical criteria, but also whether or not the tool has proven to be politically acceptable when other jurisdictions in Washington have attempted to use it. One would think that if a tool is efficient, fair, and legal that it would be politically acceptable. While this is true in some situations, it is not always true. Many times, jurisdictions have pursued the adoption of a funding tool that seemingly scores well on those criteria, only to have their efforts fail because the tool was politically unpopular.

Exhibit 4. Funding Tools Evaluation

Funding Tool	Efficiency	Legality	Political Acceptability	Suitability
Increased Fire Impact Fee (City-mandated one-time charge on new development to fund "fire protection facilities: addressed by a capital facilities plan)	▪ **Capacity**: FIFs across Washington vary widely. Based on additional analysis, an increase in FIFs could be warranted, especially in areas with insufficient response times. ▪ **Timing**: Instability makes this tool difficult to bond against, best used in tandem with other tools that are more predictable. ▪ **Administrative ease**: Developers are familiar with this tool, and the city administers it. ▪ **Stability**: Development-driven; can be unpredictable. ▪ **Revenue flexibility**: Contingent on development; can be unpredictable.	Impact fees should be used for system improvements that benefit that new development and relate to the demand from new development. Requires a nexus to new growth.	Combined with other impact fees, raising these fees too high may impede development. Camas and Washougal could consider creating multiple service areas and associated fee schedules to align specific capital improvements with development activities. [RCW 82.02.060(1)]	Increasing impact fees can help to pay for the capital improvements that are required to serve new growth. The cities could consider recalibrating the fee to create a base fee charged citywide with a service area addition specific to the locations for new developments that lack sufficient service.
Voter-Approved Bonds (Also known as Unlimited Tax General Obligation Bonds. May only be used for capital purposes; does *not* include replacement of equipment)	▪ **Capacity**: Will generate the dollars needed to pay for new capital facilities. ▪ **Timing**: Will require more time from city staff to plan and requires 60% supermajority approval. ▪ **Administrative ease**: Ballot measure should be drafted by city's bond counsel. Requirements are peculiar. It must also authorize both the issuance of the bonds *and* the excess property tax levies. ▪ **Stability**: Stable revenue stream to repay debt. They are automatically sized to pay the principal and interest on the bonds due each year (differs from levy lid lifts or sales taxes). ▪ **Revenue Flexibility**: Must be in accordance with purpose(s) specified in ballot measure.	Authorized via RCW 84.52.056 and Article VII, Section 2(b) of Washington's Constitution.	Requires voter approval.	Issuing an unlimited tax general obligation bond would provide the cities a stable revenue stream to repay the debt of building new fire protection capital. The Department will need to consider its potential funding ask from voters and how that aligns with other voter-approved bonds or levies currently in place or under consideration.

Funding Tool	Efficiency	Legality	Political Acceptability	Suitability
Surplus Land Disposition	▪ **Capacity**: Limited to land where existing facilities if the new facility will be in a new location. ▪ **Timing**: Depends on when the new facility can be occupied. Could be used to repay bonds. ▪ **Administrative ease**: Flexible, depending on regulations for land disposition. ▪ **Stability**: One-time sale or ground lease options. ▪ **Revenue flexibility**: Flexible, revenue can be used to pay for new facilities.	The Fire District can legally sell land at market value.	Fire district can pursue market rate for land.	The viability of this strategy will depend on whether the District already controls the land on which it wants to locate new facilities.
Public Safety Sales Tax (Sales tax up to 0.1% for cities)	▪ **Capacity**: Revenues must be shared between city and county. If city imposes tax, they retain 85% of revenues and must share 15% with county. If county imposes tax, they retain 60% of revenues and the remaining 40% is distributed to cities on a per capita basis ▪ **Timing**: The cities could bond against this revenue to help pay for capital facilities. ▪ **Administrative ease**: Time needed to draft ballot measure. ▪ **Stability**: Subject to fluctuations in taxable retail sales earned each year. ▪ **Flexibility**: 1/3 must be used for criminal justice and/or fire protection. Fire protection purposes are not specifically defined in Washington's Revised Code. The remaining 2/3 are unrestricted, but must be spent in accordance with purpose(s) specified in ballot measure. May be used for debt repayment or operations.	Authorized via RCW 82.14.450. Fire protection facilities are a legal use of these funds.	Requires voter approval (50%+1). According to MRSC's Local Ballot Measure Database, voters have approved the majority of these measures. A ballot measure may only be submitted at a primary or general election (no special elections).	If Camas imposed a public safety sales tax, the City could potentially receive $420,800 per year based on its total taxable retail sales estimate from 2020 ($495.06 million). Accounting for inflation, this tax could result in $9.96 million over 2021 to 2040. For Washougal, the City could potentially receive $189,500 per year (based on total retail sales of $222.94 in 2020). This could result in $4.48 million over 2021 to 2040. Combined, both cities could potentially receive **$14.44 million over 2021 to 2040**.

Funding Tool	Efficiency	Legality	Political Acceptability	Suitability
Excess Levy (Levy of additional taxes by any type of taxing district; amount is over and above the total tax allowed by statute)	▪ **Capacity**: Can only be levied for one year. There is no restriction on the levy rate or the levy amount. Fire protection districts have separate statutes that allow for multi-year excess levies. ▪ **Timing**: Funding from an excess levy is available in the year the levy goes into effect. ▪ **Administrative Ease**: Relatively simple; work needed for penning ballot initiative. ▪ **Stability**: Stable, as the levy will only last for one year. ▪ **Revenue Flexibility**: Must be in accordance with purpose(s) specified in ballot measure.	Excess levies are authorized via RCW 84.52.052 and RCW 84.52.054, in addition to Article VII, Section 2(a) of Washington's Constitution.	According to MRSC's Local Ballot Measure Database, about 80% of excess levies have passed in recent years. The cities will need to sensitive to the amount since it will impact all property owners for that year.	An excess levy, while unconstrained in its levy rate and levy amount, could be difficult to pass with voter approval given the size of the current funding gap. Given that fire protection districts are allowed multi-year excess levies, this could reduce the annual levy amount and allow property owners to spread the costs over multiple years.

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APPENDIX A: CITY COUNCIL PRESENTATION

MACKENZIE.

CAMAS-WASHOUGAL FIRE DEPARTMENT
CITY COUNCIL MEETING

Camas City Council Meeting | 10.04.2021
Washougal City Council Meeting | 10.11.2021

TEAM

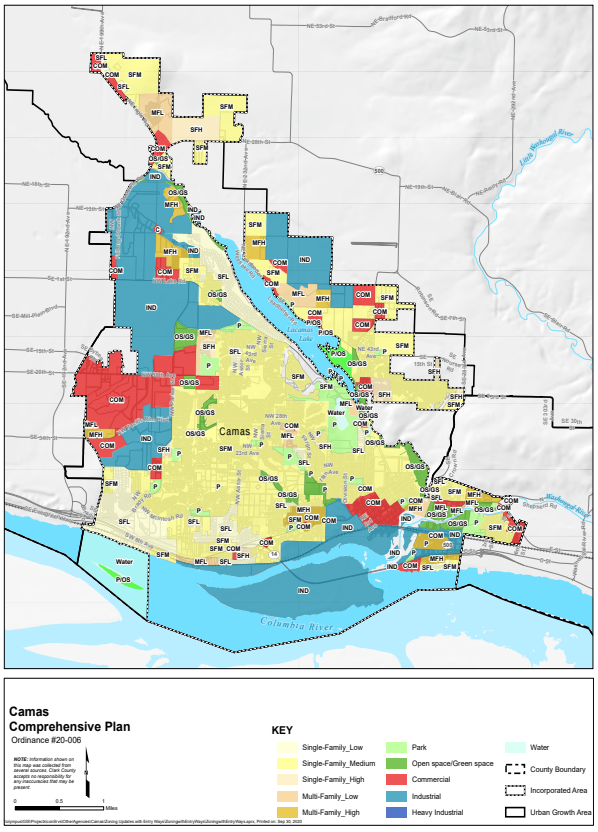
M.

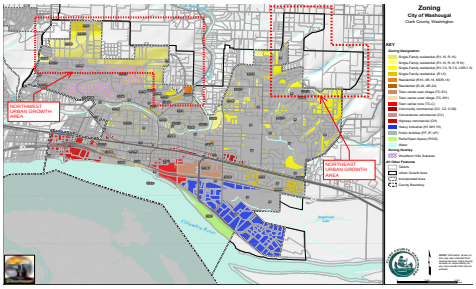
CITYGATE ASSOCIATES, LLC
FIRE & EMERGENCY SERVICES

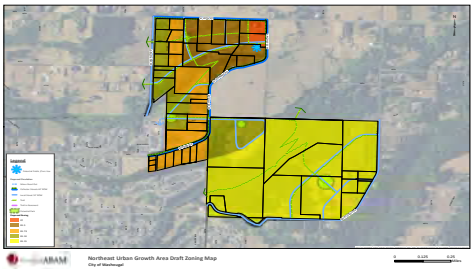
ECONorthwest
ECONOMICS + FINANCE + PLANNING

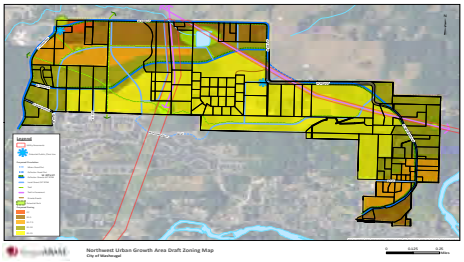
DEPLOYMENT REVIEW BACKGROUND

- Citygate was tasked to peer review the CWFD recent Master Plan and provide in-depth station location opinions
- The review also included a review of both cities current zoning and planned development
- The current risks to be protected
- The current fire station systems response ability into growth areas



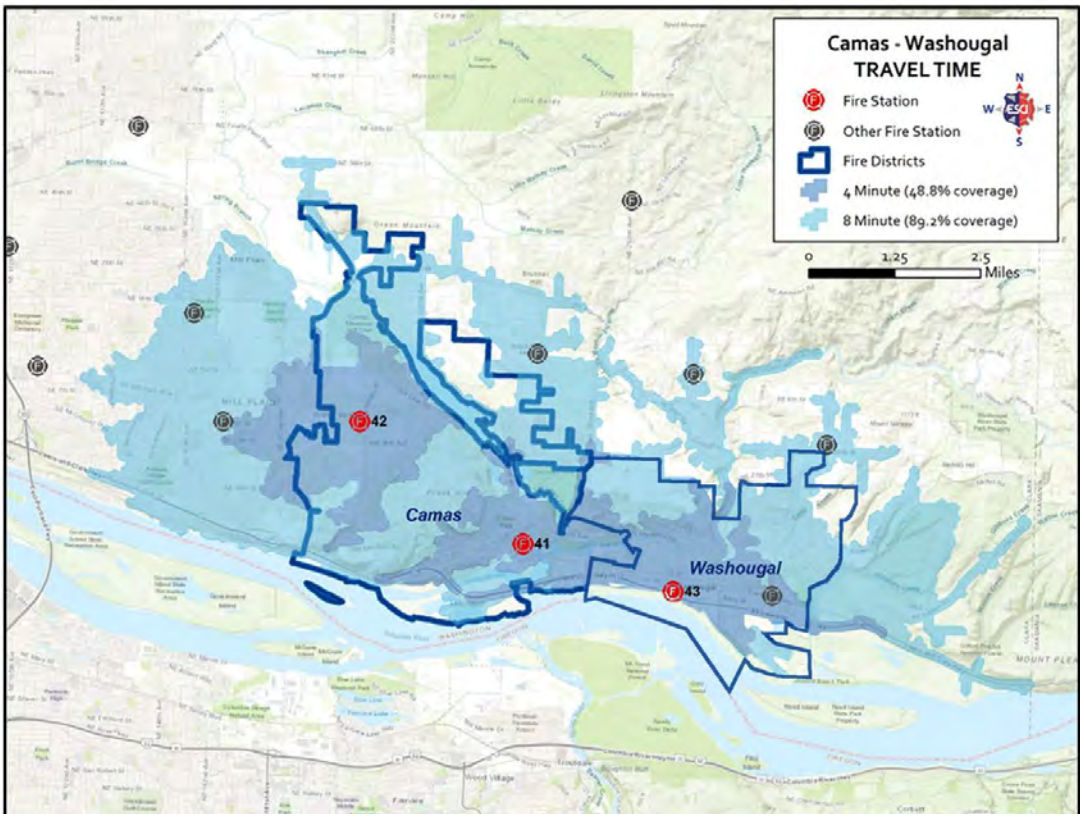






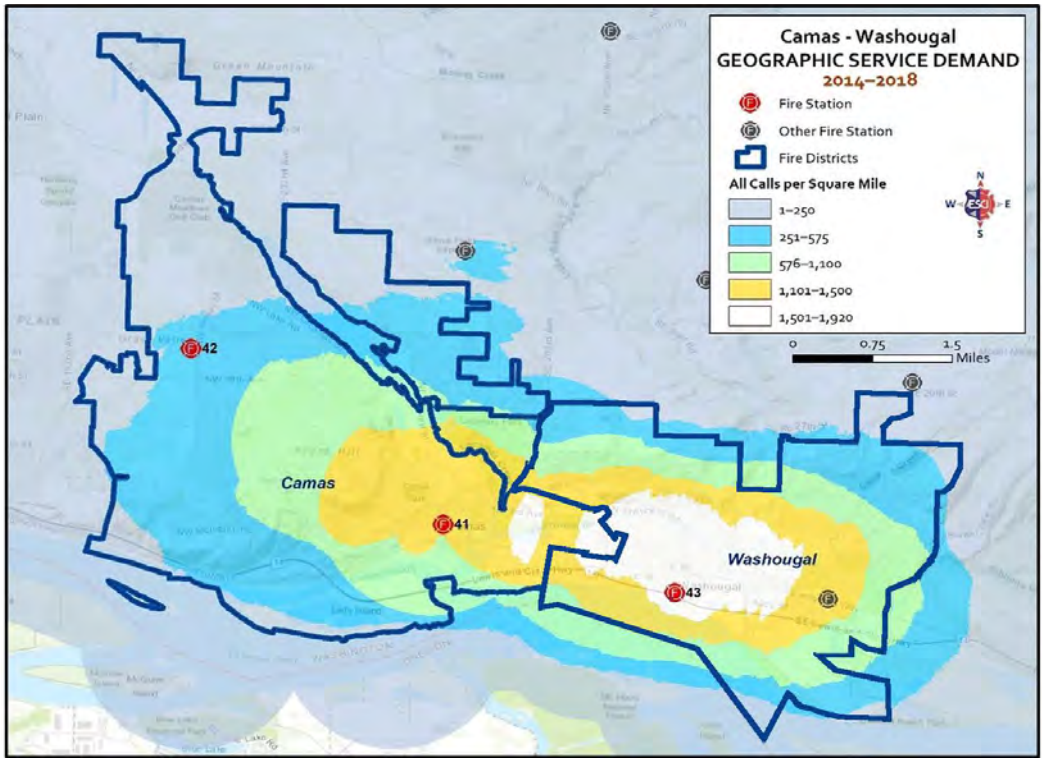
TRAVEL TIME COVERAGE

- Full page view of the 4-minute and 8-minute travel time map



INCIDENT LOCATION DENSITY

- Full page view of Figure 2 – the Incident Location Density



FINDINGS

- Most growth occurs outside the existing fire station urban coverage reach
- The cities and Department should adopt a split coverage measure
  - -Faster response in existing built-up areas
  - -Longer response times in edge suburban and rural areas
- Added stations occur when the other areas substantially develop

RECOMMENDATIONS

- Ideally Camas Station 41 could be moved to the west to shorten the coverage gap between it and Station 42
- Camas Station 42, being newer remains as sited
- Camas will need to add at least two more stations, one in the northwest corner and another midway down the north side of Lacamas Lake
- Washougal will need add at least one, if not two more, fire stations at some point in the 2030s

Camas Washougal Fire Department

Prepared by Mackenzie
4/7/2021

Space / Room Use	Staffing Requirements			Space Requirements			Space Size			Room Type	Total Required Square Footage			Comments
	Exist	2021	2061	Exist	2021	2061	W	L	Area		Exist	2021	2061	
Department: Camas Washougal Fire Headquarters Station														
Apparatus Bay and Support Rooms	0	0	0								0	7658	7658	
Living Quarters and Administration	14	14	14								0	6642	6642	
Community / Training Rooms	0	0	0								0	1913	1913	
														Acres
SUBTOTAL	14	14	14								0	16213	16213	
GENERAL CIRCULATION (20%)											0	3243	3243	
TOTAL BUILDING SQUARE FOOTAGE	14	14	14								0	19456	19456	0.45
TOTAL EXTERIOR REQUIREMENTS												14460	14460	0.33
TOTAL SITE REQUIREMENTS											0	33916	33916	0.78

Camas Washougal Fire Department

Prepared by Mackenzie
9/23/2021

Space / Room Use	Staffing Requirements			Space Requirements			Space Size			Room Type	Total Required Square Footage			Comments
	Exist	2021	2061	Exist	2021	2061	W	L	Area		Exist	2021	2061	
Department: Camas Washougal Fire Satellite Station(s)														
Apparatus Bay and Support Rooms	0	0	0								0	5526	5526	
Living Quarters and Administration	8	8	8								0	4402	4402	
Community / Training Rooms	0	0	0								0	1031	1031	
														Acres
SUBTOTAL	8	8	8								0	10959	10959	
GENERAL CIRCULATION (20%)											0	2192	2192	
TOTAL BUILDING SQUARE FOOTAGE	8	8	8								0	13151	13151	0.30
TOTAL EXTERIOR REQUIREMENTS												7980	7980	0.18
TOTAL SITE REQUIREMENTS											0	21131	21131	0.49

Fire stations in the next 8-10 years – when the infrastructure is assumed to be developed**:**

• **Replace HQ Station** - in the first two to three years.

• **Replace Washougal Station** - in the next five to seven years.

• **Future Third Station in Camas (NE)** - when the future infrastructure is assumed to be in the 8-10 year period.

	Building SF	Lowest Bid (Without Tax)	Cost Per SF
VFD Station 02 (July 2016)	13,367 SF	$5,052,739.17	$378.00/SF
VFD Station 11 (March 2021)	14,789 SF	$7,120,393.59	$481.46/SF
Station 61	20,750 SF	$8,051,854	$388.04 / SF
Station 61 Shop	7,425 SF	$3,074,759	$414.08 / SF
Averages	14,083 SF	$5,824,936.44	$413.61 / SF

Cost Factors:

- 8.5% Tax (As of April 2021)
- Median Bid - $504/SF
- 27% Increase (Normally 30-35%)
- Additional Site Work

Camas-Washougal Capital Improvement Plan - Project Cost Summary

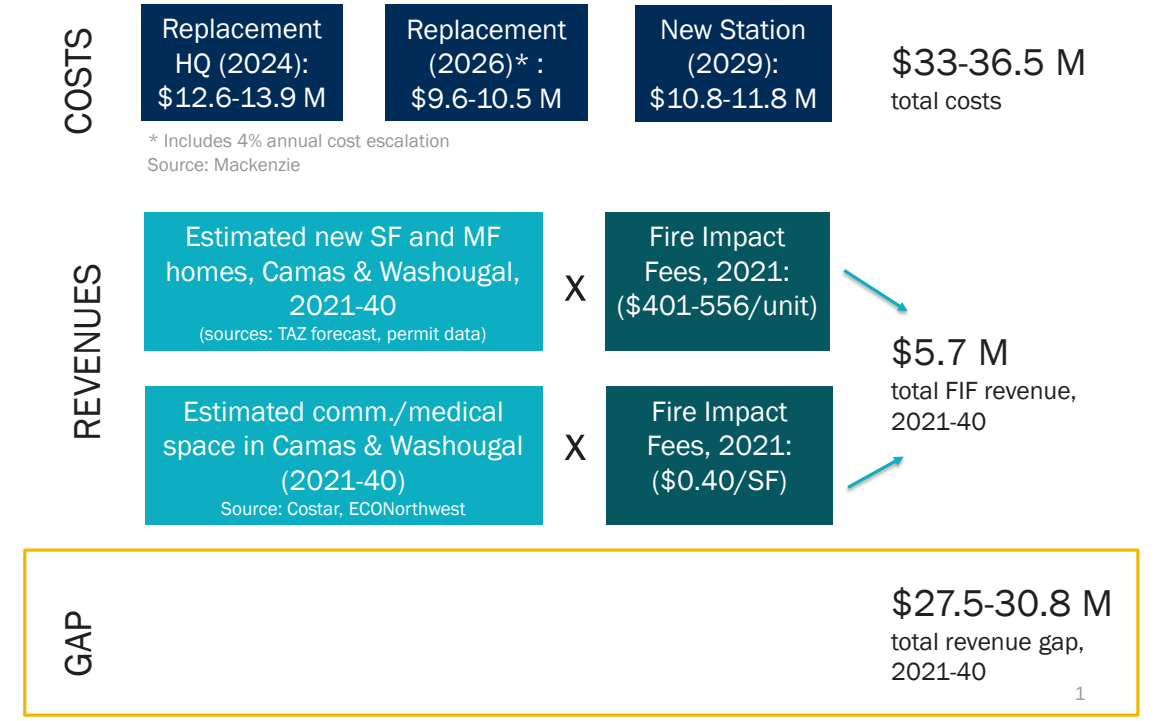
Rev. 09/22/2021

	Headquarters Station	***Satellite Station***
Construction Cost:	19,456 SF x $500-$550 / SF = $9,728,000 - $10,700,800	13,151 SF x $500 - 550 / SF = $6,575,500 - $7,233,050
Consultant (Geotechnical Engineer; Surveyor; Architect and Engineering Fee etc.) & Owner (Furniture & Fixture etc.) Costs:	30% of Construction Cost: = $2,918,400 - $3,210,240	30% of Construction Cost: = $1,972,650 - $2,169,915
Total Project Cost:	**$12,646,400 - $13,911,040**	**$8,548,150 - $9,402,965**

Fire Department's Replacement Vehicles In The Next 10 Years:

- **(4) Four Engines** - ea @ $735,000
- **(1) A Ladder Truck** - one @ $1,050,000
- **(4) Four Rescue Tools** - ea @ $32,000
- **(2) Two Brush Rigs** - ea @ $150,000

Forecast Approach & Findings



Next Step: Possible Gap Funding Tools

Pros/Cons Review of Possible Tools:

- Increased Fire Impact Fee
- Voter approved bonds
- Surplus Land Disposition
- Public Safety Sales Tax *(max 0.1% for cities)*
- Excess Levy

Fire Impact Fees in Other Areas

Jurisdiction	Single-Family (2,000 SF, per unit)	Multifamily (800 SF, per unit)	Commercial (per sq ft)
Camas	$400	$160	$0.40
Washougal	$401.60 - $502.00	$248	$0.31
Shoreline	$2,311	$2,002	$1.83, $2.84, or $5.73
Tukwila	$1,769	$2,168	Office: $824 (per 1K GFA) Retail: $2,108 (per 1K GFA) Industrial: $176 (per 1K GFA)
DuPont	$940.87	$940.87	$2,696.91 (per acre)
Thurston County	$720		
Battle Ground	$555	$248	$0.59
Vancouver*	$293		
Auburn	$290.13	$306.47	Office: $0.23 Retail: $0.50 Industrial: $0.09

Note: Jurisdictions with *per sq ft* (SF) fees have been converted to *per unit* fees using an assumed 2,000 SF for single-family dwellings and 800 SF for multifamily dwellings.
* Vancouver's impact fee is computed assuming a $400K valued home.

