



**Planning Commission Meeting Agenda**  
**Tuesday, April 18, 2023, 7:00 PM**  
**Council Chambers, 616 NE 4th AVE**

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

**To Participate Remotely:**

**OPTION 1 -**

1. Go to [www.zoom.us](http://www.zoom.us) and download the app or click "Join A Meeting" and use Meeting ID – 899 5983 0350
2. Or, from any device click <https://us06web.zoom.us/j/89959830350>

**OPTION 2 - Join by phone (audio only):**

Dial 877-853-5257 and enter meeting ID# 899 5983 0350

**For Public Comment:**

Click the raise hand icon in the app or by phone, hit \*9 to "raise your hand", or email to [communitydevelopment@cityofcamas.us](mailto:communitydevelopment@cityofcamas.us)

*These will be entered into the meeting record. Emails received up until one hour before the start of the meeting will be emailed to the Meeting Body prior to the meeting start time.*

**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**

1. [March 21, 2023 Planning Commission Meeting Minutes](#)

**MEETING ITEMS**

2. [Mackay Annual Review Comprehensive Plan Amendment Request \(CPA23-01\)](#)  
[Presenter: Robert Maul, Planning Manager](#)  
[Time Estimate: 30 minutes](#)
3. [Camas Municipal Code Changes to Incorporate North Shore Standards](#)  
[Presenter: Robert Maul, Planning Manager](#)  
[Time Estimate: 30 minutes](#)

**MISCELLANEOUS UPDATES**

**NEXT MEETING DATE**

**CLOSE OF MEETING**





**Planning Commission Meeting Minutes**  
**Tuesday, March 21, 2023, 7:00 PM**  
**Council Chambers, 616 NE 4th AVE**

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## **CALL TO ORDER**

Commissioner Hull called the meeting to order at 7:00 p.m.

## **ROLL CALL**

Planning Commissioners Present: Troy Hull (Virtual), Joe Walsh, Shawn High, Geoerl Niles, Warren Montgomery, and Mahsa Eshghi (Virtual)

Commissioners Excused: Marlo Maroon

Staff Present: Alan Peters and Carey Certo

Council Representative: Leslie Lewallen

## **PUBLIC COMMENT**

There was no public comment.

## **MINUTES**

1. October 19, 2022 Planning Commission Special Meeting Minutes

**It was moved by Commissioner Niles and seconded by Commissioner High, to approve the minutes of the October 19, 2022, Planning Commission Special Meeting. The motion passed unanimously.**

## **MEETING ITEMS**

2. Election of Chair and Vice Chair

Recommended Action: The Commissioners nominate and approve a Chair and Vice Chair for the 2023 Planning Commission.

**It was moved by Commissioner High and seconded by Commissioner Eshghi, to nominate and approve Commissioner Hull as the Chair. The motion passed unanimously.**

**It was moved by Commissioner High and seconded by Commissioner Eshghi, to nominate and approve Commissioner Niles as the Vice Chair. The motion passed unanimously.**

3. 2023 Community Development Work Plan  
Presenter: Alan Peters, Community Development Director

Alan Peters reviewed the 2023 Community Development Work Plan and responded to Commissioners questions.

4. HSR Capital (Webberley Property) Annexation Zoning  
City File No. ANNEX23-01  
Presenter: Alan Peters, Community Development Director

Alan Peters reviewed the HSR Capital (Webberley Property) Annexation and responded to Commissioners questions.

### **MISCELLANEOUS UPDATES**

Alan discussed bills in the legislature with respect to housing such as HB 1110 middle housing bill, bills on additional dwelling units, design review committees, and conversion of existing commercial buildings to housing as well as lot splitting.

### **NEXT MEETING DATE**

The next meeting is scheduled for April 18, 2023, at 7 p.m.

### **CLOSE OF MEETING**

The meeting closed at 7:45 p.m.



# Staff Report

April 18<sup>th</sup>, 2023 Planning Commission Workshop

Mackay Annual Review Comprehensive Plan Amendment Request (CPA23-01)

Presenter: Robert Maul, Planning Manager

Time Estimate: 30 minutes

Phone	Email
360.817.4255	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 comprehensive plan and zoning designations for five properties located off of Brady road and NW 18<sup>th</sup> Avenue. The parcel numbers are 125185000, 986055381, 125193000, 127367000, and 127372000. The desire is to convert from Industrial and Commercial comprehensive plan designation as well as Business Park and Regional Commercial zoning designations to Multi-Family 18 (MF-18). Please see detailed staff report and analysis, and all submittal items contained in the agenda for this meeting item.

**BUDGET IMPACT:** N/A

**RECOMMENDATION:** This is a workshop item. Not action to be taken at this time.



STAFF REPORT  
Annual Comprehensive Plan Amendments  
City File Number: CPA23-01

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**TO:** Camas Planning Commission **DATE:** April 18, 2023

**FROM:** Robert Maul, Planning Manager, Camas; Ethan Spoo, AICP, and Alec Egurrola, WSP USA Inc., Consulting Planners

**LOCATION:** 4511 NW 18th Avenue and 4245 NW 16th Street (Property Tax IDs # 125185000; 986055381; 125193000; 127367000; and 127372000)

**APPLICABLE LAW:** Camas Municipal Code (CMC) Chapter 18.51

CONTENTS:

**I.** COMPREHENSIVE PLAN AMENDMENT PROCESS..... 1

**II.** BACKGROUND ..... 2

**III.** LAND INVENTORY ..... 2

**IV.** APPLICABLE COMPREHENSIVE PLAN GOALS AND POLICIES ..... 6

**V.** PROPOSED AMENDMENT ..... 19

**VI.** PUBLIC COMMENT ..... 31

**VII.** RECOMMENDATIONS (Staff and Planning Commission) ..... 31

**VIII.** TABLE 1 –2021 COMPREHENSIVE PLAN ACREAGE (Proposed) ..... 32

**IX.** ZONING REGULATIONS ..... 33

**X.** DEVELOPMENT STANDARDS – CHAPTER 18.09 ..... 34

The purpose of this staff report is to provide findings for the proposed comprehensive plan and zoning map amendments for the subject parcels in compliance with Camas Municipal Code (CMC) 18.51. This Staff Report will:

- Discuss the comprehensive plan amendment process;
- Provide a background of the current comprehensive plan, *Camas 2035*;
- Discuss and analyze the City of Camas’ (the City) buildable land;
- Analyze the City’s comprehensive plan policies and goals;
- Provide an overview of the proposed amendment; and
- Address the provisions set forth in CMC 18.51 regarding comprehensive plan and zoning map amendments.