3

Q&A

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Back Cover

Staff Report

October 19th, 2022 Planning Commission

North Shore Subarea Plan Update
Presenter: Robert Maul, Interim Community Development Director
Time Estimate: 30 min

Phone	Email
360.817.1568	rmaul@cityofcamas.us

BACKGROUND: City Council directed staff to engage in a subarea planning effort for the North Shore area of Camas, north of Lacamas Lake. Phase 2 is entering into the legislative adoption process and is anticipated to be adopted in November of 2022.

SUMMARY: Staff will provide a detailed update and summary of the North Shore subarea planning effort for phase 2. Contained in the agenda packet is a project summary, economic analysis, land capacity analysis, the preferred alternative map and an FAQ summary. The Planning Commission's role is to conduct a public hearing, take testimony, deliberate and then forward a formal recommendation to the Camas City Council.

BUDGET IMPACT: N/A

RECOMMENDATION: Staff recommends that the Planning Commission conduct a public hearing, deliberate and render a formal recommendation to the City Council.

City of Camas
WASHINGTON

North Shore **Subarea Plan**

ACKNOWLEDGEMENTS

Acknowledgements are provided for Phase 1 (2019-2020) and Phase 2 (2021-2022).

City Council (Phase 1)

Barry McDonnell, Mayor
Greg Anderson
Ellen Burton
Bonnie Carter
Don Chaney
Steve Hogan
Shannon Roberts
Melissa Smith

City Council (Phase 2)

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Greg Anderson
Marilyn Boerke
Bonnie Carter
Don Chaney
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Shawn High
Troy Hull
Warren Montgomery
Geoerl Niles
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Planning Commission (Phase 2)

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Geoerl Niles, Vice-Chair
Mahsa Eshghi
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Jennifer Baker, Columbia River Economic Development Council
Cory Bittner, Pahlisch Homes
Don Chaney, City Council
Lynda David, Southwest Washington Regional Transportation Commission
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Shannon Roberts, City Council
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SECTION 1

INTRODUCTION

Figure 1. Vicinity Map

Introduction

The North Shore subarea consists of approximately 990 acres of land north of Lacamas Lake in Camas. The subarea is bounded to the south by the north shore of Lacamas Lake and generally extends to the city's urban growth area (UGA) boundaries to the north, east, and west (see Figure 1).

About the Subarea Plan

The city of Camas is growing. Between 2010 and 2020, the city's population grew from 18,355 to 25,140, a 30 percent increase. Looking ahead to 2040, population projections from the Washington Office of Financial Management estimate that the city will grow by another 30 percent, adding 11,500 new residents. The City's Housing Action Plan estimates that Camas will need over 4,500 new housing units by 2040 to accommodate the growing community.

Originally annexed in 2007, much of the North Shore consists of agricultural land and single-family residences. In 2019, the City of Camas began the planning process to create the North Shore subarea plan to establish development guidelines and a land use framework for the subarea. Most of the subarea is in private ownership and the area is anticipated to experience substantial growth over the next 20 years. Although the North Shore is largely undeveloped, the current zoning (established in 2013) allows property owners to develop their land according to the current zoning code and development standards, which would allow residential, commercial, and light industrial development. Since annexing the area, the City has purchased over 160 acres in the North Shore along Lacamas Lake, referred to as the Legacy Lands, which total approximately 200 acres and will be preserved for open space and recreational use.

Many of the largest property owners in the North Shore have expressed a desire to develop their land. At the same time, other members of the community have expressed concerns that the city is growing too quickly and want to maintain Camas' small-town feel. The purpose of the subarea plan is to empower the City and community to guide future development in a way that is consistent with the community's values, and to strike a balance between preserving open space and making room for new members of the community.

The North Shore subarea plan establishes future land uses and identifies the appropriate intensity of development, as well as required transportation and utility infrastructure improvements.

Planning Process

The subarea plan was completed in two-phases, with Phase 1 focusing on community outreach to create a vision statement that captures how the community wants the area to develop. From August 2019 to September 2020, the City conducted public outreach activities and engaged with stakeholders, community members, and property owners at community events and through online surveys. Phase 1 concluded in September 2020 when City

Introduction

Council adopted the vision statement for the North Shore subarea (see Section 2 for the adopted vision statement).

After a hiatus due to COVID-19, Phase 2 kicked off in September 2021 and included discussions of a preferred land use and transportation concept that focused on the arrangement and intensity of land uses within the subarea, as well as the location and alignment of primary arterial roads. New design guidelines were also developed to guide the look and feel of future development.

The subarea plan provides the City with a better understanding of the community vision and opportunities and constraints related to future development.

The project team developed a subarea plan that consisted of the following elements.

Visioning and Outreach

Community surveys

Stakeholder interviews

Tabling events

Visioning workshop

Adoption of the vision statement

Analysis

Existing conditions analysis, including land use, transportation, utility, and environmental conditions

Market assessment and analysis

Trip generation and connectivity assessment

Conceptual Planning

Draft conceptual options for land use and transportation, consistent with the vision statement and feedback from the committees

Preferred concept plan, consistent with committee and community feedback on the draft options

Design guideline recommendations

Implementation

Action plan

Recommended updates to the city's comprehensive plan and development code

SECTION 2

VISIONING AND OUTREACH

Figure 2. Visioning Workshop

Visioning and Outreach

In order to develop a subarea plan that balances different perspectives within the community, extensive outreach efforts were made during both phases of the planning process.

Phase 1 Community and Stakeholder Outreach

The City of Camas began public outreach efforts in fall 2019 with community events hosted at local schools, Camas Farmers Market, and the Camas Youth Advisory Council. Attendees were shown a map of existing land uses in the North Shore and were asked to provide what changes they would make and why. Comments were focused on maintaining a small-town feel and prioritizing access to the lake and open space.

Attendees at all events were encouraged to sign up for the project email list and participate in an online survey. Two online surveys were available to the public during Phase 1 of project and were completed by a total of 1,261 community members. Survey results prioritized local-serving businesses, green space preservation, and bike and pedestrian infrastructure.

The City held two visioning workshops where participants could map future land uses. One was a student workshop at Discovery High School, and a second was held with the broader community. Responses to the exercise favored diverse housing options to serve residents of all income levels, as well as more trail connections and pedestrian access to local businesses.

The City conducted 21 interviews with local stakeholders, including representatives from the Camas School District and the Port of Camas-Washougal, and elected officials. Questions focused on economic development, open space preservation, and future land uses.

A detailed summary of the outreach conducted in Phase 1 and a compilation of all comments received is included in Appendix A.

The vision statement for the North Shore subarea, provided below, was adopted by City Council in September 2020.

Vision Statement

1. Preserve the North Shore's natural beauty and environmental health. Policies, regulations and design rules must protect significant trees, tree groves, and surrounding lakes. Identify and preserve views to the treed hillside and the lake.

2. Plan a network of green spaces and recreational opportunities. Integrate a variety of parks, playgrounds, trails and open spaces into residential and employment areas throughout the North Shore area. Create a "green corridor" along the lake that completes the Heritage Trail, provides lake access, and buffers the lake from adjacent development.

3. Cluster uses for a walkable community. Concentrate homes close to schools and around commercial nodes so residents can meet daily needs without driving. Use sidewalks, pedestrian trails and bike paths to connect residents to neighborhood destinations.

4. Provide a variety of housing options. Plan for diverse housing types appropriate for varying incomes, sizes, and life stages.

5. Locate industrial parks and commercial centers to the north. Protect the environmental integrity of the lake and aesthetic quality of the area by siting light industrial and office uses away from the lake and adjacent to the airport.

Encourage commercial activities along high traffic corridors, such as NE Everett Street.

6. Favor local-serving businesses. Encourage small, local businesses such as restaurants, cafes and grocers that serve North Shore residents and businesses, while complementing downtown Camas.

7. Plan for needed schools and infrastructure. Ensure adequate roads, schools and utilities are in place before development occurs. Invest in transportation improvements such as a new roadway through the North Shore and NE Everett improvements to minimize traffic impacts and maximize safety.

8. Strive to maintain Camas' small town feel. Sustain the city's quality of life through phased and sustainable growth that contributes to community character.

Phase 2 Community and Stakeholder Outreach

In Phase 2, guidance and input from the community and stakeholders were sought to inform the development of a preferred land use and transportation concept plan and design guidelines and standards for the North Shore. The City convened a North Shore Steering Committee and a North Shore Community Advisory Committee (CAC) in addition to conducting broad outreach to the Camas community.

A detailed summary of the outreach conducted in Phase 2 and a compilation of all comments received during the open houses is included in Appendix A.

Steering Committee

The Steering Committee was established to advise the City and provide technical guidance throughout the subarea planning process. The committee consisted of property owners and their representatives, as well as representatives from the Camas Planning Commission, Camas City Council, Camas Parks Commission, the Port of Camas-Washougal, the Camas School District, the Columbia River Economic Development Council, and the Southwest Washington Regional Transportation Council. The Steering Committee met with the City four times during the public outreach phase. During the first meeting, the committee reviewed community input and background from Phase 1. The second meeting was held to review the first draft of the land use and transportation options. Following the open house, the City held a two-part workshop with the Steering Committee to begin refining the location of land uses, proposed densities, and transportation networks.

Community Advisory Committee (CAC)

After a citywide application process, the North Shore CAC was established in December 2021. The CAC consisted of community representatives with a variety of backgrounds and experiences. The committee advised the City and provided community perspective prior to broader community outreach efforts. The first CAC meeting was held to review community feedback from Phase 1, input from the Steering Committee, and to discuss the revised draft land use and transportation options. The second CAC meeting was held in June 2022 to discuss feedback from the first open house and the Steering Committee, to review a draft preferred concept, and to discuss design guidelines and standards for the North Shore.

Figure 3. Open House Poster

Community Open Houses

The City held two open houses to conduct broad community outreach. The first virtual open house for Phase 2 took place in February and March 2022 to obtain community feedback on draft land use and transportation options for the North Shore. After reviewing the project background and draft options, participants were asked to respond to a survey to give feedback on how well the options meet the goals of the adopted Vision Statement. Overall, the majority of survey participants agreed that the various elements in both options met the intent of the Vision Statement. For Option A, participants felt that the plan best addressed the Vision Statement by identifying sensitive areas to be preserved, creating a series of connected trails throughout the subarea, and the creation of a central plaza for community events. For Option B, participants felt that the option best addressed the Vision Statement by creating a series of trails and pathways to connect residential areas to commercial centers, identifying sensitive areas to be preserved, and allowing for a mix of housing types throughout the North Shore. Open-ended responses generally expressed concerns about the cost of the proposed elements, lack of natural areas or environmental concerns, and any new development occurring. Many public comments expressed a desire to retain as much open space as possible.

A second open house took place in August 2022 to present a draft of the preferred concept where attendees were encouraged to provide further feedback on the revised concept. The second open house involved both in-person and online events to increase opportunities for engagement. Participants in the online open house were prompted to provide feedback on how well the concept met the community's vision for the North Shore, as well as on the design guidelines for the look and feel of future development. Participants expressed concerns about the need to expand public infrastructure and connectivity, address water quality, preserve natural beauty and environmental health, and general concern about any new development. Input received during the open house informed the final preferred concept plan and design guidelines.

Figure 4. Community Open House

Figure 5. Community Open House

SECTION 3

PHASE 1 ANALYSIS

Phase 1 Analyses

The Phase 1 analysis included an existing conditions analysis of the built and natural environment and a market analysis. These analyses are summarized below and provided as Appendix B.

Existing Conditions

The existing conditions analysis identified existing land uses and zoning; parks, trails, and open spaces; critical areas; utility infrastructure and capacity (water and sewer); and the current transportation network and planned improvements. The subarea is currently characterized primarily by agricultural land, single-family residences with large acreages, smaller lot residential development along State Route 500 (SR 500), and some commercial uses at the southern end of Lacamas Lake. Zoning includes single-family residential (R-7.5, R-10, R-12) and multifamily residential (MF-10, MF-18), business park (BP), community commercial (CC), and open space (OS), as well as a Gateway/Corridor overlay zone and multiple Airport overlay zones. A portion of the subarea falls outside the city limits and is designated as urban holding (UH) by the County (Figure 6).

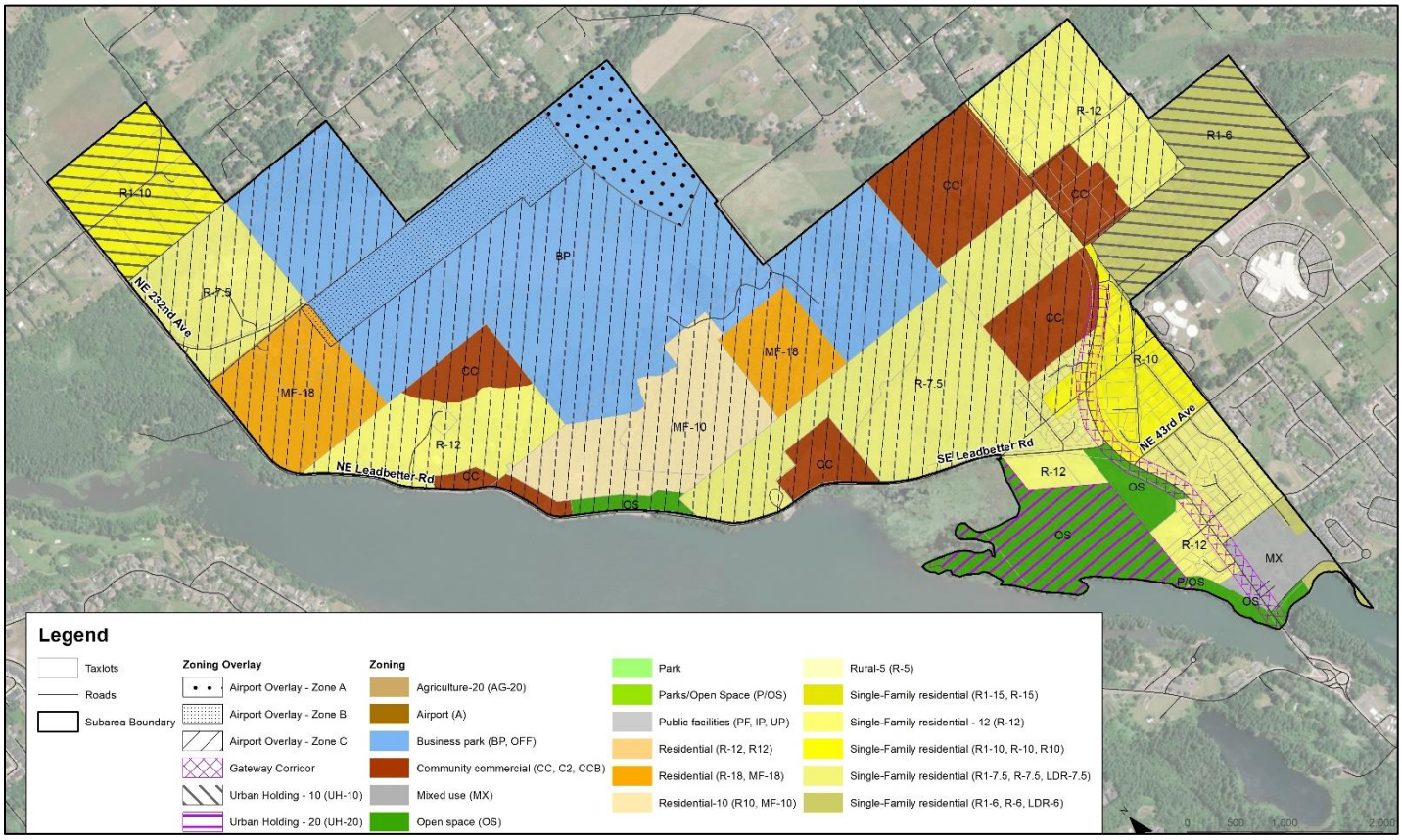

Figure 6. Existing Zoning

Portions of the subarea are within shoreline jurisdiction along Lacamas Lake and Round Lake and, therefore, will be subject to the City's Shoreline Master Program. This jurisdiction includes land extending 200 feet in all directions from the ordinary high water mark, floodways, and contiguous floodplain areas landward 200 feet from such floodways, associated wetlands, critical areas with associated buffer areas, river deltas associated with the streams, and lakes and tidal waters that are subject to the provisions of this program. The shoreline designation in this subarea is mostly Urban Conservancy, with two stretches of shoreline designated as Medium Intensity.

There are several limitations to development in the subarea, including protected critical areas and the Legacy Lands, which will be preserved for open space and recreation (Figure 7). Approximately half of subarea contains critical areas, including wetlands, fish and wildlife habitat conservation areas, geologically hazardous areas, critical aquifer recharge areas, and frequently flooded areas. These areas are protected and regulated by the City's critical areas ordinance, and development may be limited in these areas.

Sanitary sewer service within the subarea will ultimately be provided by the City of Camas. Most of the subarea is currently undeveloped or served by septic tanks. The City will need to continue to develop its potable water supply, and treatment and storage capacities in order to accommodate long-term growth. For potable water, local transmission and distribution lines can be extended from the City's existing utility backbone and transmission system.

The existing transportation network in the North Shore is limited, with a lack of east-west roadways and little to no bicycle or pedestrian facilities. Leadbetter Road and Everett Street/SR 500 serve as the major north-south facilities. The Transportation System Plan identifies a proposed two- or three-lane arterial connecting Everett Street/SR 500 to the northwest corner of the subarea, which would provide some additional connectivity.

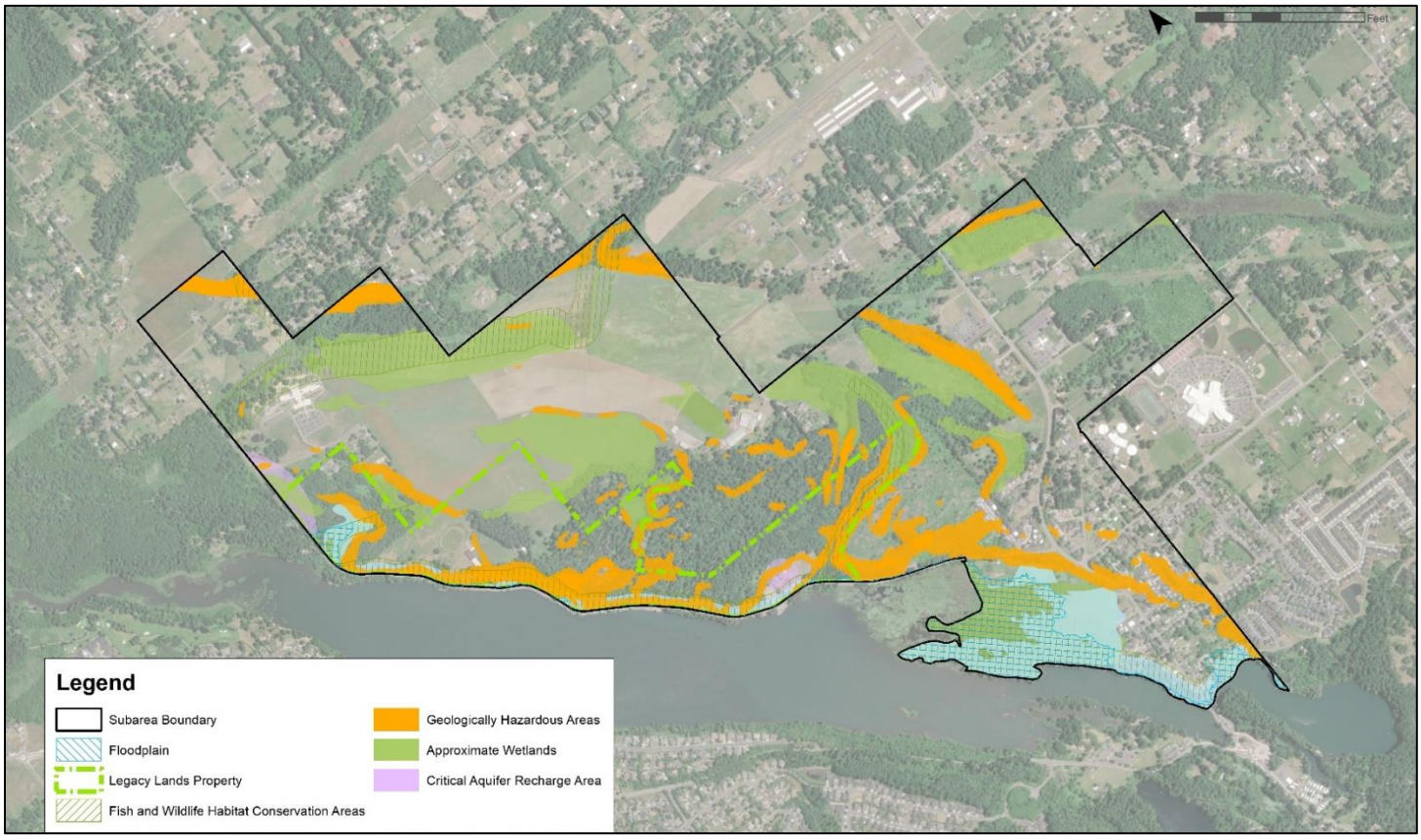

Figure 7. Critical Areas and Legacy Lands

Market Analysis

A preliminary market analysis was prepared during Phase 1 to identify opportunities and constraints in the North Shore area and to ensure that the strategies identified in the subarea plan are grounded in market realities. The analysis identified several opportunities and strengths in the North Shore, including highly educated, high-income, and large-sized households, a strong regional market for housing, a high demand for office space, large developable land tracts, and supportive property owners. Constraints and weaknesses identified included limited transportation access, amenities and infrastructure, physical and regulatory development impediments (including protected critical areas), potential challenges for attracting retailers, and high-construction costs.

A detailed market assessment was later prepared to assess the preferred concept plan, which is described in Section 4.

SECTION 4

CONCEPTUAL PLANNING

Conceptual Planning

Working with the Steering Committee, the Project Team developed two concept plan options based on the vision statement, existing conditions analysis, market assessment, and community outreach in Phase 1. The draft plan options were presented to the CAC for their feedback before being brought to the community at the first virtual open house for Phase 2. Each plan identified the location of different land uses within the North Shore, the potential alignment of different roadways, and some potential recreational features. Some features were the same in each option, including placement of parks and open space on the City-owned Legacy Lands; commercial development focused on roundabouts and along major roadways to create commercial corridors; a mixed-use area at Bridge Village to provide a gateway to the North Shore; and business park areas located to the north to take advantage of flatter land and avoid residential land in the airport overlays.

The draft options and their distinguishing features are provided below. A preferred concept (as described in Section 4) was later developed to reflect feedback on these options.

Draft Concept Plan – Option A

- Estimated capacity: 3,680 dwelling units, 9,930 residents, and 2,560 jobs
- Trails located throughout the subarea provide opportunities for recreation and promote walkability.
- Areas for single-family and multifamily housing located near the schools and throughout the subarea provide an opportunity for housing choices, including a variety of sizes and types.
- A mixed-use and commercial core, connected to surrounding residential areas with on-and off-street trails, can increase walkability.
- A central plaza, located near the Legacy Lands, provides a gateway from the recreational areas to the commercial core and could provide a venue for community events.

Figure 8. Draft Concept Plan – Option A

Draft Concept Plan – Option B

- Estimated capacity: 4,735 dwelling units, 12,785 residents, and 2,170 jobs
- Trails located throughout the subarea provide opportunities for recreation and promote walkability.
- A mixed use and commercial core along a new major roadway allows for a commercial center to the subarea with commercial nodes providing "neighborhood-scale" commercial uses.
- Trails and pathways connecting residential and commercial/mixed-use areas can increase walkability to neighborhood commercial centers and throughout the subarea.
- Business park and commercial areas are located to the north to take advantage of flatter land and avoid residential land in the airport overlays.
- A business park area located near the high school could provide opportunities for campus connections and job-training.
- A mix of single-family and multifamily areas centrally located and throughout the subarea provide opportunities to encourage a variety of housing types and sizes.

Figure 9. Draft Concept Plan – Option B

Preferred Concept Plan

The Project Team worked closely with the Steering Committee to develop a preferred plan based on community feedback from the first virtual open house, as well as input from the CAC. Figures 10 through 12 show the preferred concept plan and conceptual renderings.

Figure 10. Preferred Concept Plan

Figure 11. Conceptual Aerial Rendering

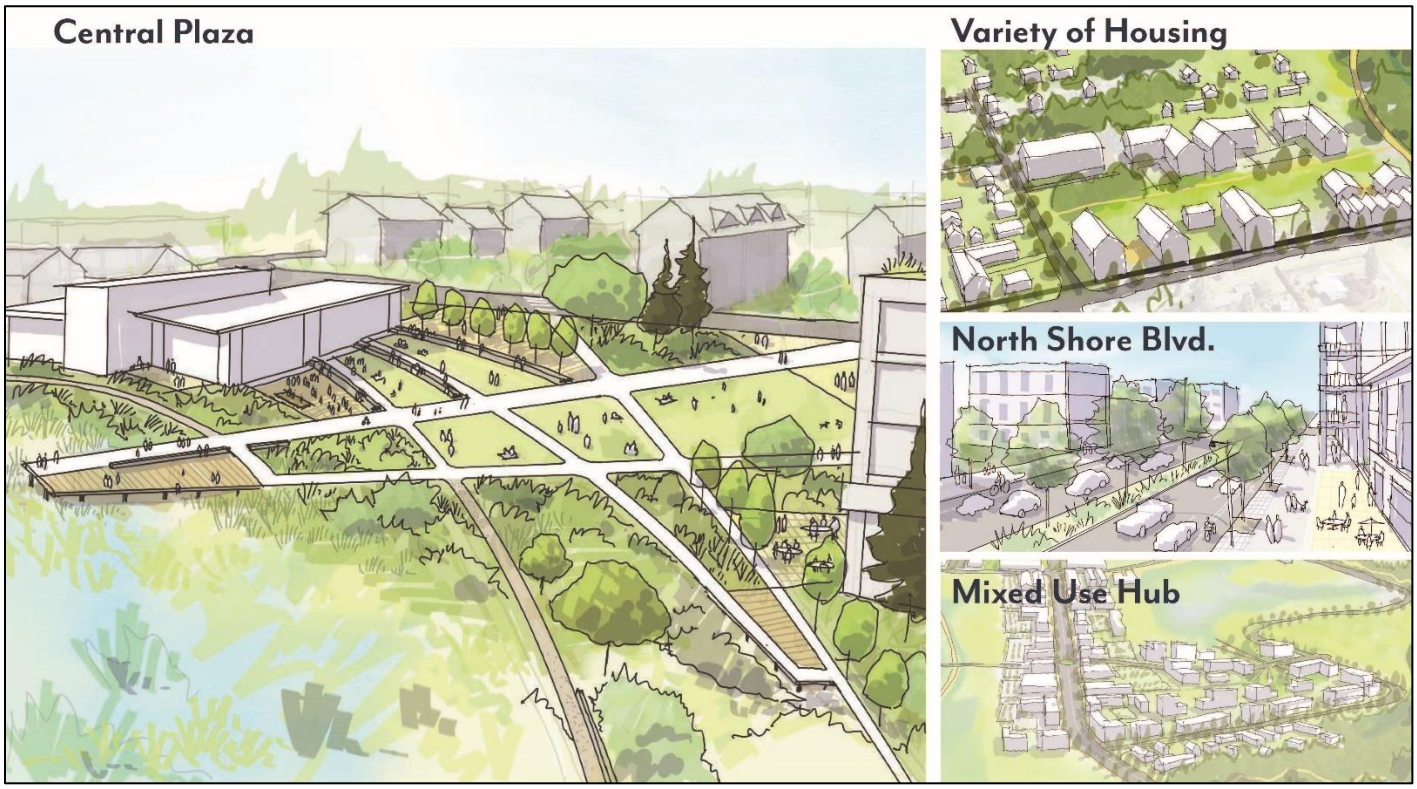

Figure 12. Conceptual Site Renderings

Conceptual Planning

The table below summarizes the key messages heard from the community, Steering Committee and CAC and identifies how this feedback is reflected in the preferred concept plan and design guidelines.

Community Feedback (What we heard)	Key Feature(s) of the Plan (What we did)
Create walkable neighborhoods	Compatible land uses are located next to each other in order to encourage walking (e.g., mixed use and commercial). The street cross sections include pedestrian facilities on all roads. The City also conducted a walkshed analysis to estimate how long it would take for a pedestrian to reach a park/open space. While a half-mile (10-minute walk) is a common standard used in walkshed analyses, the City used a quarter mile (5-minute walk) to increase walkability in the North Shore. Based on this analysis, a potential park was added so that all of the subarea is within a quarter mile of a park/open space.
Create a central plaza for community events	The central plaza from Option A was carried forward to the concept plan. The plaza would be adjacent to the Legacy Lands and mixed use/commercial hub, which will create an active public space.
Identify and preserve sensitive areas	Working with the Steering Committee, the City evaluated spatial data for critical areas (e.g., wetlands) and made refinements to the concept plan and development assumptions to better reflect on-the-ground conditions. The potential road alignment through the Legacy Lands from Options A and B was not carried forward in order to preserve this area for recreation. Many of the design guidelines include measures to protect natural resources, including landscaping with native plants and incorporating sustainable design principles (e.g., green roofs, habitat creation).
Connect commercial centers and natural areas by series of trails	A series of potential primary and secondary trails are identified on the concept plan, which connect commercial areas to the Legacy Lands, as well as residential areas. The City conducted a walkshed analysis to confirm all of the subarea is within a quarter mile (5-minute walk) of a park/open space.
Allow for a mix of housing types	The concept plan incorporates mixed-use and higher and lower density residential designations. Both residential zones would allow a range of housing densities to increase flexibility. The design guidelines and standards will further shape the housing typologies and encourage a variety of sizes and styles.
Consider the traffic impacts of increased density	The City prepared a trip generation and roadway connectivity assessment based on the concept plan (see Appendix C). The assessment concluded that the proposed roadway connections are expected to provide adequate roadway capacity to support the land use designations.
Build flexibility into the requirements for Mixed-Use zones to encourage creativity and to not be overly prescriptive	The design guidelines were drafted to reflect this feedback. The intent is for the standards and code to be prescriptive enough to ensure development meets the intent of the vision statement, but also to have some flexibility in how developers can meet that intent.
Ensure that Business Park areas are right-sized for the types of businesses Camas might attract	The City conducted a spatial analysis to confirm that the proposed Mixed Employment areas (formerly called Business Park) will provide 10 to 15 contiguous acres of unconstrained land.

Increase jobs and housing in Camas while also recognizing that the North Shore cannot address all housing and jobs needs for the city	The estimates for jobs and dwelling units have been refined throughout the planning process to reflect feedback from the community and committees. This includes refinements to the mix of land uses, as well as changes to the proposed densities. The estimated capacities for Option A, Option B, and the Draft Preferred Concept can be found in Section 4. These capacities reflect full buildout of the North Shore, which would occur gradually over time.
Consider critical areas and other factors, like market conditions, when estimating development capacity	The assumptions for estimating dwelling units and jobs have been refined over time. The current assumptions reflect the development potential of different critical areas and market conditions. A memorandum detailing the assumptions and estimated capacity is available in Appendix C and on the project website.
Create design guidelines that encourage sustainability and consider stormwater management, landscaping, and dark skies	When drafting the design guidelines, the City reviewed and incorporated community feedback from Phase 1 and Phase 2, as well as specific recommendations from the CAC and Steering Committee. The guidelines incorporate these items and many other sustainability best practices.

Land Use Capacity

The estimated number of jobs, dwelling units and potential population under the existing and proposed zoning designations are outlined in Table 1. A memorandum detailing the proposed land uses in the preferred concept plan, development assumptions, and estimated capacity is included in Appendix C.

Table 1. Land Use Capacity Comparison

Proposed Zoning Designation	Developable Acres	Permitted Density [2]	Estimated Jobs	Estimated Dwelling Units	Estimated Residents
Mixed Employment	41	n/a	817	n/a	n/a
Commercial	9	n/a	177	n/a	n/a
North Shore Mixed Use	67	24	405	1,133	3,060
North Shore Higher Density Residential	81	10 – 18	n/a	1,136	3,067
North Shore Lower Density Residential	121	4 – 5.8	n/a	700	1,890
Parks/Open Space [1]	77	n/a	n/a	n/a	n/a
School [1]	13	n/a	n/a	n/a	n/a
Draft Preferred Concept			**2,969**	**1,399**	**8,017**
Comparison to Existing Zoning					
Existing Zoning			1,820	4,915	2,829
Draft Preferred Concept Compared to Existing Zoning			- 1,430	+ 1,149	+ 3,102

1 Additional lands designated as parks/open space and school would be added within the other zoning designations as development occurs.
2 Dwelling units per acre.

Connectivity Improvements

An assessment of the anticipated trip generation and road connectivity assessment was prepared to evaluate the land uses and transportation alignments shown on the preferred concept (Appendix C). To address connectivity to, from and within the subarea, which was identified as a concern during community outreach, the preferred concept recommends several transportation improvements The subarea concept plan includes multiple connections to the surrounding public street network. These roadway connections are described below and identified in Figure 13 with a red asterisk.

- No. 1 – NE 232nd Avenue extending to the east as North Shore Boulevard was recently constructed along the frontage of Lacamas Lake Elementary School. The existing North Shore Boulevard is planned to extend east to provide a Major Road connection through the subarea.
- No. 2 – The extension of NE Third Street (North Shore Boulevard) to the west is planned as a Major Road connection between the central portion of the subarea and SR 500.
- No. 3 – A new Minor Road connection to SR 500 at NE Everett Drive is planned to connect through the subarea.
- No. 4 – The extension of SE Eighth Street east of SR 500 as a Minor Road is planned to connect the east side of the subarea.
- No. 5 – The existing Leadbetter Road, which connects to SR 500 today, is planned for limited vehicle access to serve the park area and Lacamas Lake boat launch in the subarea.

Figure 13. Proposed Roadway Connections

Trip generation is the method used to estimate the number of vehicles that would be added to the surrounding roadway network if development occurred consistent with the preferred plan. The trip generation and roadway connectivity assessment estimated that the total number of net new trips in and out of the subarea to be 2,937 trips during weekday peak hours. The estimated number of vehicle trips generated per land use is outlined in Table 2. A detailed report of the method used to estimate these trips is included in Appendix C. With buildout of the subarea, the proposed roadway connections are expected to provide adequate roadway capacity to support the land use designations. Future development applications will require site-specific traffic studies to determine the final alignment and construction timing of the proposed transportation improvements.

Table 2. Trip Generation Estimate

Zone	ITE Land Use [1]	Size [2]	PM Peak Hour		
			In	Out	Total
Mixed Employment	Industrial Park	817 EMP	68	275	343
Commercial	Shopping Plaza with Supermarket *Passby Trips (40%)*	116 KSF	502 *-201*	545 *-218*	1,047 *-419*
North Shore Mixed Use	Shopping Plaza *Passby Trips (30%)*	264 KSF	671 *-201*	699 *-210*	1,370 *-411*
	Multifamily Housing (Low-Rise)	566 DU	182	107	289
	Multifamily Housing (Mid-Rise)	566 DU	135	86	221
North Shore Residential (Higher Density)	Single-Family Detached Housing	114 DU	67	40	107
	Single-Family Attached Housing	341 DU	110	84	194
	Multifamily Housing (Low-Rise)	341 DU	110	64	174
	Multifamily Housing (Mid-Rise)	341 DU	81	52	133
North Shore Residential (Lower Density)	Single-Family Detached Housing	700 DU	415	243	658
Parks/Open Space	Public Park	77 AC	4	4	8
School	Elementary School	330 STU	24	29	53
		INITIAL NEW TRIPS	1,967	1,800	3,767
		PASSBY TRIP REDUCTION	-402	-428	-830
		NET NEW TRIPS	**1,565**	**1,373**	**2,937**

1 ITE (Institute of Transportation Engineers) manual, Trip Generation, 11th Edition.
2 KSF= 1,000 square feet, EMP = employees, DU = dwelling units, AC = acres, STU = students

North Shore Cross Sections

To ensure the look and feel of these roadways align with the community's vision for multimodal connections, cross sections were developed for two key roads: North Shore Boulevard (No. 1) and the "ridgeline road" adjacent to the Legacy Lands (No. 3). A cross section was also developed for connector roads, which would serve as secondary roads throughout the area.

North Shore Boulevard would be the primary east-to-west road serving the mixed use and commercial hub in the north, as well as the central plaza. The cross section (Figure 14) was informed by community feedback calling for a road that balances the need for vehicle access with a street that is walkable, bike friendly, and includes traffic calming design standards.

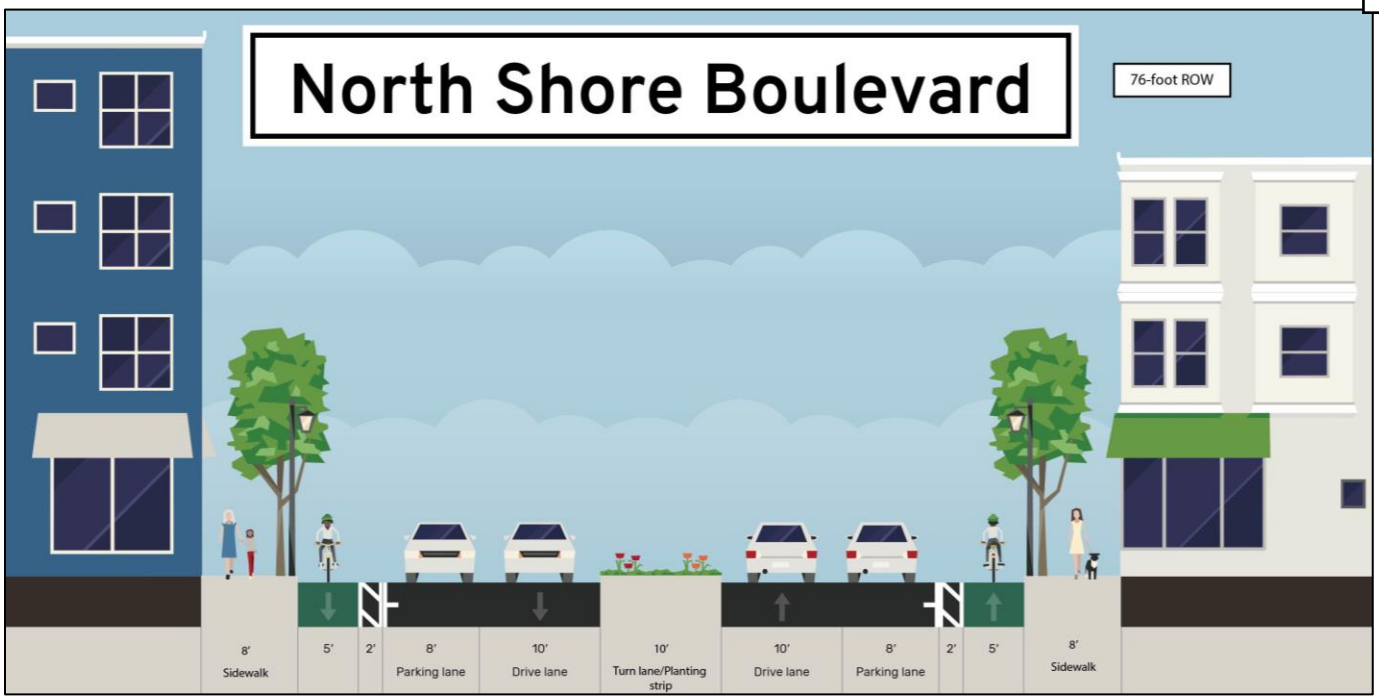

Figure 14. North Shore Boulevard Cross Section

The ridgeline road would be adjacent to the Legacy Lands and run through the central higher density residential area. The cross section (Figure 15) includes on-street parking to facilitate access to nearby businesses, recreational areas, and residences, as well as a wide shared use path (for pedestrians, bicycles, etc.) adjacent to the Legacy Lands.