**I. COMPREHENSIVE PLAN AMENDMENT PROCESS**

Pursuant to CMC 18.51.020, the City accepts applications for comprehensive plan amendments during the month of January each year. The City received one application (File: CPA23-01) on

January 31, 2023, for a proposed comprehensive plan designation and zoning map amendment for the subject properties in accordance with CMC 18.51.020, comprehensive plan amendments are a Type IV process, and the City is obligated to complete initial review of the proposal within 60 days; however, environmental determination requirements may extend this period. Zoning map amendments are a Type III decision per CMC 18.51.025(B); however, the City will review this application concurrently with the Comprehensive Plan amendment. Therefore, the zoning map amendment will be subject to the review procedures of the highest level, per CMC 18.55.355. CMC 18.51.050 requires this application to be reviewed with a recommendation at a Planning Commission (Commission) public hearing and to be forwarded to City Council (Council). The Council will hold a public hearing to review and another to announce the final decision on the application.

## II. BACKGROUND

In 2016, the City adopted a complete update to its comprehensive plan and map, *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 and Clark County's Community Framework Plan.

The plan includes six 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 Washington State's Office of Financial Management, the city's population, as of April 1, 2022, is **27,250**, which is a 4.55% increase from the 2020 Census of **26,065**. This increase is 1.06% more than the Clark County increase of 3.49%, 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 all residents and provide a setting and quality of life that attract and retain businesses" (Citywide Economic Development Goal ED-1).

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 and some school district properties that 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 downtown and near Camas Meadows.

The County's June 2022 *Buildable Lands Report* (BLR) provides a high-level estimate of the capacity of the city's employment and residential lands to accommodate jobs and residential units. Many factors can influence the actual yield of employment land, including detailed site plans showing that a given property can be developed to provide more or less land than initially assumed or the provision of more jobs per net acre than baseline assumptions. The County's next BLR is due in June 2023. The land capacity analysis in this staff report relies on adopted information and assumptions in the County's BLR and the City's comprehensive plan.

The City designated approximately 3,398 acres for employment (combined commercial and industrial lands) or 33% of the overall acreage. Based on the June 2022 BLR there are 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 net acres of industrial land will yield 11,921 additional jobs by 2035. This estimate is based on the employment density assumptions of adding nine jobs per acre for industrial and 20 jobs per acre for commercial, which was reaffirmed by Clark County for the June 2022 BLR.

Between the 2016 adoption of the comprehensive plan and the issuance of the 2022 June BLR, 8 acres of industrial and 29 acres of commercial were developed, resulting in a 182-acre net **surplus** of industrial lands and a 12-acre net **deficit** of commercial lands (see Land Analysis in Section III) representing a remaining capacity of 1,638 industrial jobs and a lack of capacity of 240 commercial jobs.

The City recently approved the North Shore Subarea Plan, which amended the comprehensive plan designations and rezoned properties within its boundaries. Staff determined it was essential to concurrently review the impacts of the North Shore Subarea to residential and employment lands across the city along with this proposal and other comprehensive plan amendments in the city that have occurred since the June 2022 BLR (see Land Analysis below). The analysis in this staff report determined that the comprehensive plan amendments and zoning changes that occurred since the June 2022 BLR further reduced industrial lands but added additional commercial land resulting in a **surplus** of employment lands. This includes a 40-acre **surplus** of industrial lands and a 14-acre **surplus** of commercial lands. This means there is a 362 industrial job surplus and a 279 commercial job surplus totaling 641 jobs if this application were approved.

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## RESIDENTIAL LANDS

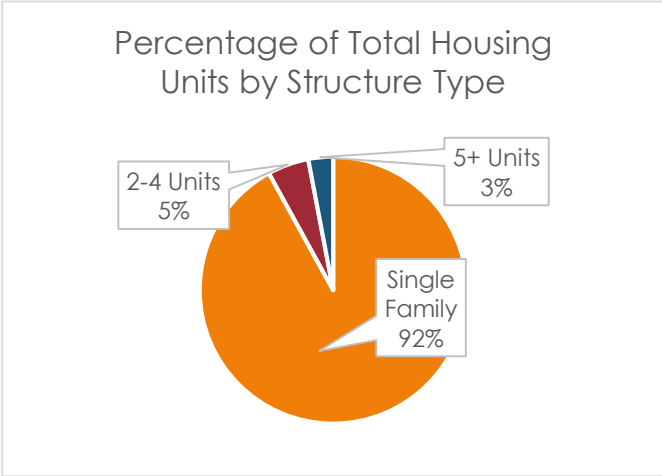
Most land in Camas is designated for single-family residential uses (45%). Together with multifamily, residentially designated lands compose approximately 53% of total acreage. *Camas 2035* states that the city must add 3,868 new residential units within residentially designated areas by 2035 to meet the annual population growth rate of 1.26 percent. The residential land area needed per *Camas 2035* is 645 acres and would accommodate 10,294 people at six units per acre and 2.66 persons per household. Land available at the time of adoption of the comprehensive plan was 876 acres with capacity for 13,981 people.

According to the June 2022 BLR, there has been an average of 368 residential units built per year and a total of 1,931 residential units have been constructed in the city since 2016. As shown below in the land analysis, when accounting for the population added between *Camas 2035* and the 2022 June BLR, there is a 3,016-population capacity **surplus** or 189 acres.

The North Shore Subarea Plan amended the comprehensive plan designations and rezoned properties within the boundaries of the subarea. Factoring in changes in the North Shore

Subarea Plan and other recent comprehensive plan and zoning map amendments, the land analysis determined that residential lands have been added with a remaining **surplus** capacity of residential land and units. This includes a 263-acre **surplus** land capacity (4,223 people) with approval of this application.

In July 2022, 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. 1 <sup>st</sup> Avenue	Apartments	1954	8
Hill Crest Apartments, 1222 NW Couch Street	Apartments	1971	5
First Avenue Apartments, 1410 E. 1 <sup>st</sup> Avenue	Apartments	1972	11
Camas House Apartments, 1102-1138 E. 1 <sup>st</sup> Avenue	Apartments	1979	16
Crown Villa, 1529 Division Street	Apartments	1986	19
River View Apartments, 3003 NE 3 <sup>rd</sup> Avenue	Apartments	1995	60
Russell Street Townhomes, 1820 SE Seventh Ave	Townhomes	1996	9
River Place Apartments, 1718 SE 11 <sup>th</sup> Avenue	Apartments	1998	20
Third Avenue Apartments, 2615 NE 3 <sup>rd</sup> Avenue	Apartments	2000	42
Camas Ridge, 1420 NW 28 <sup>th</sup> Avenue	Apartments	2011	51
Logan Place Village, 1346 NW 25 <sup>th</sup> Avenue	Townhomes	2014	26
7 <sup>th</sup> Avenue Townhomes, 710 NW 7 <sup>th</sup> Avenue	Townhomes	2015	10
Stoneleaf Townhomes, 5843 NW 26 <sup>th</sup> Avenue	Townhomes	2015	12
Parker Village, 20 <sup>th</sup> Avenue & NW Brady Road	Townhomes	2018	60
Terrace at River Oaks, 3009 NE 3 <sup>rd</sup> Avenue	Apartments	2018	120
Clara Apartments, 608 NE Birch Street	Apartments	2020	32
Kielo at Grass Valley, 5988 NW 38 <sup>th</sup> Avenue	Apartments	2020	276

Parklands at Camas Meadows, NW Longbow Lane	Townhomes	2020	24
The Casey, 5515 NW Pacific Rim Boulevard	Apartments	2022 (u.c.)	136
Green Mountain Urban Village	Apartments	2022 (u.c.)	350

LAND ANALYSIS

Figure 1: Land Analysis<sup>1</sup>

	Employment		
	Residential	Industrial	Commercial
<b>2016 Camas Comprehensive Plan</b>			
Targets (People/Jobs)	34,098	4,437	6,740
Jobs Per Acre		9	20
Units Per Acre	6		
People Per Unit	2.66		
Land Area Needed (Acres)	645	493	337
Land Available (Acres)	876	660	464
Capacity (People/Jobs)	13,981	5,940	9,280

<sup>1</sup> The June 2022 BLR has assumed the existing commercial properties (Parcel No: 127367000 and 127372000) as Commercial Built, therefore, the actual vacant buildable land capacity for commercial lands in Camas may be greater than assumed.



<b>2020 Buildable Lands Report Capacity</b>			
Land Available (Acres)	710	667	296
Capacity (People/Jobs)	11,049	6,001	5,920
<b>2020 Residential Capacity</b>			
2020 Population	26,065		
Population Remaining to 2035 Target	8,033		
Surplus/Deficit Population Capacity	3,016		
Surplus/Deficit Land Available (Acres)	189		
<b>2020 Employment Capacity</b>			
Acres Developed (2016-2020)		8	29
Jobs Added (2016-2020)		72	580
Remaining Jobs to Target		4,365	6,160
Remaining Jobs Surplus/Deficit Capacity (2020)		1,636	-240
Remaining Land Available Surplus/Deficit (Acres)		182	-12
<b>2020-2022 Plan Amendments</b>			
CPA 20-02 (Net Acres)	14.39	-14.39	
CPA 20-03 (Net Acres)		-2.74	2.74
CPA 21-01 (Net Acres)		-3.29	3.29
CPA 22-01 (Net Acres)		-3.4	3.4
North Shore Subarea Plan	40	-101	21
Mackay	21.24	-16.75	-4.5
<b>Total Acres Gained/Lost</b>	<b>75.63</b>	<b>-141.57</b>	<b>25.93</b>
<b>Post Mackay Surplus/Deficit Land Available (Acres)</b>	<b>265</b>	<b>40</b>	<b>14</b>
<b>Post Mackay Surplus/Deficit Capacity (Jobs/People)</b>	<b>4,223</b>	<b>362</b>	<b>279</b>

#### IV. APPLICABLE COMPREHENSIVE PLAN GOALS AND POLICIES

Commercial and industrial properties are focal points for job growth for the community. The *Camas 2035* plan includes goals and policies for job growth within the "Economic Development" chapter of the plan (chapter 6), as well as for providing a sufficient land to accommodate jobs as stated in the "Land Use" chapter (chapter 1). The subject property is located within the Grass Valley area of the city, which is an area targeted for economic development in the west side of the city.

The applicant proposes to amend the Industrial and Commercial designations on the subject property to Multi-Family-High, with an associated zone change to multifamily-18 (MF-18). Relevant goals and policies are found in the land use, housing, natural environment, public facilities, and economic development chapters of the *Camas 2035* plan as discussed below.

**Land Use (Camas 2035, Ch. 1):** The City's overall vision is outlined in the "Land Use" chapter. This chapter covers five major land use categories and includes goals and policies.

Citywide Land Use 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-1.6: Ensure adequate public facilities (including roads, emergency services, utilities, and schools) exist to serve new development, and mitigate potential impacts to current residents.

**Applicant Analysis:** In response to land use Goal LU-1.1, the applicant states, "Changing the land use designations and zoning to multifamily residential provides a mix of land use patterns that better reflect the surrounding area and accommodates much needed housing opportunities for something other than large lot, single-family residential development." The applicant notes that in the 2021 Housing Action Plan (HAP) that one of the recommended strategies for obtaining more housing stock in the city is to consider targeted rezones during comprehensive plan updates, including identifying strategic locations, such as urban nodes, vacant land, and industrial land. This includes rezoning these strategic locations for desired residential mix and densities or reflect a built density that is higher than the current zoning.

In response to Policy LU-1.5, the applicant states the land uses that surrounded the subject commercial properties are predominantly residential and educational, with a recently approved neighborhood commercial node (Camas Station) that will absorb the majority of commercial and personal services demand in the area. Rezoning the southern properties from commercial to residential will encourage redevelopment and be a more efficient use of the land. The three northern industrial parcels are adjacent to higher density residential development, a city water reservoir, industrial property to the east (nLIGHT, Inc.) and vacant industrial land to the north. The applicant states that allowing residential development on these properties would be compatible to the adjacent uses as existing conditions of surrounding uses reinforces this compatibility. Additionally, residential development near employment presents opportunities for reduced commute trips and lengths.