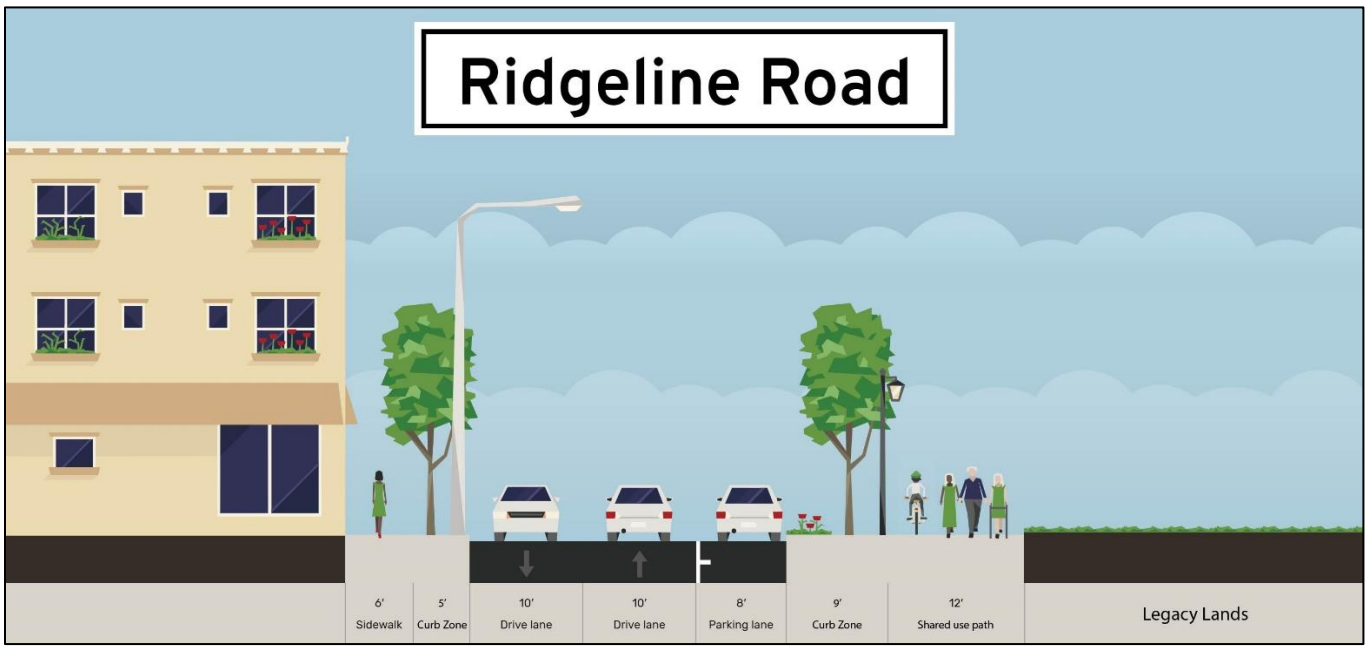

Figure 15. Ridgeline Road Cross Section

Collector roads (Figure 16) would include sidewalks and buffered bike lanes to reflect community feedback for walkable and bike-friendly roads throughout the subarea.

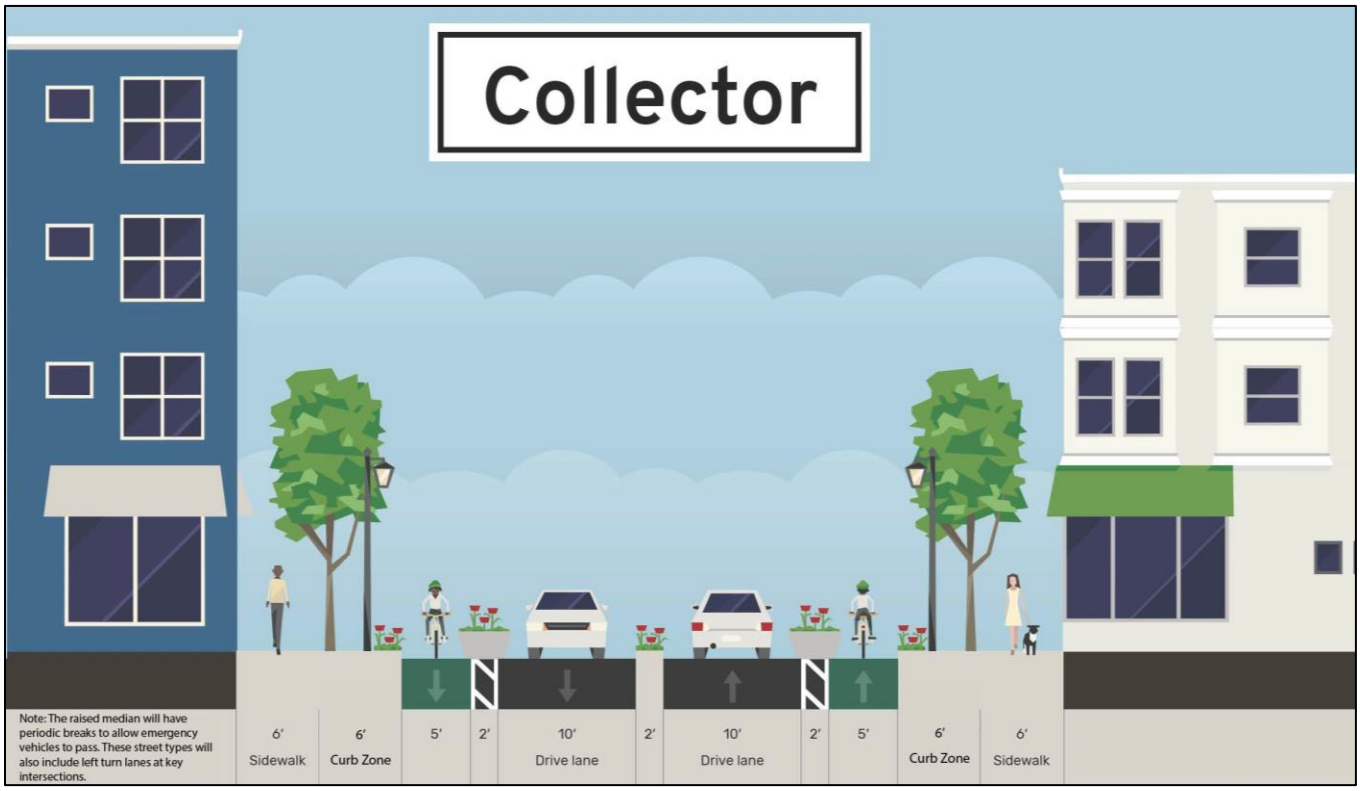

Figure 16. Collector Road Cross Section

Market Assessment

A market assessment was prepared based on the preferred concept plan (Appendix C). The assessment states that the market demand for all types of housing has been exceptional over the last few years, but demand for single-family and other types of lower density housing may have reached a historical high with a severely constrained supply.

The market assessment supports the plan to dedicate the majority of developable residential land to single-family and lower- to middle-density housing types over denser mixed-use development but notes that the market may not support building as much middle-density housing as the current plan allows. The City recognizes the results of the market assessment; however, the preferred concept plan balances several different needs and is not solely responsive to market conditions. The subarea plan must balance market conditions with the need for more housing units of different types and more affordable housing, as called for in the Housing Action Plan.

Design Guidelines

A design guideline is a discretionary tool that the City will use to guide decision-making about the look and feel of development so that it is consistent with the vision statement adopted as part of the subarea plan.

The North Shore design guidelines were created to fulfill the vision statement and reflect feedback provided by the public. The CAC played a key role in the identification of design guidelines that could guide development in a way that aligns with the community's vision. The draft guidelines below were presented to the community at the second open house. These guidelines are recommendations and must be implemented through development and design standards in the Camas Municipal Code (CMC).

The numbers below identify the vision statement element(s) that a guideline supports (see Section 2 for the adopted vision statement).

Development (Commercial, Residential, and Mixed-Use Buildings)

- Co-locate mixed-use and commercial uses near existing roads and new major roads and roundabouts where possible to create walkable centers. (3, 4)
- Focus the highest density residential uses in areas adjacent to major roads and/or mixed-use areas. (3, 4, 8)
- Locate higher-density residential uses (e.g., multifamily apartments) along arterials and adjacent to existing commercial areas. (3, 4)
- Use a stepped-transition in building height and mass to move from higher-density to lower-density and more intense mix-of-uses to single uses. (8)
- Locate lower density residential uses (e.g., townhouses) adjacent to single-family residential. (3, 4)
- Vary lot sizes for residential uses to avoid a "cookie cutter" and predictable suburban development patterns and better reflect the natural geography. (1, 8)
- Minimize the visibility of off-street surface parking, instead integrating structured and tuck-under parking in buildings or locating surface parking behind buildings. (3, 6)
- Orient the form and layout of buildings to retain or integrate with the existing topography, natural habitat, and respond to climatic or solar conditions. (1)
- Create smaller hardscaped and plaza areas within mixed-use/commercial areas to create spaces for gathering, waiting, discussion, and outdoor commercial activities. (3, 8)
- Organize residential units around common green space(s) that incorporate stormwater drainage, seating areas, play spaces, and internal pathways. (1, 2)
- Public-facing facades and building entries – regardless of land use – should provide weather protection from wind, rain, and sun and the occasional snow. (3, 6)
- Include multiple entries and windows on ground floor commercial uses facilitate business access, create visual interest, and promote safety. (3, 6)
- Preserve or feature historic architectural details or fenestration (e.g., windows or porch details) where they currently exist or are available for preservation. (8)
- Integrate sustainable design principles, such as passive building design, green roofs, permeable surfaces, stormwater management, and microhabitat creation. (1)
- Encourage an aesthetic that is complementary to the surroundings (such as the Pacific Northwest style) through site design, exterior building materials, landscaping and other features. (1)
- Use dark-sky friendly lighting for outdoor areas, such as full cutoff fixtures or limiting light trespass from buildings into the street. (1)

Public Spaces (Streetscapes, Trails, Plazas, Parks, and Landscaping)

- Encourage the preservation of native soils, existing tree canopy, and topography to the greatest extent possible. (1)
- Design trails and parks to accommodate the needs of all age groups and abilities. (2)
- Design landscaped areas in streetscapes, parks, and plazas to reflect the natural character and ecology of the Pacific Northwest and use drought-tolerant native species that increase biodiversity. (1, 8)

- Provide landscaping on streetscapes to mimic rural character and use drought tolerant, native species that utilize stormwater runoff and increase infiltration. (1, 8)
- Provide a consistent theme and identity for streetscapes that reflect a small-town feel through signage, lighting, and pedestrian amenities (e.g., benches). (8)
- Locate trails and natural spaces throughout the area as well as on the edge of the subarea to create buffers and provide recreation opportunities. (2, 8)
- Connect new trails to existing or planned regional or local trails where possible. (2)
- Use residential building setbacks for landscaping to mimic nearby, rural residential patterns and provide privacy and safety for ground floor residential units. (1, 8)
- Incorporate seating in public spaces (within mixed-use, commercial, and open spaces) to create passive recreation opportunities to pause or spend time. (2)
- Provide wayfinding and interpretive signage that directs people to historic, cultural, and natural resources throughout the area. (1)

Right-of-Way (Transportation, Mobility, and Streets)

- Provide a multimodal trail network along public rights-of-way to provide daily commute and recreation options and connect to the larger regional trail system. (2, 7)
- Balance the rural character of roadways with the addition of traffic calming features and upgraded pedestrian and bicycle facilities to support multimodal travel. (3, 8)
- Design streetscapes that are pedestrian-scaled, provide an intimate retailing and commercial environment and contribute to the small-town feel. (3, 8)
- Incorporate secure bicycle parking and storage to promote non-motorized travel and encourage mode-shift. (7)
- Encourage the preservation and enhancement of wildlife corridors across public rights-of-way through wildlife crossings (under and overpasses designed for wildlife). (1)

SECTION 5

IMPLEMENTATION

Implementation

The following implementation measures establish the regulatory framework that will support development in the North Shore subarea compatible with the vision statement.

Table 3. Implementation Measures

Implementation Item	Action	Priority (short- or long-term)
Planning		
Subarea Plan Adoption	• Adopt the North Shore subarea plan by reference into the Camas Comprehensive Plan. See Figure 17 for proposed comprehensive plan designations. • Review existing comprehensive plan goals and policies to reflect the North Shore subarea vision.	Short
Municipal Code Amendments	• Amend the CMC to codify recommended zoning amendments (see Table 4, Development Code Amendments) and establish recommended overlay zones. See Figure 18 for proposed zoning designations. • Implement recommended design guidelines to ensure future development reflects the North Shore subarea vision.	Short
Infrastructure (Utilities and Transportation)		
Roadway Improvements	• Ensure future roadway improvements are consistent with the North Shore subarea design standards and provide multimodal transportation options. • Coordinate with Clark County on planned improvements, including NE 232nd Avenue and SR 500.	Short to Long – based on timing of development proposals
Expanded Water and Sewer Service	• Confirm planned infrastructure improvements will support subarea development and are financially viable based on planned densities. • Review timing of infrastructure improvements in conjunction with annexation petitions and development applications. • Expand franchise utilities in conjunction with development.	Short to Long
Parks and Trails		
Park and Trail Improvements	• Update the City Parks and Recreation Comprehensive Plan to incorporate park and trail locations proposed in the subarea plan and the Legacy Lands project. • Refine park and trail locations in conjunction with future development proposals.	Short to Long

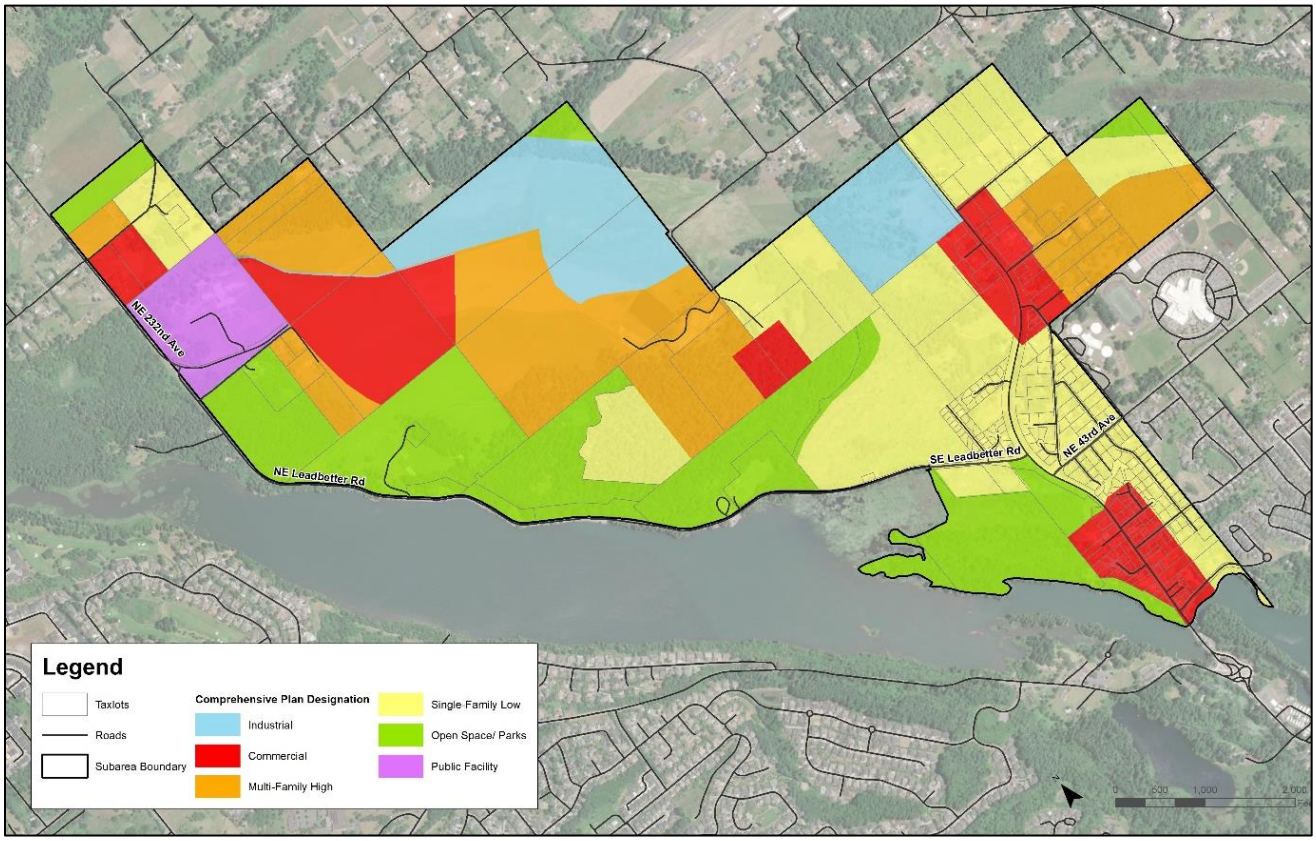

Figure 17. Proposed Comprehensive Plan Map

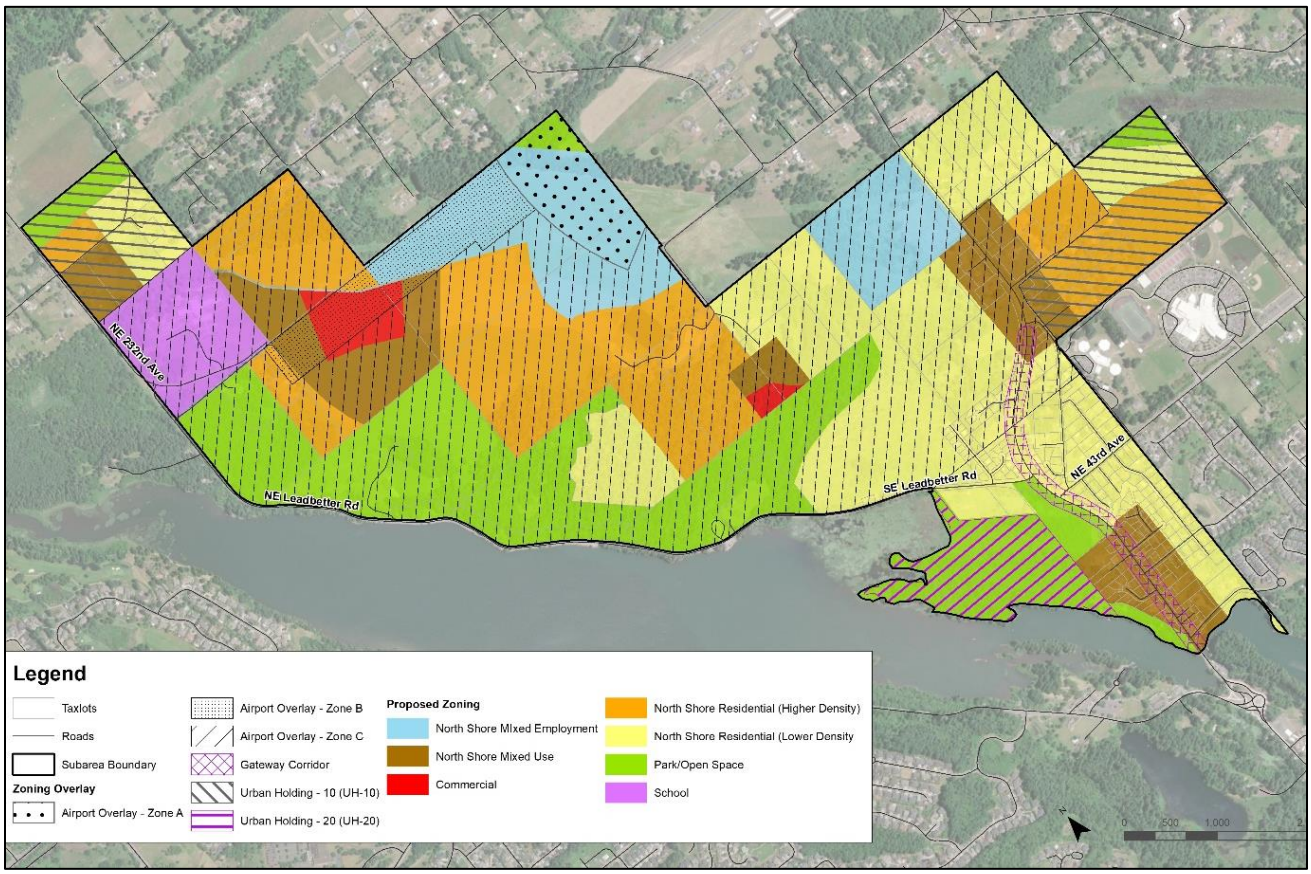

Figure 18. Proposed Zoning Map

Development Code Amendments

The following development code amendments are recommended to implement the North Shore subarea plan.

Table 4. Development Code Amendments

Existing Code	Recommended Amendments
Title 18 - Zoning	• Establish a North Shore overlay zone that specifies standards and uses that apply to the North Shore, such as North Shore specific design standards. The overlay would also allow event facilities to be a permitted use within commercial and residential zoning in the subarea.
Chapter 18.05.040 – Residential and multifamily zones	• Amend the City's residential and multifamily zones to add a new North Shore Residential – Lower Density zone. This zone is intended for residential dwellings in the North Shore subarea with a minimum density of 4 dwellings per acre and a maximum density of 5.8 dwellings per acre. This zone will reflect the rural character of a number of existing residences and can support transitions from existing uses to more dense zones. • Amend the City's residential and multifamily zones to add a new North Shore Residential – Higher Density zone. This zone is intended for residential dwellings in the North Shore subarea with a minimum density of 10 dwellings per acre and a maximum density of 18 dwelling units per acre. This zone provides for a diversity of dwellings and serves as a transition between commercial areas and residential uses.
Chapter 18.050 – Commercial and industrial zones	• Amend the City's commercial and industrial zones to include a new North Shore Mixed Use zone. This zone provides for a wide range of commercial and residential uses in the North Shore subarea. Compact development is encouraged that is supportive of transit and pedestrian travel. Mixed use areas should create spaces for community gathering, waiting, discussion, and outdoor commercial activities. • Amend the City's commercial and industrial zones to include a new North Shore Commercial zone. This zone is designated as a commercial area in the North Shore subarea, providing a range of goods and services.
Chapter 18.13 – Landscaping	• Update landscaping standards as necessary to reflect the design guidelines. The standards of this chapter would apply to any development in the North Shore unless otherwise exempted.
Chapter 18.11.010 – Parking policy designated	• Amend the City's parking policy to exclude minimum off-street parking spaces for relevant North Shore districts.
Chapter 18.15.050 – Signs controlled by zoning district	• Update Table 1 to include signs permitted, prohibited, or only allowed with a Conditional Use Permit for North Shore districts.

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APPENDIX A

PUBLIC INVOLVEMENT SUMMARIES

Phase 1 Outreach Compilation

Phase 2 Open House Summaries

Project Advisory Committee Meeting Summaries

APPENDIX B

Phase 1 Analyses

APPENDIX C

Phase 2 Analyses

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

0 1000 2000

Airport Overlay A
Airport Overlay B
BPA EASEMENT
SR 500
SE 8th Ave.
Potential Road Connection
NE 232nd AV.
A
North Shore Blvd.
B
E
C
Central Plaza
Camp Currie
Trail Head
Legacy Lands
Leadbetter House
Boat Launch
SE Leadbetter Rd.
NE 43rd Ave.
SE Everett St.
Lacamas Lake

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

North

200

Camas North Shore Subarea Plan

Concept Plan Review and Market Assessment

Date August 12, 2022

To Nicole McDermott, WSP

From Brian Vanneman, Wally Hobson, Jennifer Shuch, Leland Consulting Group

Current Concept Plan

On behalf of the City of Camas, WSP is leading the preparation of a Concept Plan for the Camas North Shore area. Leland Consulting Group (LCG) is a subconsultant to WSP, and WSP has directed LCG to provide a review of and comments on the Draft Preferred Concept Plan for the North Shore area which totals approximately 1,100 gross acres.

Figure 1. Land Distribution, Per WSP Preference Concept

North Shore Subarea	Acres	Distribution
Wetlands	206	21%
Constrained Land	280	28%
Subtotal	**486**	**49%**
Developable Land		
Parks/School & Open Space	90	9%
Residential & Employment Land	319	32%
Gross Land Area	**1,000**	**100%**

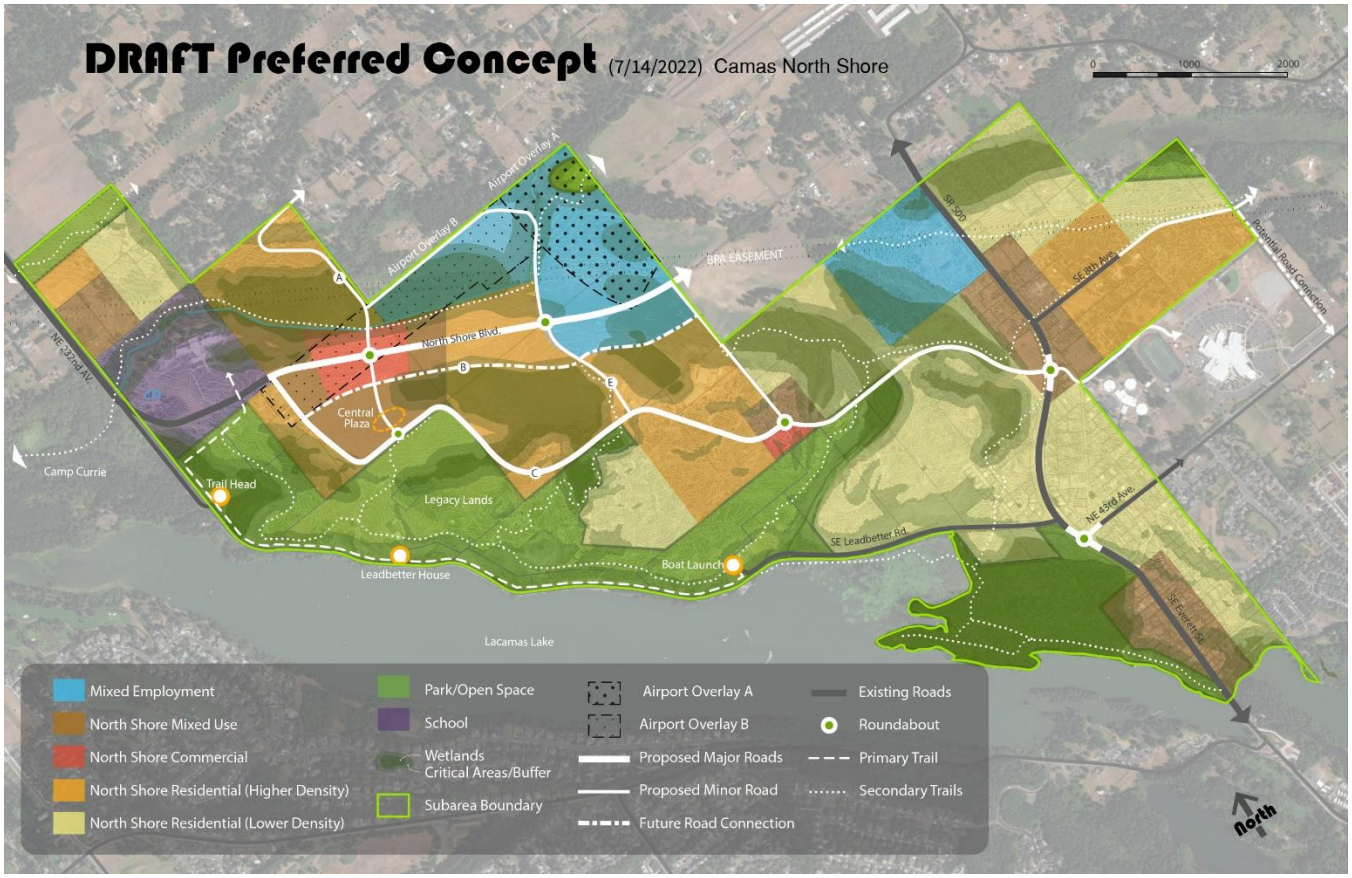
Developable = Gross acres, less wetlands, with development on 25% of constrained lands, and less 30% for roads/utilities

Source: WSP.

Nearly half of the land is undevelopable with only 32 percent planned for residential, commercial, and other types of buildings designed to accommodate employment. While the total site is 1,000 acres, there are only 409 acres of developable land. 206 acres of the site is wetlands, and another 210 acres are constrained land without development.

WSP's latest concept plan shows the location of different land uses within the subarea.

Figure 2. Draft Preferred Concept Plan, July 14, 2022



Source: WSP.

The distribution of net developable acres by land uses, excluding City owned land designated for parks, a school, and open space, together with the estimated square footage of employment land and the number of dwelling units on residential land, is shown in Figure 3 below.

Figure 3. Distribution of Developable Land, WSP Preferred Concept Plan

Zone	Acres	Distribution	Density	Units	Distribution
Employment Land			**SF per Acre**	**Square Feet**	
Mixed Employment	41	13%	12,000	492,000	82%
Commercial	9	3%	12,000	108,000	18%
Subtotal	**50**	**16%**		**600,000**	**100%**
Residential Land			**DU's per Acre**	**Residences**	
Mixed Use[1]	67	21%	24	1,133	38%
Residential (Higher Density)	81	25%	14	1,136	38%
Residential (Lower Density)	121	38%	5.8	700	24%
Subtotal	**269**	84%		**2,969**	**100%**
Total	**319**	**100%**			

[1] Reflects an assumption that 70% of developable mixed use land would include residential and 30% would include commercial uses.

Source: WSP.

The balance of this memorandum addresses each land use followed by a recommended program for the North Shore subarea. This program is intended to provide a balance between residential and employment land that results in a build out within a reasonable period (10 to 20 years) with significant development activity within five years.

Policy and zoning decisions by the City that emphasize job creation could affect land absorption in the subarea and extend this timeline beyond 20 years. Job creation can only occur to the degree that Camas maintains an inventory of vacant employment land. LCG hypothesizes, however, there may be better locations, closer to the freeway system in more urbanized areas, to establish this inventory with a lower infrastructure cost.

Mixed Employment

Mixed employment has many different meanings, encompassing a variety employment densities. WSP and LCG agree that Mixed Employment zoning is preferable to Business Park/Light Industrial because the former is more descriptive with respect to capturing a wide variety of employment uses that should be allowed in the subarea, including vertical mixed use with housing over retail. The emphasis should not be on land uses that would traditionally connote business parks and light industrial space, a narrower view of employment opportunities.

There are several categories of office space that can occupy land zoned for employment, including but not limited to:

- Professional office space
- Corporate office space
- Medical and healthcare office space
- Institutional and government office space
- Creative office space
- Single user space like a high-tech campus
- Flex industrial, warehouse, and business space with varying degrees of office build out.
- Commercial/retail and housing over retail
- Manufacturing
- Warehousing
- Hospitals

While it is understandable that Camas is seeking to expand its economic base in order to avert over-reliance on a small number of employers, it is important to note that how and where people work is undergoing a major shift. Suburban office parks in particular are seeing high vacancy rates nationwide. At the same time, remote work has increased significantly since the start of the COVID-19 pandemic. The employment and recruitment website Ladders estimates that a quarter of white-collar jobs in North America will be remote by the end of 2022, and this growth in remote work is expected to continue over the next year. Homes are increasingly functioning as office spaces, especially for suburban professionals.

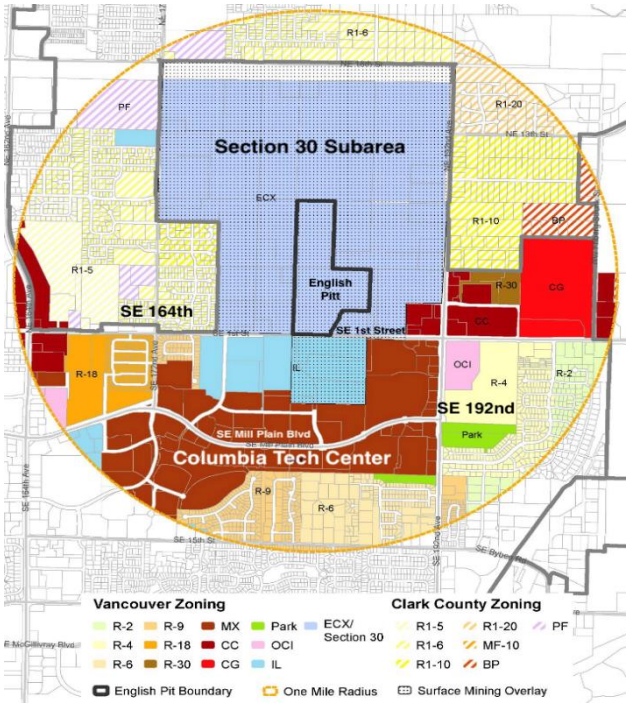
Camas is also directly adjacent to active and proposed employment centers in Vancouver, outlined below. These employment centers are current and future competition job producing tenants at North Shore.

The North Shore and Competitive Employment Areas

For several reasons, the North Shore subarea will struggle to compete with other nearby employment centers, at least in the short and medium terms (next 5 to 10 years). The center of the study area is located about 3 miles from SR-14. A major thoroughfare with multiple lanes would need to be constructed to connect the property to SR-14 for the subarea to support an employment center that could potentially build out with 500,000 square feet.

- There is a significant amount of nearby vacant employment land to the west and south of the subarea that has completed infrastructure, good access to the freeway system, and is under development or ready to be developed in the short or medium term.
    - **Columbia Tech Center** on SE Mill Plain between SE 164th and S.E. 192nd - 410 acres with 3.6 million square feet of space (largely built out although expansion to adjacent land to the north is taking place, including the purchase by PacTrust (developers of the Columbia Tech Center), of the 60-acre English Pit, just east of S.E. 192nd fronting on S.E. 1st. The English Pitt is a former aggregate mining and processing facility.
    - **Section 30 Subarea, City of Vancouver**
      As shown below, this is a 550-acre planned urban employment center adjacent to and north of the Columbia Tech Center. The subarea includes the English Pit. Plans are to create an urban center with an emphasis on employment as the primary land use with commercial and residential uses secondary.

Figure 4. Map of the Section 30 Subarea, City of Vancouver



Source: City of Vancouver

- **Columbia Palisades and Fisher West Quarry –** Located at the intersection of SR-14 and SE 192nd Columbia Palisades, on the east side of 192nd and Fishers West Quarry on the west side of SE 192nd together total 157 acres of buildable land. The two properties were formerly an aggregate mining site and are being developed as mixed use residential, office, and retail communities. Vancouver clinic has purchased 5-acres at Columbia Palisades and has broken ground on a new medical clinic.
- **Port of Camas/Washougal** includes a 300-acre business/industrial park with 40 businesses in place.
- **Georgia Pacific Camas Mill** is large (listed at 600+ acres) and well located on SR-14 adjacent to and south of downtown Camas. The mill has largely been shuttered and—while planning for the future of the site is underway and future uses are unknown—LCG believes that the site could eventually be redeveloped into a mixed-use employment area, although the potential timing of future redevelopment is unknown. Significant demolition costs and remedial mitigation may be required.

The North Shore Subarea is at a competitive disadvantage to the above properties due to its location in a rural area without adequate infrastructure and freeway access. Thus, unless a single user can be found, which is a highly speculative proposition, the North Shore subarea is likely to begin developing after these other properties are nearly built out, which could be many years into the future.

A single user is also vulnerable to economic downturns and recessions. There are several examples in Clark County and Multnomah counties where a larger campus style single user has left the region or gone out of business leaving a large land area and buildings vacant. Changing the zoning from Business Park/Light Industrial to Mixed Employment will signal to developers that the city is open to a variety of office types, catering to a wider array of businesses.

Office Development Trends

The Covid 19 epidemic together with established long-term trends has resulted in declining office demand nationally and an uncertain future. Traditional office development is increasingly considered obsolete in today's shifting market. LCG's 2020 market analysis also describes trends that are having a negative effect on office demand, but Covid 19 has further exacerbated this trend. Covid 19 has had a positive effect on the demand for warehouse/distribution space, but warehousing has low employment ratios per square foot and require immediate adjacency to a freeway system.

- The amount of office square feet per employee is declining. Currently North American offices average 152 square feet per worker, which is down from 176 square feet in 2012 and 225 square feet in 2010.
- Companies are reducing private offices and adopting open floor plans where employees use private cubicles or unassigned desks instead of their own permanent space.
- Collaborative workspaces and a greater emphasis on higher space utilization, innovation, and productivity is reducing square footage needs.
- Virtual offices/telecommuting where employees are allowed to work from home, or some other remote location is becoming common. Workers have more freedom to choose where and how to live.
- COVID-19 has dramatically altered the office market as remote working becomes a permanent option for millions of office workers. Still, there is great uncertainty as to the permanence of remote working on a large scale. There is general agreement that the ultimate result of this experience will be a hybrid work environment, depending on the company and the functions people perform within their companies.
- Suburban office parks have suffered more than downtown office space as a result of employees working remotely and the decline of suburban office parks is likely to be more sweeping and permanent.

Firms are expected to lease less office space in the future. Office has lost its luster and the muted outlook for tenant office demand and general uncertainty about the future of remote work has cast a pall on investor interest in office product. The current plan to limit office development to 13% of developable land better reflects current trends than previous proposals.

Medical Office Space

The bright spot in the market is medical office space and other health care related uses driven, in part, by the aging of the baby boom population, a long-term demand driver. The current and future demand for healthcare facilities far outstrips demand for other types of office space and medical office users are typically able to pay higher rents.

Regional hospitals, however, are the most significant location determinant for medical office space. Many other healthcare services are locating in commercial shopping centers.

As discussed in WSP's February 15, 2021, memorandum, manufacturing jobs have been declining and are predicted to continue declining as a percentage of total jobs. However, Covid 19 has created a resurgence in demand due to a desire by the government, industry, and the public to become less dependent on foreign manufactured goods.

While this potential increase in manufacturing could support some of the new industrial development in Clark County, the Camas North Shore Subarea is unlikely to see significant industrial development in the near term. There is a risk that too much mixed employment zoned land will remain vacant many years into the future. However, we recognize that the City of Camas may have policy reasons for encouraging or requiring employment related development, even if the market demand for such uses is weak in the short and medium terms (5 to 10 years).

Commercial

The latest concept plan (Figure 2) shows commercial development in two locations with a total of 9 acres of developable land. At a relatively conservative density of 12,000 square feet per acre, this acreage could still accommodate 108,000 square feet of retail. The strongest demand will be for a grocery store/drugstore anchored shopping center. A sufficient number of roof tops within a one-to-two-mile radius would most likely need to be in place before additional retail would be able to survive.

Residential

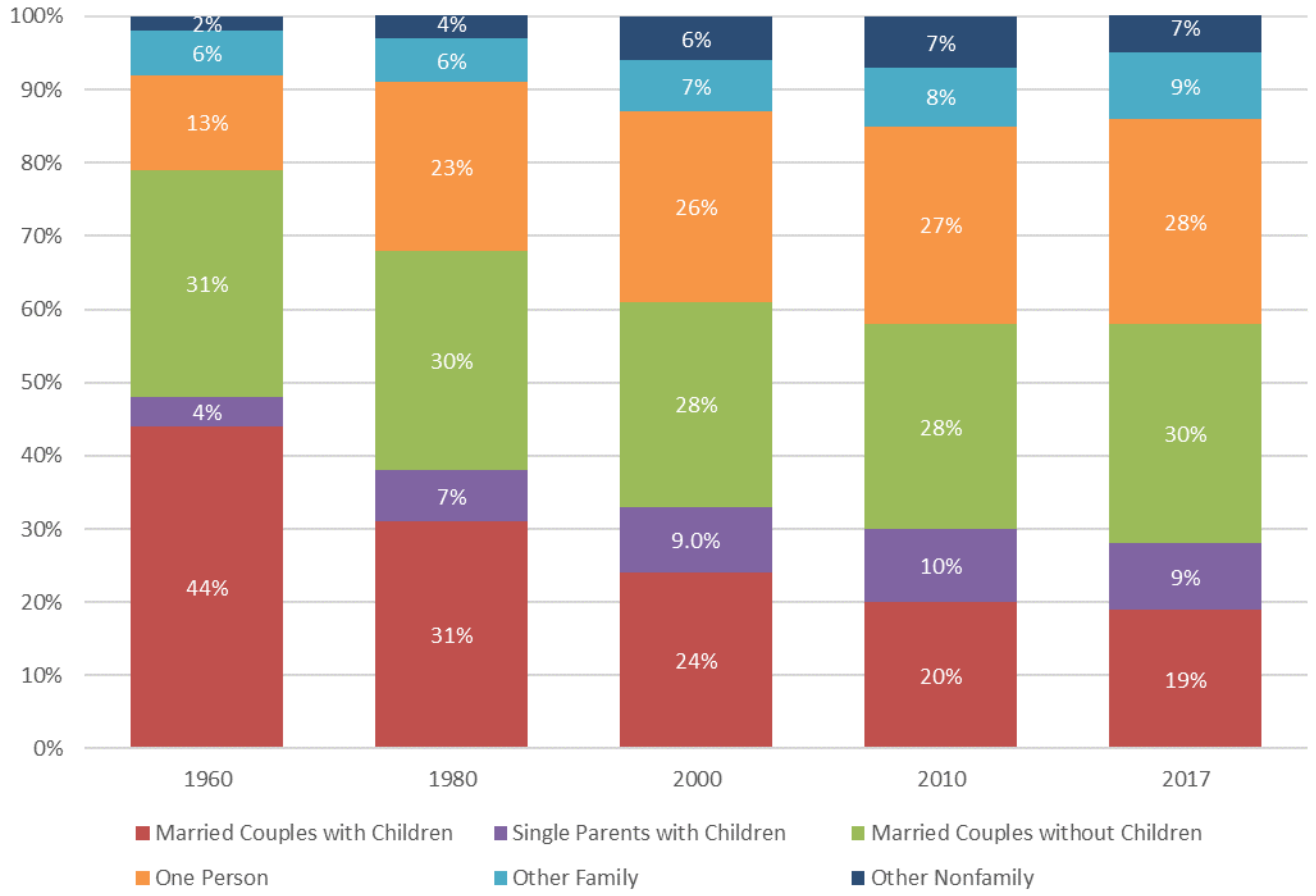
The North Shore Subarea is ideally suited for residential development in the short, medium, and long term with a location within reasonable commuting distances to other employment centers like the Columbia Tech Center.