The applicant responds to Policy LU-1.6 by stating the city has adequate utilities in the area to serve the development, especially with the installation of the new water reservoir adjacent to the site. Additionally, "recent improvements to the Northwest Brady/Parker corridors have improved north/south traffic flow and the planned extension of Northwest 18th Avenue will improve east/west traffic flow." As for other services and public facilities such as police, fire, and schools, the residential development of the properties will trigger payment of impact fees to mitigate any impacts of the development to these services. "Future development will add improved land values and in turn, increase the total assessed valuation and payment of property taxes," which these revenues will assist the provision of services in this area.

**Staff Findings:** Goal LU-1: The applicant is proposing to convert designated Industrial and Commercial lands to Multi-Family-High, which will provide and accommodate a mix of housing opportunities. Also, converting these lands to Multi-Family-High will provide increased opportunity to preserve natural resources, including wetlands on site, as residential uses have more flexibility when it comes to siting, due to smaller building footprints. Future development in this area will comply with the State Environment Policy Act (SEPA), the City's Critical Areas Ordinance, and the City's public view and open space protections, which are regulated in CMC Title 16. However, converting these lands from Industrial and Commercial will eliminate employment opportunities on these properties. Additionally, Policy LU.1 states that the City shall ensure the appropriate mix of commercial, residential, and industrial lands to meet the 20-year population

and employment projections. As discussed in Section III, the proposal, along with recent city land conversions and the June 2022 BLR, will result in a surplus of employment (industrial and commercial) lands. The balance of employment and residential land is a policy issue for the Commission and the Council's consideration.

Regarding compatibility of the use and design with the surrounding built and natural environments (Policy LU-1.3), multifamily residential may be more compatible with residential lands to the east for reasons of potential noise, fumes, light, and greater traffic from industrial and commercial uses. However, it may be less compatible for traffic and density of development with existing residential and may be less compatible with existing industrial lands to the west and commercial lands (Camas Station) to the south. The existing industrial and commercial designations may be more compatible with existing industrial and schools to the west and south, but less compatible with the existing residential adjacent to the properties, especially to the east. Multifamily residential may help preserve natural environment compatibility assuming the potential wetland on the site can be partly or wholly preserved. The development of these parcels will be required to comply with the City's zoning regulations in CMC Title 18, which would mitigate any potential compatibility issues for any eventual land use.

To ensure adequate public facilities (roads, emergency services, utilities, and schools) exist to serve new development and to mitigate any potential impacts to current residence (Policy LU-1.6), land uses of any type are required to provide adequate roads and utilities prior to occupancy under the city's concurrency requirements. Additionally, public services will be provided to the site by Camas School District, Camas Public Library, Camas Police Department, and Camas Washougal Fire Department. New development will be subject to impact fees in accordance with CMC 3.88. These impact fees include traffic, parks and open space, fire facilities, and schools to mitigate potential impacts to current residences and fund projects to improve these services for current and future residents.

Policy LU-1.7: Ensure consistency with countywide planning policies.

- Proposal is consistent with the following Clark County Comprehensive Plan 2015–2035 countywide planning policies (CPPs):
  - Policy 1.1.13 – Urban development shall be limited to areas designated by the urban growth boundary. Clark County and each local jurisdiction urban areas would have a higher average density than currently exists, approximately 4, 6 to 8, units per net residential acre depending on the specific urban area. No more than 75 percent of the new housing stock would be of a single product type (e.g., single-family detached residential or attached multi-family). This would not apply to the Yacolt urban growth area due to wastewater management issues.
  - Policy 1.1.13 Conversion of industrial or employment lands to non-industrial or non-employment center districts may occur within the following parameter: protect and preserve lands zoned heavy industrial for heavy industrial uses; protect employment center lands from conversion to residential; and consider rezoning of employment center lands to non-retail commercial or business park if the proponent can show that:
    - a) The zone change would accommodate unforeseen and rapidly changing commercial development needs and
    - b) The proposed designation is more suitable than the current designation given the land's site-specific characteristics and

- c) The proposed zone change will generate jobs at higher density than the current comprehensive plan zone allocation.
- o Policy 3.0.2 – The county and each municipality shall cooperate to ensure the preservation and protection of natural resources, critical areas, open space, and recreational lands within and near the urban area through adequate and compatible policies and regulations.
- o Policy 6.0.6 – The county, its municipalities and special districts shall work together to ensure that the provision of public facilities and services are consistent and designed to implement adopted comprehensive plans.
- o Policy 6.0.14 – Within Urban Growth Areas, cities and towns should be the providers of urban services.
- o Policy 9.1.2 – The county and cities will demonstrate their commitment to the retention of those enterprises, which have created the economic base of the county and promote their continued growth in a predictable environment, which encourages investment and job growth.
- o Policy 9.1.3 – The county and cities will encourage long-term growth of businesses of all sizes, because economic diversification and stratification are important factors in overall job growth for the county and cities.
- o Policy 9.1.7 – The county and cities will plan for long-term economic growth, which enhances the capacity of existing air shed for job-generating activities.
- o Policy 9.1.8 – The county and cities will provide for orderly long-term commercial and industrial growth and an adequate supply of land for compatible commercial and industrial development.
- o Policy 9.1.9 – The county and cities will encourage the recruitment of new business employers to absorb the increasing labor force and to supply long-term employment opportunities for county's residents who are currently employed outside of the State.
- o Policy 9.1.11 – Conversion of industrial or employment center lands to non-industrial or non-employment center districts may occur within the following parameters:
  - b) Protect employment center lands from conversion to residential.
  - c) Consider rezoning of employment center lands to non-retail commercial or business park if the proponent can show that (a) the zone change would accommodate unforeseen and rapidly changing commercial development needs and (b) the proposed designation is more suitable than the current designation given the land's site-specific characteristics and (c) the proposed zone change will generate jobs at a higher density than the current comprehensive plan zone allocation.

**Applicant Analysis:** The applicant responds to four CPPs relative to the Housing chapter of Clark County's 20 Year Comprehensive Growth Management Plan and includes policies 2.1.4, 2.1.5, 2.1.6, and 2.1.7. These policies involve linking housing strategies with locations of employment sites and with the availability of public facilities and services; encouraging infill housing within

urban growth areas; and encouraging flexible and cost-efficient regulations for alternative and economically diverse housing types. The applicant states that the proposed comprehensive plan and zoning map changes will link future housing development to employment opportunities that have emerged with the development at the far western edge of Camas and along 192nd Avenue in east Vancouver. The current parcels are underutilized under the existing designations and zoning; therefore, changing the comprehensive plan and zoning map for these lands will unlock the potential for these properties to develop. The proposed change for multifamily residential will open the land to allowing the city to provide alternative housing types to meet the needs of an economically diverse population.