The preferred draft plan includes 1,133 residential units at the higher density of 24 units per acre, 1,136 units at between 10 and 18 units per acre, and 700 units at the lowest density, 5.8 units per acre. The 10 to 18 unit per acre density indicates a range from very small-lot single family homes to small multi-unit buildings and townhomes. 38 percent of developable land dedicated to housing is higher density mixed-use housing, while 62 percent is single family or middle density housing. At 10 units per acre lot sizes are likely to be under 4,000 square feet, which becomes difficult for detached single family homes, although not impossible.

LCG supports the plan to dedicate the majority of developable residential land to single family and lower- to middle-density housing types over denser mixed-use development, but the City should be aware that the market may not support building as much middle-density housing as the current plan allows. The location of the subarea and its vast amount of open space makes it ideal for families with young children. These families generally prefer single family housing over attached multifamily housing if they can afford the down payment, the debt service on a mortgage, property taxes, and insurance. There is a large migration of out of state households into Clark County, many of whom are coming with substantial home equities. The market demand for all types of housing has been exceptional over the last few years, but demand for single family and other types of lower density housing may have reached a historical high with a severely constrained supply.

However, the percentage of families with children in the US has been declining since 1960. Just 28% of households in the US included children as of 2017.

Figure 5. Households by Type in the United States, 1960-2017



Source: PRB Population Bulletin

Traditionally, apartment dwellers prefer locations closer to urbanized areas while suburbs with high quality schools attract families with young children. Camas has a reputation of having the best school district in Clark County but lacks urban infrastructure and amenities. It is therefore more likely to attract families and couples looking to purchase a home than single young professionals. While many families prefer single family detached housing, high housing costs could lead some younger homebuyers to consider duplexes or townhomes. In order to meet the community's goals of creating a mixed-income neighborhood, the city could incentivize middle housing through tools like FAR bonuses, SDC waivers, and the Multifamily Tax Exemption.

If the current draft plan were to be fully built out, 75 percent of units would be in the higher density zones with 25 percent in the lower density zones. However, a distribution of 60 percent multifamily to 40 percent detached single family housing is more in line with other smaller cities in the greater Portland Metropolitan area. Although it may be possible to deliver a limited number of detached single-family homes at 10 units per acre this is not a product that has historically been built on a large scale in suburban areas.

Figure 6 below shows the mix between detached single family and multifamily housing in selected jurisdictions in Clark County and the Portland Metro area, based on building permits issued over the last five years.

Figure 6. Single Family and Multifamily Housing, 2016-2021

Clark County	Single Family	Multifamily (2-4 Units)	Multifamily (5 or more Units)	Total
Camas	85.2%	0.9%	13.9%	100.0%
Battle Ground	92.9%	4.1%	3.0%	100.0%
Ridgefield	81.1%	0.3%	18.5%	100.0%
Washougal	75.4%	1.4%	23.2%	100.0%
Wtd. Average	**84.1%**	**1.2%**	**14.7%**	100.0%
Portland Metro Area	**Single Family**	**Multifamily (2-4 Units)**	**Multifamily (5 or more Units)**	**Total**
Beaverton	27.3%	0.0%	72.7%	100.0%
Gresham	37.2%	1.1%	61.8%	100.0%
Hillsboro	57.6%	0.4%	42.0%	100.0%
Troutdale	36.8%	3.2%	60.1%	100.0%
Wilsonville	92.5%	0.0%	7.5%	100.0%
Wtd. Average	**47.6%**	**0.5%**	**51.9%**	**100.0%**
Suburban Region	**Single Family**	**Multifamily (2-4 Units)**	**Multifamily (5 or more Units)**	**Total**
Grand Total (Units)	9,132	119	5,385	14,636
Average	**62.4%**	**0.8%**	**36.8%**	**100.0%**

Source: US Department of Housing and Urban Development

Housing developers have largely focused on building single-family homes in the four smaller jurisdictions in Clark County. There are differences in the Portland Metro area where there is a severe shortage of buildable land for all uses. Much of the housing in this area is developed on smaller infill sites of 5 to 10 acres or less.

Flexible Low-Density Zoning

The community has expressed concerns that the Camas North Shore Subarea could become a neighborhood of mansions unaffordable to many in the surrounding areas. While zoning the Subarea for both single family and multifamily homes allows developers more flexibility regarding housing types, it is not clear that this area, which lacks transit, is an ideal location for dense multifamily housing. While it could support some middle housing like townhomes and duplexes, if developers believe there is less risk and more financial benefit to building large homes, that is what is likely to be built.

However, there are other tools the city can utilize to ensure that the North Shore Subarea does not become an exclusive, high-priced lakeside community. Portland's Residential Infill Project, which went into effect August 2021 and was recently updated, caps the size of single-family homes to discourage the development of so-called "McMansions." It also allows for up to four units on nearly all residential lots, or up to 6 with an affordable housing density bonus. For each additional unit, there is a slight increase in FAR (as shown below in Figure 7). RIP also reduced the minimum lot sizes, allowing for more density. This kind of incentive could help encourage developers to build more small, multi-unit structures and disincentivize the development of large single-family houses. If this is what the city would prefer to build in this area, this could help fulfill that vision. It would also allow the development of single-family homes in these higher density areas if there is more demand for that product type.

Figure 7. Residential Infill Project Floor Area Ratios

Units	RF	R20*	R10*	R7	R5	R2.5
1	No limit	0.4 to 1	0.4 to 1	0.4 to 1	0.5 to 1	0.7 to 1
2	No limit	0.5 to 1	0.5 to 1	0.5 to 1	0.6 to 1	0.8 to 1
3	No limit	0.6 to 1	0.6 to 1	0.6 to 1	0.7 to 1	0.9 to 1
4 or more	No limit	0.7 to 1	0.7 to 1	0.7 to 1	0.8 to 1	1 to 1

***In the R10 and R20 zones the maximum floor area ratio only applies to sites that are less than 10,000 square feet in area.**

Source: City of Portland

The Washington Legislature proposed a middle housing bill earlier this year, but it failed to pass in February. A Sightline poll from the same month found that 61% of Washington residents favored expanding the types of housing allowed in low density zones that typically only allowed single family housing. The city could incorporate some of the provisions within Portland's RIP or Oregon's HB2001 into the guidelines for the 10 to 18 unit per acre residential zone.

While the majority of families with younger children prefer single family detached housing if they can afford it, middle housing tends to be less expensive than single family homes, and it presents an opportunity for first-time home buyers to enter the market. Duplexes, triplexes, cottage clusters, and townhomes can be built to ensure that residents have the amenities of a single-family home, including front doors, porches, and backyard space, with a slightly lower price tag than newly built single-family homes. This is likely to be attractive to first time or lower-income home buyers who have found it increasingly difficult to find an affordable home in the metro area. However, as Figure 6 above shows, developers have built very few middle housing units in suburban cities within the four-county Portland Metro Area over the last five years.

Camas could also incentivize accessory dwelling units (ADU's) through loan programs and SDC waivers. Lender Craft3 offers two ADU loan programs for Multnomah, Washington, and Clackamas Counties. Their ADU Loan program offers borrowers up to $250,000 for design, permitting, and construction of ADU's. Craft3 has also partnered with BackHome ADU to offer loans with a subsidized interest rate for ADU's that will be used as affordable housing for at least 8 years. While these programs are not available in Washington, the city may be able to find one or more local lending partners to establish a similar program. SDC waivers can also help make ADU's more feasible. While ADU's are unlikely to be a solution to the city's need for more housing, they can add rental housing and support multigenerational households.

Multifamily Tax Exemption (MFTE)

If city leaders believe that higher density mixed-use housing is desirable in the North Shore Subarea's commercial districts, it can use the MFTE program to incentivize this type of housing. Currently, the target areas for Camas's MFTE program are Downtown, Northwest 6th Avenue, and Northeast 3rd Avenue. While the 12-year exemption requires that any developments utilizing MFTE must be affordable, the 8-year exemption requires:

- The development must be in a residential target area.
- Tenants are not displaced due to rehabilitation.
- The development must be at least 4 units in either a residential or mixed-use structure.
- The project must be at least 50% multifamily housing.
- The project must comply with local guidelines, standards, and codes.

Establishing the North Shore Subarea as a target area for MFTE could encourage mixed-use development by offsetting some of the risks developers face when building in an unproven area.

Zoning

Jurisdictions across the country are adopting a more flexible approach to zoning that allows multiple mixed uses within a particular zone. In his book, A Better Way to Zone, the author, Donald L. Elliott argues that simplification with fewer zones that are less prescriptive and more flexible is the future.

> *"I believe that, in the future, zoning will move toward only three types of districts: pure residential districts, mixed-use districts, and special purpose districts.*: *Source: A Better Way to Zone; Ten Principles to Create More Livable Cities, Donald L. Elliott; Page 147.*
>
> *"With due respect to those who believe we should all live in mixed-use neighborhoods; a large proportion of America's population doesn't want to do so and is not likely to be persuaded otherwise. The desire for a single-family home on a single plot of land surrounded by other single houses on single lots runs deep in our history (and, incidentally, it runs deep in other countries too). Residential suburbs were not a mistake; they responded to a very real and financially powerful market demand. I think this trend will continue for at least two reasons: perceptions of investment security and the desire for elbow room."* *Source: Ibid*.

Mixed use zones are important – Camas's plan to include employment, commercial, and housing within its North Shore Subarea is aligned with placemaking best practices. However, zoning designations that are too rigid could be a barrier to development. Witch Hazel Village in South Hillsboro and Villebois in Wilsonville have both struggled to attract commercial development despite zoning for it.

The challenges outlined in earlier sections of this memo could impact the ability of the North Shore Subarea to attract large-scale commercial development. It may also be a challenge to build vertical mixed use with apartments over ground floor retail. However, horizontal mixed use that allows for housing (including live-work space), commercial, and employment could be more achievable. Neighborhood coffee shops, retail, health clinics, services (including legal and professional services as well as personal services such as barbers, hair salons, and dog groomers), and food co-ops have the potential to thrive in mixed use neighborhoods alongside housing. The city could incentivize these types of smaller, neighborhood commercial businesses through variable SDCs. The city could use internal trip capture metrics on the assumption that more people will walk than drive to these establishments.

Recommendations

LCG recognizes the city is not inclined to reduce the proposed Mixed Employment acreage below 13 percent of the developable land (41 acres which can accommodate an estimated 400,000 to 500,000 square feet of space). The timing of development is likely to be concurrent with infrastructure improvements to the connection with downtown Camas and SR 14.

LCG is not recommending any changes in the distribution of developable acres to Mixed Employment and Commercial zones. Two of these commercial areas are recommended. Zoning in mixed-use zones should allow vertical integration with housing above retail or horizontal mixed use with small retail space adjacent to townhouses.

Figure 8. Recommended Employment Mix – North Shore Subarea

Land Use	Draft Plan Acres	Proposed Acres	Square Feet Distribution	Square Feet per Acre	Square Feet	DU's Per Acre	Residential Units
Mixed Employment	**41**	**41**	**12.9%**	**12,000**	**492,000**		
Commercial							
Grocery Store Anchored Neighborhood Center		15	4.7%	12,000	180,000		
Specialty Town Center		8	2.5%	12,000	96,000		
Mixed Use (Housing & Retail)*		9	2.8%	12,000	32,400	28	176
Subtotal	**32**	**32**	**10.0%**		**308,400**		
Total Employment Land/Space	**73**	**73**	**22.9%**		**800,400**		
Residential Land	246	246	77.1%				
Total Developed Land	**319**	**319**	**100.0%**				

*Assumes a 30%/70% ratio between retail and residential acres

LCG's analysis still supports a higher percentage of lower density land for detached single family housing. The zone could be expanded to include a range of densities from 5 to 8 units per acre. The higher density zone averaging 14 units per acre with a range of 10 to 18 units per acre is appropriate for attached for sale single family housing (duplexes, triplexes, townhomes), but even at the lowest range of 10 units per acre lot sizes may be well below 4,000 square feet.

Figure 9. Recommended Residential Mix (Acres) - North Shore Subarea

	Draft Plan		LCG Recommendation		
Residentail Acres	Acres	Distribution	Acres	Distribution	Change
Mixed Use	44	13.8%	44	13.8%	0
Higher Density	81	25.4%	31	9.7%	-50
Lower Density	121	37.9%	171	53.6%	50
Total Residential	**246**	**77.1%**	**246**	77.1%	
Employment Land	73	22.9%	73	22.9%	0
Total Developed Lar	**319**	**100.0%**	**319**	100.0%	

Figure 10. Recommended Residential Mix (Units) – North Shore Subarea

	DU's	Draft Plan		LCG Recommendation		
Residentail Units	Per Acre	Units	Distribution	Units	Distribution	Change
Mixed Use	24.0	1,056	36.5%	1,056	42.5%	0
Higher Density	14.0	1,134	39.2%	434	17.5%	-700
Lower Density	5.8	702	24.3%	992	40.0%	290
Total Housing Units		**2,892**	**100.0%**	**2,482**	**100.0%**	

Portland and to a lesser degree Vancouver are different than most areas with ratios of 15/85 percent and 24/76 percent single family product to multifamily homes. However, this ratio is the result of land shortages, which can drive up the value of the land to the point where single-family housing is no longer feasible.

Camas, and particularly, the North Shore is many years away from facing this kind of a problem, if ever. There is abundant land to the north that can be added to the urban growth area if shortages begin to emerge. It is questionable if the Camas community would ever want their city to evolve like Portland or even like Vancouver.

However, if the City wants to designate middle housing zones in this area, it should ensure that the areas zoned for a density of 10 to 18 units per acre could also accommodate single family housing if that is what the market will bear. As shown in Figure 6 above, this type of housing makes up a very small percentage of housing that has been built in the region over the last five years. If there is more demand for single family structures, those should not be prohibited on this land. In addition, if the City wants to incentivize more middle housing, it could utilize programs like SDC waivers and FAR increases to encourage that development. It is unlikely that much of this type of housing will be built without such incentives.

Draft Memorandum

Date: October 12, 2022

Subject: Estimated Land Use Capacity of the Draft Preferred Concept
North Shore Subarea Plan, Phase 2

From: Nicole McDermott, WSP USA
Emma Johnson, WSP USA

To: Robert Maul, City of Camas

This memorandum summarizes the estimated development capacity of the Draft Preferred Concept prepared for the North Shore subarea plan. The memorandum provides estimates for the residential capacity (dwelling units and residents) and employment capacity (jobs) of the Draft Preferred Concept and existing zoning.

1. BACKGROUND

The Draft Preferred Concept was developed from March 2022 to July 2022 based on feedback on the draft options (Option A and Option B) presented at a virtual open house in February 2022. Feedback came from the community, Steering Committee, and the Community Advisory Committee. Like the draft options, the Draft Preferred Concept was guided by the adopted vision statement for the North Shore subarea:

1. **Preserve the North Shore's natural beauty and environmental health.** Policies, regulations and design rules must protect significant trees, tree groves, and surrounding lakes. Identify and preserve views to the treed hillside and the lake.
2. **Plan a network of green spaces and recreational opportunities.** Integrate a variety of parks, playgrounds, trails and open spaces into residential and employment areas throughout the North Shore area. Create a "green corridor" along the lake that completes the Heritage Trail, provides lake access and buffers the lake from adjacent development.
3. **Cluster uses for a walkable community.** Concentrate homes close to schools and around commercial nodes so residents can meet daily needs without driving. Use sidewalks, pedestrian trails and bike paths to connect residents to neighborhood destinations.
4. **Provide a variety of housing options.** Plan for diverse housing types appropriate for varying incomes, sizes and life stages.
5. **Locate Industrial Parks and Commercial Centers to the north.** Protect the environmental integrity of the lake and aesthetic quality of the area by siting light industrial and office uses away from the lake and adjacent to the airport. Encourage commercial activities along high traffic corridors, such as NE Everett St.

6. **Favor local-serving businesses.** Encourage small, local businesses such as restaurants, cafes and grocers that serve North Shore residents and businesses, while complementing downtown Camas.
7. **Plan for needed schools and infrastructure.** Ensure adequate roads, schools and utilities are in place before development occurs. Invest in transportation improvements such as a new roadway through the North Shore and NE Everett improvements to minimize traffic impacts and maximize safety.
8. **Strive to maintain Camas' small town feel.** Sustain the city's quality of life through phased and sustainable growth that contributes to community character.

2. KEY CONSIDERATIONS

Below are some of the key findings from the Camas Housing Action Plan that provide context for employment and housing needs in the city.

- **Employment Needs.** Existing jobs in the city consist primarily of manufacturing, finance and insurance, educational services, professional, scientific, and technical services (about 73% of all jobs).
  - Manufacturing jobs have been declining (from 46% in 2002 to 26% in 2018) and are predicted to continue declining as a percentage of total jobs. Job growth is predicted to occur primarily in education and health services, leisure and hospitality, government, and professional and business services.
  - There is a high level of commuting into and out of the city by workers and residents to access employment. Data indicates that many residents with higher-paying jobs work outside of the city, while residents with lower-paying jobs work in the city.
  - Camas would benefit from increasing the number of higher-paying jobs in the city, which would allow for reduced commutes (and commuting costs) and provide additional tax revenue.
- **Population Growth.** Camas is projected to increase by approximately 11,800 residents by 2040 (a 47% increase). An estimated 4,589 dwelling units are needed to accommodate new residents.
  - A variety of housing types are needed to provide residents the ability to select housing that best meets the needs of their household (family or non-family) and their budget.
- **Aging Population.** About 85% of the population growth from 2010 to 2018 was in residents aged 40 and over. The percentage of the population ages 40 and under declined.
  - Older residents (ages 60+) need a variety of housing options in order to select appropriate housing that meets their physical abilities and budget. In addition, older residents often benefit from being located near services and transit, as driving may not be an option.
- **Affordability.** Housing is considered "affordable" when monthly housing costs do not exceed 30% of monthly income. In Camas, over 40% of renters are currently spending more than 30% of their income on housing, compared to 20% of homeowners.

  - About 40% of projected future housing needs will be for units affordable to households with low or moderate incomes, with a mix of rental and for-sale housing.
- **Housing Options.** There is a lack of diverse housing types in the city, particularly units under 2,000 square feet.
  - To accommodate the variety of new households anticipated, and to better serve existing households with difficulty affording their housing costs, Camas will need housing options diverse in type, tenure, and cost.

3. DEVELOPMENT ASSUMPTIONS

The estimated land use capacity is based on a set of assumptions on how different land uses would develop. The assumptions have been refined over the course of the project and were informed by the Clark County Buildable Lands Model and Camas Housing Action Plan, as well as feedback from the Steering Committee and City based on their recent experiences with development in the region. Table 1 identifies the prior and current development assumptions.

Table 1. Development Assumptions

Prior Assumption	Current Assumption	Rationale
30% of gross acres would not develop due to the presence of critical areas or would develop as roads and/or utilities	No development would occur on wetlands.	Wetlands are regulated and protected at the local, state, and sometimes federal level to a greater extent than other types of critical areas. Protections include outright prohibition of development on certain high functioning wetlands, and increased costs for developers for development that affects any type of wetland.
	Development would occur on 25% of wetland buffers and other types of critical areas and their buffers.	This assumption is consistent with recent applications for development in the city, as well as recent projects by members of the Steering Committee.
	30% of the remaining acres would be used for infrastructure (roads and utilities).	This is a common assumption used in planning and is consistent with City and Steering Committee expectations.
2.7 residents per dwelling unit		*No revision.* This estimate is consistent with the Camas Housing Action Plan.
20 jobs per acre on lands designated as Commercial or Mixed-Use and 9 jobs per acre on lands zoned for Business Park	20 jobs per acre on lands designated for commercial uses, including Commercial, Mixed Use, and Mixed Employment	Based on conversations with the Steering Committee (including the Port of Camas-Washougal and CREDC) as well a market assessment prepared for the North Shore, the "Business Park" designation is now "Mixed Employment." It is anticipated that development in this designation would be more consistent with commercial/office business

		parks than light industrial uses. The revised jobs estimate is consistent with Clark County's Final 2022 Buildable Lands Report.
70% of developable Mixed Use land would include residential development. The remaining 30% would accommodate commercial uses, public facilities (e.g., schools), open space/parks, etc.		*No revision.* This estimate is based on input from the Steering Committee.

4. EXISTING ZONING

The existing zoning in the subarea provides a baseline for comparing the Draft Preferred Concept and considerations around the needs for housing and employment lands/jobs. It is also important to consider existing and planned uses that are not reflected in the zoning when estimating land use capacity, as there are two large properties that will not develop per their existing zoning: Lacamas Lake Elementary School and Legacy Lands (the City-owned parcels acquired for parks and open space). The capacity of the subarea based on the existing zoning is summarized below, followed by the capacity of the subarea when the school and recreational properties are taken into account.

Note: Due to rounding, some numbers may not equal the predicted value.

Table 2 shows the estimated developable acres under the existing zoning and the capacity for dwelling units and jobs.