**Staff Findings:** Staff have determined that the CPPs the applicant has responded to (2.1.4 through 2.1.7) are not applicable as these are policies meant for the County and its cities to create strategies and regulations to meet these various housing policies, which, in order to regulate and shape development, are not directly applicable to the proposed amendment and zone change. However, staff have identified several CPPs as listed above.

CPP 1.1.13 limits urban development to within the urban growth boundary, which this application is located within Camas' urban growth boundary. Additionally, this policy encourages each urban area to have a higher average density than recoded at the time the County's comprehensive plan was drafted. At the time of the County's Comprehensive Plan, Camas's average density was six units per acre. Per the June 2022 BLR, Camas is exceeding this with an average density at 6.5 units per acre. Additionally, this policy encourages that no more than 75 percent of the new housing stock are to be a single product type, which Camas' is largely of single-family detached residential. The proposed comprehensive plan and zoning map change would help Camas achieve to not exceed the 75 percent goal.

Also, within CPP 1.1.13, are parameters set for the conversion of industrial or employment lands to non-industrial or non-employment centers that are also provided in CPP 9.1.11. One of these parameters is to protect employment center lands from being converted to residential and another parameter considers rezoning of employment center lands to non-retail commercial or business park if it meets the listed requirements. The proposal to convert employment lands to residential raises questions with this CPP and discourages industrial and employment lands from being converted. Staff note that the policy does not prohibit conversion of employment lands to residential but discourages this from happening to maintain the county and city's employment land base. Staff also note that the subject amendment would maintain a surplus of employment land within Camas and could therefore be interpreted as being consistent with this CPP.

As discussed further in Goal LU-1, Policy LU-1.3, Goal LU-4, Policy LU-4.1, Goal NE-1, Policy NE-1.1, Policy NE-1.5, Goal NE-2, and Policy NE-2.4, Camas will ensure the preservation and protection of natural resources, critical areas, open space, and recreational lands within its urban growth boundary as encouraged by CPP 3.0.2. Pertinent to this amendment request, residential land uses are more likely to protect critical areas onsite (wetlands) than commercial or industrial lands and would pay park impact fees to help provide parks in the city. Critical areas review would be conducted at the development review stage.

CPP 6.0.6 and 6.0.14 encourage public facilities and utility services to be planned so the provision maximizes efficient and cost effectiveness and ensure concurrency and also to ensure the provision of these facilities and services are consistent and designed to implement adopted comprehensive plans. Also, within the urban growth areas, cities shall be the providers of urban services. As discussed further in Policy LU-1.16, Goal T-7, Policy U-7, Policy WS-1, Policy WS-3, Policy SS-1, Policy SW-6, and Goal F-1, this proposal will be consistent with these public facilities and utility services CPPs. If the subject amendment were not approved, it would also be consistent with the CPPs.

CPPs 9.1.2, 9.1.3, 9.1.7, 9.1.8, and 9.1.9 are CPPs related to the creation, retention, encouragement, long-term growth, recruitment, and capacity of industrial and commercial lands and businesses. As discussed in Section III and within other *Camas 2035* policies, the proposal, along with recent city land conversions and the June 2022 BLR, will result in a surplus of employment (commercial and industrial) lands. However, this proposal is to remove employment lands, which will reduce the city's employment land capacity. Since a surplus of employment land remains, staff do not anticipate that the subject amendment would affect the City's ability to create, retain, and recruit industrial and commercial jobs. For future comprehensive plan amendments that reduce employment land capacity, as shown in Section III, the City may need to update employment assumptions based on a market study to ensure that adequate capacity remains to meet its 2035 jobs goal.

Employment 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-2.1: Attract and encourage a balance of new commercial, light industrial, and knowledge-based business, medical, and high-tech uses, and the expansion of existing businesses to provide regional and local employment.

Policy LU-2.3: Encourage shopping local and support for Camas businesses.

Policy LU-2.5: Ensure industrial development and other employment lands are compatible with adjacent neighborhoods through development and landscaping regulations and design review.

Policy LU-2.6: Encourage the development of businesses that offer family wage jobs and support the City's vision for attracting medical and high-tech industries.

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.

Policy LU-2.8: Ensure appropriately zoned land for the development of food retailers (grocery stores and farmers' markets) within a half-mile of residential areas.

**Applicant Analysis:** The applicant does not provide an analysis for any of the applicable goals above. Instead, they provided an analysis for Policy LU-2.4, which is to "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." They state that when coupled with the recently approved Camas Station, changing the zoning and allowing for residential development facilitates a mix of uses in the area. Due to the proximity of these uses there is a possibility of residents living in the new residential developments from the proposal to be able to walk or bike to the Camas Station development and the possibility that the residents can walk, bike, or commute without a vehicle to nearby employers. With the recent improvements to adjacent and nearby roadways, which will be further improved with future developments, the area will be well served with bicycle and pedestrian access. Keeping the land zoned for employment when it is unlikely to develop reduces the chance of realizing this policy.

**Staff Findings:** The proposal is to convert employment lands to residential, which reduces the city's land available for employment uses and potentially affects the capacity for jobs and variety of business types on the subject properties, which is encouraged by Goal LU-2. Furthermore, the proposed conversion may affect the ability of the City to attract and encourage new commercial, light industrial, knowledge-based business, medical, and high-tech

uses, especially in Grass Valley, as encouraged by Policy LU-2.1. This may also limit the ability of existing business to expand to provide regional and local employment in the long run, but as indicated in the submitted market analysis, the market for employment land uses may not exist at the subject location and at the current time. The market analysis further argues that the recently approved commercial project at Northwest Brady Road and Northwest 16th Avenue, Camas Station, will fulfill and absorb commercial needs in this area. Additionally, the proposed land conversion may discourage shopping local and support for Camas businesses (Policy LU-2.3) and discourage development of businesses that offer family wage jobs and support the City's vision for attracting medical and high-tech industries (Policy LU-2.6) as the proposal will reduce land available to achieve these policies. Policy LU-2.8 is to ensure appropriately zoned land for the development of food retailers within a half-mile of residential areas. The conversion of these employment lands to residential will limit the City's ability to maintain appropriately zoned land for food retailer development and ability to develop these within half-mile of residential areas. However, several acres remain of industrial and commercial lands within a half-mile of residential areas in the vicinity of the proposal for opportunity for food retailers. Staff also note that the market analysis argues that provision of multifamily housing will provide housing for workers near existing employment areas and may, therefore, attract, not discourage additional employment land development in Grass Valley.