Table 2. Existing Zoning – Residential and Employment Capacity[1]

Zone	Gross Acres	%	Developable Acres[1]	Max. Density (DU/Acre)	Max. Allowed DU	Jobs/Acre	Jobs
Business Park (BP)	312	32%	101	0	0	20	2,020
Community Commercial (CC)	96	10%	40	0	0	20	808
Mixed use (MX)[2]	15	2%	6	10	65	0	0
Multifamily Residential-18 (R-18)	60	6%	26	18	471	0	0
Multifamily Residential-10 (MF-10)	36	4%	18	10	184	0	0
Residential-6,000 (R-6)	3	0%	1	7.2	5	0	0
Residential-7,500 (R-7.5)	180	18%	80	5.8	462	0	0
Residential-10,000 (R-10)	34	3%	24	4.3	101	0	0
Residential-12 (R-12)	101	10%	44	3.6	158	0	0
Single Family Residential (R1-6)[3]	53	5%	36	7.3	263	0	0

Single Family Residential (R1-10) [3]	39	4%	25	4.4	112	0	0
Parks/Open Space	59	6%	n/a	0	0	0	0
Total	**990**	100%	**402**	--	**1,820**	--	**2,829**

[1] The estimated capacity reflects the current (revised) development assumptions (detailed in Section 3).
[2] The MX zone does not have a maximum density or a minimum requirement for commercial development. An assumption of residential-only development of 10 dwelling units per acre was made based on prior applications.
[3] Clark County zoning

Table 3 summarizes the acreages by zone for Lacamas Lake Elementary and the City-owned Legacy Lands properties. Table 3 also shows the potential dwelling units and jobs that could have been accommodated on those parcels.

Table 3. Lacamas Lake Elementary and Legacy Lands – Residential and Employment Capacity[1]

Zone	Developable Acres	Max. Density (DU/Acre)	Max. Allowed DU	Jobs/Acre	Estimated Jobs
Business Park (BP)	1	0	0	20	21
Community Commercial (CC)	11	0	0	20	222
Multifamily Residential-18 (R-18)	8	18	152	0	0
Multifamily Residential-10 (MF-10)	9	10	95	0	0
Residential-7,500 (R-7.5)	33	5.8	194	0	0
Residential-12 (R-12)	19	3.6	68	0	0
Total	**83**	--	**509**	--	**243**

[1] The estimated capacity reflects development assumptions (detailed in Section 3).

The elementary school and Legacy Lands account for about 200 acres of the subarea, of which approximately 83 acres are estimated to be developable. Approximately 34 acres of employment lands (Community Commercial and Business Park), with the potential for approximately 243 jobs, will not be developed for employment uses. Additionally, approximately 509 dwelling units will no longer be accommodated, as residential development is not anticipated on these parcels.

Table 4 summarizes the estimated capacity for dwelling units and jobs under existing zoning (Table 2), less the capacity from the school and Legacy Lands parcels (Table 3).

Table 4. Revised Existing Zoning – Residential and Employment Capacity

Zone	Developable Acres[1]	Max. Density (DU/Acre)	Max. Allowed DU	Jobs/Acre	Jobs
Business Park (BP)	100	0	0	20	2,000
Community Commercial (CC)	29	0	0	20	586
Mixed Use (MX)[2]	6	10	65	0	0
Multifamily Residential-18 (R-18)	18	18	319	0	0
Multifamily Residential-10 (MF-10)	9	10	89	0	0
Residential-6,000 (R-6)	1	7.2	5	0	0
Residential-7,500 (R-7.5)	46	5.8	268	0	0
Residential-10,000 (R-10)	24	4.3	101	0	0
Residential-12 (R-12)	25	3.6	91	0	0
Single Family Residential (R1-6)[3]	36	7.3	263	0	0
Single Family Residential (R1-10)[3]	25	4.4	112	0	0
Total	**319**	--	**1,312**	--	**2,586**

[1] Developable acres from Table 2 with the reductions from Table 3.
[2] The MX zone does not have a maximum or minimum density requirement for commercial development. An assumption of residential-only development with 10 dwelling units per acre was made based on prior applications in the MX zone.
[3] Clark County zoning

5. DRAFT PREFERRED CONCEPT

Feedback on the draft options from the City, Community Advisory Committee, Steering Committee, and the public open house was used to develop the Draft Preferred Concept. Like the options presented at the open house, the Draft Preferred Concept contains a mix of land uses consisting of:

- Higher Density Residential
- Lower Density Residential
- Commercial
- Mixed Use
- Mixed Employment (formerly Business Park)

The residential and job capacity of the Draft Preferred Concept is summarized below.

Land Use Overview

Table 5 provides a breakdown of the land uses shown on the Draft Preferred Concept. Additional parks/open space would be accommodated within the other land use categories (for example, a subdivision would be required to provide open space or recreational areas). Likewise, additional school capacity would be added as the population grows and development occurs. The need and location of new school facilities would be identified by the Camas School District as part of their annual planning process.

Table 5. Draft Preferred Concept – Land Use Overview

Zone	Gross Acres	Percent of Total Area	Developable Acres[1]
North Shore Mixed Employment	113	11%	41
North Shore Commercial	17	2%	9
North Shore Mixed Use	121	12%	67
North Shore Higher Density Residential	192	19%	81
North Shore Lower Density Residential	287	29%	121
Parks/Open Space	231	23%	77
School	39	4%	13
Total	1,000	100%	**409**

Residential Capacity

Table 6 provides an estimate of the maximum number of dwelling units and estimated population that could be accommodated by the Draft Preferred Concept. The residential density of the Lower Density Residential zone was estimated as 5.8 dwelling units per acre, which is the same density as the city's existing R-7.5 zone. An example of this density is the existing single-family homes to the east of NE Everett and south of 43rd Avenue, in the North Shore subarea.

Based on feedback from the Steering Committee and housing market specialists, the residential densities in both the Higher Density and Lower Density Residential zones were revised to allow

a range of densities Options A and B has assumed a density requirement of 18 dwelling units per acre in the Higher Density zone and 5.8 dwelling units per acre in the Lower Density zone. The proposed zoning would now allow the ranges identified in the table below.

Table 6. Draft Preferred Concept – Residential Capacity

Zone	Developable Acres	Permitted Density (DU/Acre)	Estimated DU	Estimated Population
North Shore Mixed Use	67	24	1,133	3,060
North Shore Higher Density Residential [1]	81	10 to 18	1,136	3,067
North Shore Lower Density Residential [2]	121	4 to 5.8	700	1,890
Total	**269**	**--**	**2,969**	**8,017**

[1] An average of 14 dwelling units per acre was used to calculate the estimate dwelling units.
[1] Given the relatively small range, 5.8 dwelling units per acre was used to calculate the estimate dwelling units.

Employment Capacity

Table 7 provides an estimate of the number of jobs that could be accommodated by the Draft Preferred Concept.

Table 7. Draft Preferred Concept – Employment Capacity

Zone	Developable Acres	Estimated Jobs/Acre	Estimated Jobs
North Shore Mixed Employment	41	20	817
North Shore Commercial	9	20	177
North Shore Mixed Use	67	20	405
Total	**117**	**--**	**1,399**

6. COMPARING THE DRAFT PREFERRED CONCEPT TO EXISTING ZONING

Table 8 summarizes the estimated land use capacity of the existing zoning (current and revised) and the Draft Preferred Concept. The revised development assumptions were used to estimate the capacity. The purpose of this comparison is to show how the estimated capacity could change compared to existing conditions.

Table 8. Comparison of Estimated Capacity

	Developable Acres	Capacity		
		Dwelling Units	People	Jobs
Existing Zoning	402	1,820	4,915	2,829
Revised Existing Zoning (less school and Legacy Lands)	319	1,312	3,542	2,586
Draft Preferred Concept	409	2,969	8,017	1,399

Table 9 shows the estimated changes in capacity between the Draft Preferred Concept and the existing zoning (current and revised).

Table 9. Estimated Changes in Capacity

	Compared to Existing Zoning			Compared to Revised Existing Zoning		
	Dwelling Units	People	Jobs	Dwelling Units	People	Jobs
Draft Preferred Concept	+ 1,149	+ 3,102	- 1,430	+ 1,657	+ 4,475	- 1,187

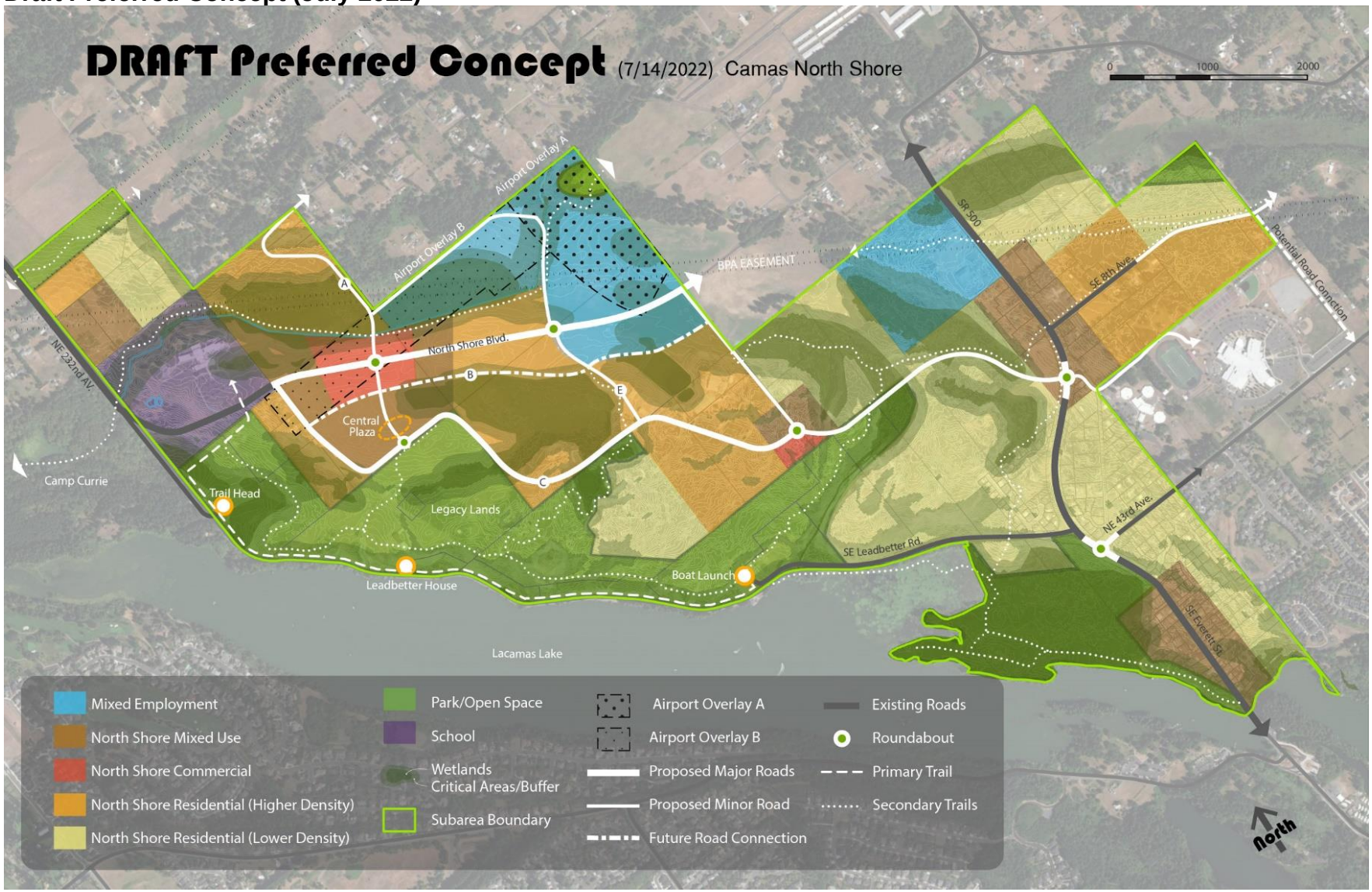
7. COMPARING THE DRAFT PREFERRED CONCEPT TO OPTIONS A AND B

Table 10 summarizes the estimated capacity of the draft options as presented at the open house in February and March 2022. The capacity estimates for Options A and B are based on the prior development assumptions, and the estimates for the Draft Preferred Concept are based on the revised assumptions. The purpose of this comparison is to show how the capacity estimates have changed since the prior open house, due to changes to the concept map as well to the development assumptions and the proposed density requirements.

Table 10. Estimated Capacity – Draft Options and Draft Preferred Concept

	Developable Acres	Capacity		
		Dwelling Units	People	Jobs
Draft Option A	492	3,679	9,933	2,560
Draft Option B	490	4,735	12,785	2,166
Draft Preferred Concept	409	2,969	8,017	1,399

Draft Preferred Concept (July 2022)



Option A (February 2022)

Option B (February 2022)

Camas North Shore Subarea Plan
Phase 2
Frequently Asked Questions and Community Conversations

August 2022

The City developed this set of Frequently Asked Questions to respond to questions and concerns we are hearing from the community during Phase 2 of the planning process. The Phase 1 Frequently Asked Questions document provides additional background information on the subarea plan (e.g., the purpose of a subarea plan, state requirements for planning) and is available on the North Shore Engage Camas site.

How much development would the current draft concept plan allow in the North Shore and how does it compare with what existing zoning would allow?

ANSWER:

The tables below show the potential dwelling units, residents and jobs anticipated in the North Shore subarea based on a set of development assumptions and reflecting the proposed densities for each land use category included on the North Shore draft preferred concept map. The draft map and proposed densities may still be refined based on community feedback.

In the tables below, "Revised Existing Zoning" reflects the existing zoning when accounting for the Lacamas Lake Elementary and Legacy Lands parcels, which are zoned for residential development but are now owned by the City and will no longer be developed for housing. While the Legacy Lands acquisitions protect 160 acres of open space for our community, the tradeoff is that these lands can no longer contribute to our housing needs.

Based on projections from the Washington State Office of Financial Management, the City of Camas is projected to grow by approximately 11,800 residents by 2040 (a 47% increase). **Per the Camas Housing Action Plan, we will need an additional 4,589 dwelling units to accommodate new members of the community and to provide a much needed diversity of housing options.** The proposed densities would accommodate approximately 2,970 units, meaning we still need an additional 1,620 units outside of the North Shore.

	Capacity		
	Dwelling Units	**People**	**Jobs**
Existing Zoning	1,820	4,915	2,829
Revised Existing Zoning	1,312	3,542	2,586
Draft Preferred Concept	2,969	8,017	1,399

	Compared to Existing Zoning			Compared to Revised Existing Zoning		
	Dwelling Units	**People**	**Jobs**	**Dwelling Units**	**People**	**Jobs**
Draft Preferred Concept	+ 1,149	+ 3,102	- 1,430	+ 1,657	+ 4,475	- 1,187

The community does not want development in the North Shore, so why is the City moving forward with the subarea plan?

ANSWER:

If the subarea plan is not adopted, the North Shore can still develop under the existing zoning. While the subarea plan would increase density in some parts of the subarea, it would allow us to focus development in more appropriate locations within the North Shore. While the City has heard from some members of the public that they do not want to see any development, this is not the only message we have heard from the community. We are also hearing about the need for more affordable housing and a desire from property owners who wish to see their properties develop in a way that meets the community's vision. Property owners have a legal right to develop their land and the City cannot prevent the development of private property. It's important to remember that the property owners in the North Shore are members of our community, and they should have a hand in guiding the future of the area.

The City's goal is to create a subarea plan that strikes a balance between the different priorities and perspectives within our community and reflects the vision established during Phase 1 of the project. Because there are differing needs and wishes, it is not possible for the subarea plan to be exactly what each individual in this community would like to see. However, we want to create a subarea plan that balances different perspectives and reflects input from all community members. We are working hard to listen to the community and make adjustments to the plan.

We encourage you to read the "What we heard and what we did " handout, which summarizes some of the key messages that we have heard from the community, Steering Committee and Community Advisory Committee, and identifies how the City has incorporated this feedback into the project.

The North Shore is the wrong place for development, so why are you encouraging development there and not somewhere else?

ANSWER:

It is important to remember that most of the land in the North Shore is in private ownership and property owners have a right to develop their land. This is true whether the subarea plan is adopted or not. Furthermore, the subarea plan does not encourage development. Instead, it aims to develop a plan and new

development standards that will guide future development in a way that is consistent with the community vision.

The Camas Housing Action Plan identifies the need for 4,589 dwelling units to accommodate new residents. The subarea plan would accommodate 2,970 units. **If these housing units are not at least in part located in the North Shore, then they would go somewhere else in Camas.** While we're hearing that some community members don't want the North Shore to develop, we're also hearing frustration that existing neighborhoods are changing and seeing more development. Simply put, there is no one perfect place for development that the entire community will agree on. The North Shore provides an area within city limits with enough space to accommodate some of our anticipated new growth and where many of the largest property owners want to develop their properties.

Why isn't the City listening to the community when we say we want to preserve open space?

ANSWER:

Since annexing the area, the City has purchased over **160 acres** in the North Shore in direct response to the community's calls for preserving open space along Lacamas Lake. The City's acquisition increased the share of land designated for open space/recreation in the North Shore from 6 percent to **16 percent**. This is a significant increase in open space; further, this does not include the additional parks/open space that would be required, within individual developments.

While our acquisition preserved 160 acres for open space/recreation, it also reduced the amount of land available for housing at a time when our community is growing. Increasing the development density north of the Legacy Lands strikes a balance between preserving open space and making room for new members of our community.

Why are you increasing density on the Mills Property?

ANSWER:

The subarea plan would actually **reduce** the maximum number of houses permitted on the remaining Mills Property. In 2019, the City acquired 26 acres of the Mills Property as part of the Legacy Lands acquisition (parcel "A" below). This property is zoned Multifamily Residential-10[1] (MF-10) and could have accommodated approximately 140 dwelling units.[2]

The two remaining parcels are both currently zoned for multifamily development. The middle parcel (parcel "B") is currently zoned MF-10, and the Draft Preferred Concept would change this to single-family, reducing the maximum density from 10 dwelling units to 5.7 dwelling units per acre. The subarea plan would **reduce** the maximum number of dwelling units on parcel B from approximately 250 to 140 dwelling units.

The Draft Preferred Concept would **retain** the current maximum density on parcel C, which would accommodate approximately 265 dwelling units.

[1] Approximately 6 acres are zoned Business Park. This acreage is not included in the dwelling units estimate.

[2] This assumes approximately 30% of the land would be used for roads, utilities, or landscaped areas and open space. This is a common industry standard used to estimate the percentage of land that could contain buildings and land that is required for access, infrastructure, and other uses.

All in all, the City's efforts, including the Legacy Lands acquisition and the proposed subarea plan densities, would likely result in fewer houses being built on the Mills Property. The maximum number of dwelling units allowed by current zoning on the Mills Property is 654 dwelling units. The maximum number of dwelling units allowed on the Mills Property with the preferred concept plan is 407 dwelling units.

How can we prevent or reduce the loss of tree cover?

ANSWER:

Camas has made some recent strides in enacting better protections for our trees. Our tree ordinance was adopted in 2018 and stipulates several protection measures, including requiring developers to replace trees at a specific ratio. Development that was permitted before the ordinance was adopted in 2018 was not held to these standards, and therefore many recent developments do not reflect these new protections.

With the North Shore Subarea Plan, unique development standards and code requirements will be prepared for the North Shore area. This means the North Shore design standards as well as the zoning requirements could provide additional protections for existing tree cover. For example, standards in the North Shore could require a higher tree density on site and a higher tree replacement ratio, as well as encouraging the identification of landmark or heritage trees that could be further protected.

The City will be working on the North Shore design standards and zoning code after the subarea plan is complete. The public will have an opportunity to be a part of that process and the code will require adoption by the City Council.

Won't development in the North Shore increase pollution in Lacamas Lake?

ANSWER:

The health of Lacamas Lake is a top concern for the City and the pollution levels in Lacamas Lake, Round Lake and Fallen Leaf Lake must be addressed. The City is currently partnering with the Washington Department of Ecology on efforts to develop a lake cleanup plan. While the North Shore subarea plan includes measures to protect water quality, the reality is most of the pollution is coming from Lacamas Creek, oftentimes miles away

from the lake itself.[3] Simply put, the majority of the pollution is originating from outside of the subarea ar outside of city limits.

This isn't to say that Camas shouldn't be mindful of potential pollution from the subarea, only that the North Shore is a small piece of a much larger solution. Future development in the North Shore will be required to capture and treat stormwater runoff onsite, consistent with City and State stormwater requirements.

Why aren't we using transfer of development rights in the North Shore?

ANSWER:

The City is currently exploring the potential for a transfer of development rights (TDR) program in Camas. TDR programs are a way for a city to encourage the voluntary transfer of development from places where a community would like to see less development (referred to as "sending areas") to places where a community would like to see more development (referred to as "receiving areas"). TDR is a voluntary program and requires that a property owner agree to transfer their development rights to another property. The City cannot legally require the owner to participate. If City Council decides to pursue a TDR program, it would take approximately X years for a citywide TDR program to be adopted into Camas' municipal code. In the meantime, any development applications would be vested[4] under the existing zoning.