Policy LU-2.7 encourages the protection of employment land from being converted to residential uses so the City can maintain an adequate supply of commercial and industrial land and to meet the 20-year employment projections. As provided and discussed in Section III, the proposal, along with recent city land conversions and the June 2022 BLR, would result in a surplus of both commercial and industrial lands. Additionally, Section III of This report indicates there is a surplus of residential lands and this surplus will be supplemented by the proposed conversion. Although the proposal would result in the conversion of employment lands, it would not result in inadequate supply of commercial and industrial land to meet the 20-year employment projections.

Lastly, industrial development and other employment lands are to be compatible with adjacent neighborhoods through development and landscaping regulations and design review (LU-2.5). If the proposed conversions are approved and subsequently developed as such, the residential uses will be adjacent to industrial and commercial lands to the west, north, and south. Any future development is subject to the following compatibility regulations: tree and native vegetation preservation (CMC 18.13.052), landscape buffering standards (LCMC 18.13.055) parking area landscaping (CMC 18.13.060), fences and walls (CMC 18.17.050), and design review (CMC Chapter 18.19) ensuring that any eventual land use would address compatibility concerns.

Neighborhood Goal LU-3: Create vibrant, stable, and livable neighborhoods with a variety of housing choices that meet all stages in the life cycle and the range of affordability.

The following policies are particularly applicable to the proposed amendments:

LU-3.1: Encourage a variety of housing typologies to support the overall density goal of six dwelling units per acre.

**Applicant Analysis:** Addressing Goal LU-3, the applicant states that redesignated and rezoning the properties to Multi-Family-High and MF-18 will promote a more diversified housing inventory in both density and affordability. This type of housing inventory will provide employers in the area more housing choices for workers and, therefore, reduce traffic congestion and carbon emissions due to the proximity of work and living. Additionally, as proposed, the land conversion will aid in the City's ability to provide a variety of housing types and support or exceed the overall density goal of six dwelling units per acre (Policy LU-3-1). The applicant further supports

their argument that this conversion is necessary because there has been absorption of vacant multifamily residential properties, for other uses, which will hinder the City's ability to achieve the targeted density. Also, there is limited land zoned MF-18 in the city as it has either developed or is in the North Shore Subarea, which will not develop as immediately as on the subject properties due to the lack of infrastructure and other services.

**Staff Findings:** The proposed amendment is to convert employment lands to residential, specifically a zone amendment to MF-18. This proposed zoning would provide opportunity for a range of housing options in accordance with Goal LU-3 and Policy LU-3.1. According to CMC 18.07.040, the outright permitted housing options are adult family homes/residential care facility/supported living arrangement, apartments, assisted living/retirement homes, designated manufactured homes, duplexes, nursing homes, permanent supportive housing, rowhouses, single-family detached, and transitional housing. Conditional uses are manufacture home parks and residential treatment facilities. Therefore, a wide range of housing options to accommodate a variety of incomes, age groups, and densities. Supporting Policy LU-3.1, and as indicated by the applicant, MF-18 allows a minimum net density of six units per acre and a maximum net density of 18 units per acre, which would help the City's goal of meeting six units per acre. It is important to note that the June 2022 BLR indicates that the City, since 2015, is exceeding this density goal for new development at 6.5 units per acre. Lastly, to ensure vibrant, stable, and livable neighborhoods (Goal LU-3) in proximity to existing commercial, industrial, and schools, new development will be subject to development and landscaping regulations and design review requirements per CMC Title 18.

**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:

H-1.1: Provide a range of housing options to support all ages and income levels.

**Applicant Analysis:** The applicant states that the current designation and zoning of the subject properties are not allowed to develop with multifamily uses. The proposed redesignation and rezoning will promote the opportunity to provide a range of housing options for all ages and income levels as encouraged by Policy H-1.1. Additionally, the diversified residential inventory that could be provided by the proposal will provide nearby employers more housing choices for workers and reduce traffic congestion and carbon emissions due to proximity of work and place of residence.

**Staff Findings:** As outlined above in the land use housing policies, the proposed designation and zone change is to Multi-Family-High and MF-18, respectively. CMC 18.07.040 permits and conditionally permits a wide range of housing options in the MF-18 zone and will aid the City's ability to meet the needs of all members of the community (Goal H-1) and support all ages and income levels (Policy H-1.1). Staff note that there is an existing predominance of single-family residential across the city and the proposed conversion to Multi-Family-High would add housing variety and reduce the share of single-family residences as a mix of all housing types.

Affordable Housing Goal (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.



The following policies are particularly applicable to the proposed amendments:

Policy H-2.1: Support and encourage a wide variety of housing types throughout the city to provide choice, diversity, and affordability and promote homeownership.

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' Median Household Income (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.

**Applicant Analysis:** In response to Policy H-2-1, the applicant states that the plan amendment and rezone is an opportunity for the City to support and encourage a wide variety of housing types. The city lacks an adequate supply of varied housing in type and tenancy, as indicated in the 2021 HAP. For the past few years, the city has undergone a "housing crisis" as current housing supply does not match demand. One of the factors causing this lack of supply is that the city lacks land supply of adequately zoned land that has the services ready or nearly ready for development. The redesignation and rezoning of these properties will add much needed multifamily residential to the limited supply in Camas.

**Staff Findings:** Staff agrees with the applicant that the proposal would foster an opportunity to provide a diversified housing stock that meets the needs of all income levels, is diverse, and provides choice (H-2 and Policy H-2.1). The City's currently housing supply is largely single-family residential, and the proposal would help the City reduce the share of single-family residential in the overall housing stock. As indicated later in this report, infrastructure is in place to support development in the near-term on this site. However, the City has added higher density lands elsewhere, such as the North Shore Subarea with the intent to provide denser and a greater variety of housing.

Policy H-2.3 requires that any comprehensive plan change that increases the residential capacity should require a quarter of the new units to be an affordable to households earning 50 to 80 percent of Camas' MHI at the time of development and the affordable housing created shall remain affordable for the longest possible term (Policy H-2.4). The proposed redesignation and rezone to MF-18 could provide an opportunity to supply diversified housing options for varying levels of incomes at this site and this zoning is more likely to supply affordable housing needs than single-family zoning. According to CMC 18.07.040 (see Section IX), the outright permitted housing options in the MF-18 zone are adult family homes/residential care facility/supported living arrangement, apartments, assisted living/retirement homes, designated manufactured homes, duplexes, nursing homes, permanent supportive housing, rowhouses, single-family detached, and transitional housing. Conditional uses are manufacture home parks and residential treatment facilities.

**Natural Environment (Camas 2035, Ch.3):** The city's natural environment goals and policies focus on environmental stewardship, critical areas, shorelines, and landscape enhancement and tree preservation in order to balance environmental regulations and public safety with economic development.

Environmental Stewardship Goal (NE-1): To preserve Camas' natural environment by developing a sustainable urban environment and protecting habitat and vegetation corridors.

The following policies are particularly applicable to the proposed amendments:

Policy NE-1.1: Consider the immediate and long-term environmental impacts of policy and regulatory decisions.

Policy NE-1.5: Protect, conserve, and manage existing natural resources and valuable historic and cultural areas in order to ensure their long-term preservation.

Critical Area Goal (NE-2): To preserve, maintain, and restore the City's critical areas to protect their function and values.

The following policies are particularly applicable to the proposed amendments:

Policy NE-2.4: Regulate land use and development so as to protect natural topographic, geologic, vegetative, and hydrologic features.

**Applicant Analysis:** No response.

**Staff Response:** Natural resources on the site include a possible occurrence of wetlands along Northwest Brady Road adjacent to the northeastern Industrial property as mapped by the Camas Wetlands Map. Clark County maps hydric soils around this wetland and further onto the adjacent subject parcel. Also, the middle of the three industrial parcels is mostly composed of a dense canopy of trees. The remaining lands in the industrial parcels are made up of grasses. The commercial properties were a former nursery that have little to no natural resources on site, as most of the land was improved to accommodate the use. Across all the subject parcels, there is a general slope gradient, with the northeastern industrial parcel having the least slope and lowest elevation and a general increase of elevation from the northeast corner of the site to the southeast corner. The northern sections of the commercial properties, along the property line shared with Parker Village that has the steepest slopes on site at 15 to 25 percent. Slopes that exceed 15 percent may qualify as a landslide hazard area if it meets the remaining qualifications as listed in CMC 16.59.020(b)(2) (a through c). Commercial and industrial uses require buildings with larger footprints and impervious areas, and therefore, they are less likely to preserve the natural resources and minimize grading on steeper slopes. These uses generally require more grading and are less flexible to design around and preserving natural resources. The proposed conversion to Multi-Family-High designation and MF-18 zoning is more likely to allow flexibility in site design to accommodate and preserve natural resources and may be more amenable to develop on the steeper slopes. Additionally, the memo provided by MacKay Sposito, and as further discussed in Section III, indicates that much of the employment lands in Grass Valley are encumbered by critical areas and are largely undevelopable, especially for industrial and commercial buildings. At this time, no development is proposed with a specific site plan for multifamily uses, so there is no guarantee that natural resources and critical areas would be preserved.

**Transportation (Camas 2035, Ch. 4):** The City's transportation goals and policies focus on streets, multimodal transportation, transit, design, and safety and traffic calming; transportation demand management; concurrency and level of service; and the multiyear financing plan.

Concurrency and Level of Service Goal (T-7): The City will maintain the adopted LOS standards for all arterials, transit routes, and highways.

Policy T-7.2: Require new development to demonstrate that adequate person trips are available, or that multi-modal improvements to the transportation system are made to accommodate the impacts concurrent with the development.

**Applicant Analysis:** None provided.

**Staff Findings:** All developments, whether commercial, industrial, or residential, would be required to maintain adopted levels of service and improve roadways to City standards. The applicant submitted a Traffic Memo by Lancaster Mobley that provides a trip generation comparison between the existing comp plan designations and zoning to the proposed. Under the existing designations (Industrial and Commercial) and zonings (BP and RC), the site could generate up to 900 a.m. peak hour trips, 1,116 p.m. peak hour trips, and 11,490 average weekday trips. Under the proposed comp plan designation (Multi-Family-High) and zoning (MF-18), the site could generate 178 a.m. peak hour trips, 227 p.m. peak hour trips, and 3,006 average weekday trips. The proposal would result in a net decrease of 722 a.m. peak hour, 889 p.m. peak hour, and 8,484 average weekday trips from the existing designations and zonings.

**Public Facilities (Camas 2035, Ch.5):** This element includes the goals and policies for public facilities and services to be provided concurrent with anticipated growth. The element also identifies strategic plans and actions to maintain or improve services. The identified goals and policies were given consideration based on a framework of budgetary and operational guidelines as described throughout this element.

Parks and Recreation Goal: Preserve and enhance the quality of life in Camas through the provision of parks, recreation programs, recreation facilities, trails, and open spaces.

**Applicant Analysis:** None provided.

**Staff Findings:** *Camas 2014 Parks, Recreation, and Open Space Comprehensive Plan Update* indicates in the Park System concept map that a trail is proposed along Northwest Brady Road and Northwest 16th Avenue and adjacent to the subject parcels. No proposed parks are located on the subject properties. Any development on the subject site will be required to construct the proposed trails at the time of development.

The following policies are particularly applicable to the proposed amendments:

Policy U-7: Plan public utility services so that service provision maximizes efficiency and cost effectiveness and ensures concurrency.

Policy WS-1: Extend adequate public water service throughout the City's urban areas. An adequate public water system is one that meets Washington requirements and provides minimum fire flow as required by the Fire Marshal.

Policy WS-2: Provide safe, clean, high quality drinking water to residents.

Policy WS-3: Ensure water infrastructure is designed to City standards and is in place prior to land development.

Policy SS-1: Extend public sanitary sewer services, which is required within urban areas, throughout urban areas. Service may be provided outside urban areas to serve areas where imminent health hazards exist.

Policy SW-3: Meet water quality standards by providing best management practices for development activities.

Policy SW-6: Require new development or redevelopment to comply with the *Camas Stormwater Design Standards Manual* and design criteria.

Franchise Utilities Goal (F-1): To ensure that energy and communication facilities and their services are available to support development when they are needed.