The community and City could consider including something in the subarea plan that would encourage the use of TDR if a citywide program were established. For example, the subarea plan could include a policy that states sending and receiving areas should be evaluated at the time a citywide TDR program is under development. The subarea plan could also encourage "cluster development" in the North Shore, which is a similar concept to TDR but does not require an agreement between two property owners. Cluster development allows a developer/property owner to concentrate dwelling units in one area in order to preserve the remainder of the property for open space and other natural features.

Is this going to ruin views from across the lake and other viewpoints?

ANSWER:

To a large extent, views have been protected via the acquisition of 160 acres of land along Lacamas Lake. Some views will likely change due to development, and this comes back to the need to balance different priorities and rights within in our community. We need to preserve views where possible while respecting private property rights and providing jobs and housing for our growing community. Development on the south side of the lake was not restricted by property owners on the north side, and we need to find a middle-ground that works for everyone.

Was the aerial graphic presented at the open house on August 17th representative of the proposed density?

ANSWER:

Yes. The aerial sketch was created using a 3D modeling software program (SketchUp). The proposed density for each land use category (higher density residential, lower density residential, etc.) was applied to the corresponding areas within the North Shore, and 3D buildings were added based on the permitted density. The model also accounted for areas with limited development potential (e.g., wetlands) and requirements for road networks, open space and other areas that would not contain buildings.

[3] Lacamas Creek Partnership for Clean Water: https://www.ezview.wa.gov/site/alias__1962/37698/lacamas_creek_partnership_for_clean_water.aspx

[4] "Vested" means that an application for development must be reviewed/held to the standards of the municipal code in place at the time it was accepted for review by the City. Changes to the code (for example, adoption of the City's tree ordinance) cannot be applied retroactively to applications submitted before the changes were adopted.

Do we have the road capacity to support new development? How will it get paid for and when would it be constructed?

ANSWER:

Not today, but the City is confident that the proposed road network can be constructed over time and in tandem with development. The City prepared a trip generation and roadway connectivity assessment based on the draft preferred concept plan. The assessment concluded that the proposed roadway connections are expected to provide adequate roadway capacity to support the land use designations.

For development of larger collector or arterial roads, the City will often work with developers to help fund the upsizing of facilities (make larger) to accommodate planned growth for the larger area. These larger roads to serve growth are also funded through grants, loans and impact fees. Improvements to NE 38th Avenue, NW Friberg-Strunk Road, and the North Shore Sewer Project are examples of projects funded with grants, loans, and impact fees.

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MEMORANDUM

DATE: October 14, 2022

TO: Nicole McDermott, AICP | WSP

FROM: Reah Flisakowski, PE | DKS Associates

SUBJECT: Camas North Shore Subarea Plan – Trip Generation and Roadway Connectivity Assessment

This memorandum documents the trip generation estimate and roadway connectivity assessment that was prepared to support the Camas North Shore Subarea Plan. The methodology, evaluation and findings are summarized in the following sections.

TRIP GENERATION

Trip generation is the method used to estimate the number of vehicles that would be added to the surrounding roadway network as a result of development of the concept plan. The trip generation estimate was based on the draft subarea concept plan (dated July 14, 2022) shown below and a summary of developable lands and resulting buildout land use estimates provided by the project team. The preferred concept plan includes a variety of land uses; mixed employment, mixed use, commercial, education, high density residential and low density residential with significant park and open space area.

FIGURE 1: SUBAREA CONCEPT PLAN

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The trip generation estimate represents anticipated vehicle trips during the weekday evening (PM) peak hour. The estimate was prepared using data and methodologies provided in the current ITE 11th Edition Trip Generation Manual and ITE Trip Generation Handbook. The trip estimate was based on ITE land use categories that best represent the concept plan designations and the variety of potential future development. The ITE land use category descriptions are included in the appendix. The trip estimates for commercial uses applied a passby trip reduction to account for customers that would already be driving by a development which is not considered a new vehicle trip. The trip generation estimate is shown in Table 1.

TABLE 1: VEHICLE TRIP GENERATION ESTIMATE

CONCEPT PLAN LAND USE	ITE LAND USE	ITE CODE	SIZE*	WEEKDAY PM PEAK HOUR TRIPS		
				IN	OUT	TOTAL
Business Park/ Light Industrial	Industrial Park	130	817 EMP	68	275	343
Commercial	Shopping Plaza with Supermarket *Passby Trips (40%)*	821	116 KSF	502 *-201*	545 *-218*	1,047 *-419*
North Shore Mixed Use	Shopping Plaza *Passby Trips (30%)*	821	264 KSF	671 *-201*	699 *-210*	1,370 *-411*
	Multifamily Housing (Low-Rise)	220	566 DU	182	107	289
	Multifamily Housing (Mid-Rise)	221	566 DU	135	86	221
North Shore Residential (Higher Density)	Single-Family Detached Housing	210	114 DU	67	40	107
	Single-Family Attached Housing	215	341 DU	110	84	194
	Multifamily Housing (Low-Rise)	220	341 DU	110	64	174
	Multifamily Housing (Mid-Rise)	221	341 DU	81	52	133
North Shore Residential (Lower Density)	Single-Family Detached Housing	210	700 DU	415	243	658
Parks/Open Space	Public Park	411	77 AC	4	4	8
School	Elementary School	520	330 STU	24	29	53
			INITIAL NEW TRIPS	1,967	1,800	3,767
			PASSBY TRIP REDUCTION	-402	-428	-830
			NET NEW TRIPS	**1,565**	**1,373**	**2,937**

*KSF= 1,000 square feet, EMP = employees, DU = dwelling units, AC = acres, STU = students

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The North Shore Mixed Use residential areas were separated evenly into multifamily low-rise and mid-rise development to account for a variety of housing types. Similarly, the North Shore Residential (Higher Density) area was separated into a variety of developments ranging from single-family detached to multifamily mid-rise housing.

The weekday (Monday to Friday) PM peak hour was selected for the trip generation estimate to correspond with the evening commute period which is the time of day that experiences the highest traffic volumes on the surrounding street network. The majority of land uses with the planning area are expected to generate the highest hourly trips during the weekday PM peak hour. Exceptions are the public park and elementary school uses. The public park is planned to include a boat launch and trailhead, with peak trip generation occurring during weekend afternoons. The elementary school peak trip generation would occur during the weekday morning and afternoon peak hours. The PM peak hour captures school staff leaving work and afterschool events.

A portion of the net new trips generated by the plan designations (shown in Table 1) would begin and end within the subarea boundary. For example, residents in the North Shore area could be customers at the local grocery store, have children attend the elementary school and work at the business park. Based on the mix of land uses and level of planned development, approximately 30% of trips would occur withing the subarea boundary and 70% would travel outside the boundary. The internal and external trip estimate is shown in Table 2.

TABLE 2: INTERNAL AND EXTERNAL TRIP ESTIMATE

	WEEKDAY PM PEAK HOUR TRIPS		
	IN	OUT	TOTAL
NET NEW TRIPS	1,565	1,373	2,937
TRIPS WITHIN SUBAREA BOUNDARY (30%)	469	412	881
TRIPS OUTSIDE SUBAREA BOUNDARY (70%)	1,095	961	2,056

The buildout of the North Shore subarea was compared to the initial land use growth used to prepare the Camas Transportation Plan (TP) that is in progress. The North Shore subarea land use estimates are higher for residential growth and relatively close for employment growth. The TP land use growth and resulting transportation operations will be updated to ensure the future transportation system can adequately accommodate the new North Shore land use designations.

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ROADWAY CONNECTIVITY ASSESSMENT

The subarea concept plan includes multiple connections to the surrounding public street network. These roadway connections are described below and identified in Figure 2 with a red asterisk.

- #1 – NE 232nd Avenue extending to the east as North Shore Blvd was recently constructed along the frontage of Lacamas Lake Elementary School. The existing North Shore Blvd is planned to extend east to provide a Major Road connection through the subarea.
- #2 – The extension of NE 3rd Street (North Shore Blvd) to the west is planned as a Major Road connection between the central portion of the subarea and SR 500.
- #3 – A new Minor Road connection to SR 500 at NE Everett Drive is planned to connect through the subarea.
- #4 – The extension of SE 8th Street east of SR 500 as a Minor Road is planned to connect the east side of the subarea.
- #5 – The existing Leadbetter Road, which connects to SR 500 today, is planned for limited vehicle access to serve the park area and Lacamas Lake boat launch in the subarea.

FIGURE 2: SUBAREA CONCEPT PLAN ROADWAY CONNECTIONS

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Approximately 2,056 PM peak hour trips (1,095 entering and 961 exiting) are estimated to travel outside the subarea boundary. This estimate was used to conduct a high-level assessment of the planned roadway connections to the subarea. With buildout of the subarea, the proposed roadway connections are expected to provide adequate roadway capacity to support the land use designations. The subarea will develop over time and the roadway network needed to serve new trips will be determined at the development application level.

APPENDIX

Land Use: 130
Industrial Park

Description

An industrial park contains several individual industrial or related facilities. It is characterized by a mix of manufacturing, service, and warehouse facilities with a wide variation in the proportion of each type of use from one location to another. Many industrial parks contain highly diversified facilities. Some parks in the database have a large number of small businesses and others have one or two dominant industries. General light industrial (Land Use 110) and manufacturing (Land Use 140) are related uses.

Additional Data

The sites were surveyed in the 1980s, the 2000s, 2010s, and the 2020s in California, Georgia, New Jersey, Massachusetts, New York, Ontario (CAN), and Pennsylvania.

Source Numbers

106, 162, 184, 251, 277, 422, 706, 747, 753, 937, 1032, 1070

Land Use: 210
Single-Family Detached Housing

Description

A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision.

Specialized Land Use

Data have been submitted for several single-family detached housing developments with homes that are commonly referred to as patio homes. A patio home is a detached housing unit that is located on a small lot with little (or no) front or back yard. In some subdivisions, communal maintenance of outside grounds is provided for the patio homes. The three patio home sites total 299 dwelling units with overall weighted average trip generation rates of 5.35 vehicle trips per dwelling unit for weekday, 0.26 for the AM adjacent street peak hour, and 0.47 for the PM adjacent street peak hour. These patio home rates based on a small sample of sites are lower than those for single-family detached housing (Land Use 210), lower than those for single-family attached housing (Land Use 251), and higher than those for senior adult housing -- single-family (Land Use 251). Further analysis of this housing type will be conducted in a future edition of *Trip Generation Manual*.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

For 30 of the study sites, data on the number of residents and number of household vehicles are available. The overall averages for the 30 sites are 3.6 residents per dwelling unit and 1.5 vehicles per dwelling unit.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Arizona, California, Connecticut, Delaware, Illinois, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, Montana, New Jersey, North Carolina, Ohio, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Vermont, Virginia, and West Virginia.

Source Numbers

100, 105, 114, 126, 157, 167, 177, 197, 207, 211, 217, 267, 275, 293, 300, 319, 320, 356, 357, 367, 384, 387, 407, 435, 522, 550, 552, 579, 598, 601, 603, 614, 637, 711, 716, 720, 728, 735, 868, 869, 903, 925, 936, 1005, 1007, 1008, 1010, 1033, 1066, 1077,1078, 1079

Land Use: 215
Single-Family Attached Housing

Description

Single-family attached housing includes any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space.

Additional Data

The database for this land use includes duplexes (defined as a single structure with two distinct dwelling units, typically joined side-by-side and each with at least one outside entrance) and townhouses/rowhouses (defined as a single structure with three or more distinct dwelling units, joined side-by-side in a row and each with an outside entrance).

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in British Columbia (CAN), California, Georgia, Illinois, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Dakota, Utah, Virginia, and Wisconsin.

Source Numbers

168, 204, 211, 237, 305, 306, 319, 321, 357, 390, 418, 525, 571, 583, 638, 735, 868, 869, 870, 896, 912, 959, 1009, 1046, 1056, 1058, 1077

Land Use: 220
Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have two or three floors (levels). Various configurations fit this description, including walkup apartment, mansion apartment, and stacked townhouse.

- A walkup apartment typically is two or three floors in height with dwelling units that are accessed by a single or multiple entrances with stairways and hallways.
- A mansion apartment is a single structure that contains several apartments within what appears to be a single-family dwelling unit.
- A fourplex is a single two-story structure with two matching dwelling units on the ground and second floors. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.
- A stacked townhouse is designed to match the external appearance of a townhouse. But, unlike a townhouse dwelling unit that only shares walls with an adjoining unit, the stacked townhouse units share both floors and walls. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.

Multifamily housing (mid-rise) (Land Use 221), multifamily housing (high-rise) (Land Use 222), affordable housing (Land Use 223), and off-campus student apartment (low-rise) (Land Use 225) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the three sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip

generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

For the three sites for which data were provided for both occupied dwelling units and residents, there was an average of 2.72 residents per occupied dwelling unit.

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in British Columbia (CAN), California, Delaware, Florida, Georgia, Illinois, Indiana, Maine, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Utah, and Washington.

Source Numbers

188, 204, 237, 300, 305, 306, 320, 321, 357, 390, 412, 525, 530, 579, 583, 638, 864, 866, 896, 901, 903, 904, 936, 939, 944, 946, 947, 948, 963, 964, 966, 967, 1012, 1013, 1014, 1036, 1047, 1056, 1071, 1076

Land Use: 221
Multifamily Housing (Mid-Rise)

Description

Mid-rise multifamily housing includes apartments and condominiums located in a building that has between four and 10 floors of living space. Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways.

Multifamily housing (low-rise) (Land Use 220), multifamily housing (high-rise) (Land Use 222), off-campus student apartment (mid-rise) (Land Use 226), and mid-rise residential with ground-floor commercial (Land Use 231) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the six sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.5 residents per occupied dwelling unit.

For the five sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, District of Columbia, Florida, Georgia, Illinois, Maryland, Massachusetts, Minnesota, Montana, New Jersey, New York, Ontario (CAN), Oregon, Utah, and Virginia.

Source Numbers

168, 188, 204, 305, 306, 321, 818, 857, 862, 866, 901, 904, 910, 949, 951, 959, 963, 964, 966, 967, 969, 970, 1004, 1014, 1022, 1023, 1025, 1031, 1032, 1035, 1047, 1056, 1057, 1058, 1071, 1076

Land Use: 411
Public Park

Description

A public park is owned and operated by a municipal, county, state, or federal agency. The parks surveyed vary widely as to location, type, and number of facilities, including boating or swimming facilities, beaches, hiking trails, ball fields, soccer fields, campsites, and picnic facilities. Seasonal use of the individual sites differs widely as a result of the varying facilities and local conditions, such as weather. For example, some of the sites are used primarily for boating or swimming; others are used for softball games. Soccer complex (Land Use 488) is a related use.

Additional Data

The percentage of the park area that is used most intensively varies considerably within the studies contained in this land use. Therefore, caution should be used when using acres as an independent variable.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Arizona, California, New Jersey, New York, North Carolina, and Oregon.

Source Numbers

186, 392, 407, 709, 729, 852, 905

Land Use: 520
Elementary School

Description

An elementary school is a public school that typically serves students attending kindergarten through the fifth or sixth grade. An elementary school is usually centrally located in a residential community to facilitate student access. Bus service is commonly provided to students living beyond a specified distance from the school. Middle school/junior high school (Land Use 522), private school (K-8) (Land Use 530), private school (K-12) (Land Use 532), charter elementary school (Land Use 536), and charter school (K-12) (Land Use 538) are related uses.

Additional Data

Elementary school students generally used school buses more than regular transit and were dropped off and picked up more than high school students, who were apt to walk longer distances, ride bicycles, or, in some cases, drive to school. The percentage of students at the sites who were transported to school via bus varied considerably. Some sites experienced higher than average trip rates because many students did not utilize the available school bus service. Due to the varied transit and school bus usage at these sites, it is desirable that future studies report additional detail on the percentage of students who were bused to school and the percentage that were dropped off and picked up.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alabama, Arizona, British Columbia (CAN), California, Connecticut, Florida, Hawaii, Minnesota, Montana, Nevada, New York, Oregon, Texas, Utah, Washinton, and West Virginia.

Source Numbers

186, 383, 390, 395, 533, 536, 572, 579, 583, 609, 611, 612, 613, 632, 707, 852, 856, 858, 866, 877, 878, 896, 940, 1039, 1048, 1067, 1083

Land Use: 821
Shopping Plaza (40-150k)

Description

A shopping plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has between 40,000 and 150,000 square feet of gross leasable area (GLA). The term “plaza” in the land use name rather than “center” is simply a means of distinction between the different shopping center size ranges. Various other names are commonly used to categorize a shopping plaza within this size range, depending on its specific size and tenants, such as neighborhood center, community center, and fashion center.

Its major tenant is often a supermarket but many sites are anchored by home improvement, discount, or other stores. A shopping plaza typically contains more than retail merchandising facilities. Office space, a movie theater, restaurants, a post office, banks, a health club, and recreational facilities are common tenants. A shopping plaza is almost always open-air and the GLA is the same as the gross floor area of the building.

The 150,000 square feet GLA threshold value between shopping plaza and shopping center (Land Use 820) is based on an examination of trip generation data. For a shopping plaza that is smaller than the threshold value, the presence or absence of a supermarket within the plaza has a measurable effect on site trip generation. For a shopping center that is larger than the threshold value, the trips generated by its other major tenants mask any effects of the presence or absence of an on-site supermarket.

The 40,000 square feet GFA threshold between shopping plaza and strip retail plaza (Land Use 822) was selected based on an examination of the overall shopping center/plaza database. No shopping plaza with a supermarket as its anchor is smaller than 40,000 square feet GLA.

Shopping center (>150k) (Land Use 820), strip retail plaza (<40k) (Land Use 822), and factory outlet center (Land Use 823) are related uses.

Land Use Subcategory

The presence or absence of a supermarket in a shopping plaza has been determined to have a measurable effect on site trip generation. Therefore, data are presented for two subcategories for this land use: sites with a supermarket anchor and sites without a supermarket.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), British Columbia (CAN), California, Connecticut, District of Columbia, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Maine, Maryland, Massachusetts, Minnesota, Nevada, New Jersey, New York, Ontario (CAN), Oregon, Pennsylvania, South Dakota, Texas, Vermont, Virginia, Washington, and Wisconsin.

Source Numbers

105, 110, 156, 159, 186, 198, 204, 211, 213, 239, 259, 260, 295, 301, 304, 305, 307, 317, 319, 358, 376, 390, 400, 404, 437, 444, 446, 507, 580, 598, 658, 728, 908, 926, 944, 946, 960, 973, 974, 1004, 1009, 1025, 1069

October 19, 2022 **North Shore Plan Comments**

Troy Hull, Chair
City of Camas Planning Commission
616 NE 4th Avenue
Camas, WA 98607

Chair Hull:

Where does one begin with the issues of the North Shore plan? For starters, consider that one-third of the new homes this plan permits derive from residential entitlements the public purchased the last 7 years. Between Camas Schools and Legacy lands, tens of millions of public dollars bought land with 509 residential units of entitlements. Those units are given to private landowners.

We purchased land to buffer private development. Giving private development the benefit our entitlements, we get more traffic and other impacts. So much for a buffer.

The staff report says it all: "approximately 509 dwelling units will no longer be accommodated, as residential development is not anticipated on these parcels."

What on earth does "not anticipated" mean? Is staff speaking for our school district? Has our school board voted to make our development rights surplus? I've made a request to them to consider building affordable housing on a 1+ acre existing pad across the existing Lake Road from future high-density housing. Before this plan takes this potential away.

Our Council keep saying how important affordable housing is. Everyone gets the problem. Yet the FAQ shows the lack of meaningful responsiveness from our staff, dismissing public sentiment for affordable housing saying the City cannot prevent the development of private property.

Why on earth did we spend a half-million dollars on consultants if the basic premise is we can't do anything in the name of planning? What's the point of all this?

Sadly, the DNA of the North Shore plan has been made clear. Two years ago a member of the Steering Committee reminded our new mayor that affordable housing was never part of the "understanding." Moreover, this member goes on to to say affordable housing is a disparate housing type that doesn't belong in the North Shore.

This widely circulated letter included Mayor Hogan and this Planning Commission. That statement has never been responded to or rebuked.

Sadly, Mr. Logan has prevailed. There is nothing to require affordable housing. Not even with the 509 publicly owned development rights we are poised to give them. Is he speaking for you?

As a start, let's keep our public development rights and build some affordable housing. Let's pretend we care whether or not our educators, public safety officials, health care workers, etc. can even live in our city.

Let's get serious about teeth in this plan to protect our forests, the land, and even our Port. We are told if you just vote on this map, then the "good stuff" comes in the next phase. Trust us. That's what they said about the pool bond but we were wise to that.

We can build something great on the North Shore. Or we can miss great opportunities for the greater community, not just the developer. I suggest the former.

I wish there was more time, as I wish our staff actually cared about what the public has been saying for three years. I hope you care and listen.

Randal Friedman
Camas

Annual Comprehensive Plan Amendments
CPA22-05
Index of Exhibits

Exhibit No.	Title/Description	Document Date
1	North Shore Subarea Report	10/2022
2	Preferred Alt Map	7/14/22
3	Leeland Economic Study	8/12/22
4	Draft Preferred Concept Capacity	10/12/22
5	North Shore Phase 2 FAQ	10/2022
6	Trip Generation & Roadway Connectivity Assessment	10/14/22
7	Friedman Public Comment	10/19/22