**Applicant Analysis:** No response.

**Staff Findings:** Utilities, including water, sewer, stormwater, and franchise utilities would be made available during development and required to be provided during construction for either industrial and commercial uses or multifamily residential uses. These utilities will be designed and installed in accordance with City standards to ensure quality and safety standards for the provisions of these utilities.

**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.

Citywide Economic Development Goal 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.

The following policies are particularly applicable to the proposed amendments:

Policy ED-1.7: Support retention, expansion, and recruitment of local businesses with a commitment to the community.

Policy ED-1.10: Encourage complementary businesses throughout the City to support industry clusters and leverage resources.

**Applicant Analysis:** The applicant mostly responds to Policy ED-1.1, which Staff determined was inapplicable to the proposal as it is a policy aimed at directing the City to create tools or guidelines to attract health care and high-tech, sustainable, and innovative industries. Since it is a City-level directive, it would not be applicable to applicants. However, the applicant highlights that redesignating and rezoning these parcels to Multi-Family-High and MF-18 would be a tool to attract the listed industries. Due to the subject site's proximity to employment lands, if the site were to be residentially developed, it would provide housing near employment areas to cut down on commute trips and lengths, provide housing options for a wide spectrum of employees, and provide housing near amenities such as parks, schools, and convenience retail. Therefore, the applicant believes that providing these higher density residential developments in proximity to amenities and employment will attract workers of all incomes, which will also further attract and retain diverse industries.

Additionally, the market analysis provided by the applicant indicates that due to the slow absorption rate of the industrial and commercial lands in recent years, there is sufficient employment lands to last 400 years and 50 years, respectively. The City's projections do not match actualization. Therefore, according to this analysis, there will be sufficient employment lands to remain with this conversion and still meet Goal ED-1.

**Staff Findings:** As shown in the Land Analysis in Section III of this report, there remains a surplus of employment lands if the subject amendment is approved. A reduction of employment lands could, but would not likely, impact the City's ability to meet these goals and policies.

Additionally, conversion of these lands from employment to residential may reduce the amount of land to encourage complementary businesses throughout the city to support industry clusters and leverage resources (Policy ED-1.10). The reduction of these employment lands may limit the ability to provide complementary industries and businesses next to each other in Grass Valley. But, as the applicant notes, there is little to no demand for employment uses on these lands.

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 improving environmental quality.

The subject properties are located on the periphery of Grass Valley and the following policies are particularly 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.

**Applicant Analysis:** The applicant provided a citywide analysis of land capacity showing that adequate employment land remains to meet the City's jobs goal. The market analysis provided by the applicant, further highlighted in Section IV, indicates that due to the very low absorption rate and realization of industrial and commercial lands, the City's 20-year employment lands need projection is much smaller than planned. The market analysis indicates there is low demand for these land use types in Camas and that the actual rate of absorption of these industrial and commercial lands will last 400 and 50 years, respectively. Additionally, the market analysis indicates there is much higher demand and absorption of residential lands, and at the current rate, there are 12 years left of residential lands. Therefore, the conversion of these lands to Multi-Family-High will have minimal impacts of employment land needed and shall maintain the Grass Valley economic goal and policy above, while providing much needed multifamily housing.

**Staff Finding:** The City has not adopted a formal boundary for Grass Valley. The proposal is for a conversion of Industrial and Commercial lands on or near Grass Valley to Multi-Family-High, which will reduce available employment land for the City to promote a cooperative industrial business park per Goal ED 3. However, any development on this land will be subject to CMC Chapter 16, which include SEPA and critical areas review for sustainable development and improve environmental quality along with development.

Staff have performed a land analysis that includes this proposal as further provided in Section III. This analysis indicates that there is a surplus of employment (commercial and industrial) and residential lands throughout the city. However, the proposed conversion from employment to residential may reduce available employment land to accommodate the above Grass Valley economic development goal and policy.

### Impacts on Utilities and Transportation Plans

Public works staff reviewed the proposed comprehensive plan and zone change and considered the potential substantive impacts to the city's sewer, water, and transportation systems and plans. The applicant submitted a Traffic Memo by Lancaster Mobley that provides a trip generation comparison between the existing comp plan designations and zoning to the proposed. Under the existing designations (Industrial and Commercial) and zonings (BP and RC), the site could generate up to 900 a.m. peak hour trips, 1,116 p.m. peak hour trips, and 11,490 average weekday trips. Under the proposed comp plan designation (Multi-Family-High) and zoning (MF-18), the site could generate 178 a.m. peak hour trips, 227 p.m. peak hour trips, and 3,006 average weekday trips. The proposal would result in a net decrease of 722 a.m. peak hour, 889 p.m. peak hour, and 8,484 average weekday trips from the existing designations and zonings. Any development of the site will be subject to maintain adopted levels of service and improve roadways to City standards. Staff is awaiting additional analysis from the applicant on the impacts to the adopted water and sewer plans. More detail will be provided prior to any public hearing on this matter.

## V. PROPOSED AMENDMENT

### A. MACKAY PROPERTIES (FILE #CPA23-01)

**Description:** The applicant proposes that the City amend the comprehensive plan for five parcels from Industrial (24.82 acres) and Commercial (6.58 acres) to Multi-Family-High (31.40 total acres) with a corresponding rezone from BP and RC to MF-18. The industrial lands are currently vacant, and the commercial lands were formerly a nursery with a single-family detached home.

#### Site Location and Description:



The subject properties are located generally to the northwest of the Northwest 16th Avenue/Northwest Brady Road intersection. The three northern parcels are designated Industrial with BP zoning and the two southern parcels are designated Commercial with RC zoning. Lands to the north and west of the Industrial-designated parcels are also designated industrial. To the south are lands designated Single-Family Medium and Commercial and to the east lands are designated Single-Family High. To the north of the Commercial designated parcels is a parcel with the same designation that lies between the subject Industrial and Commercial properties. Lands designated as Single-Family Medium are to the west, south, and east of the Commercial properties, as well as land designated as Park to the south. Existing land uses include vacant land to the north (owned by Analog

Devices, Inc), an attached housing development (Parker Village) and city water reservoir to the south, industrial (nLIGHT, Inc and Camas School District property) to the east, and a single-family residential detached development (Kates Cove) to the west. The southern two properties are bounded by an attached housing development to the north (Parker Village), the city water reservoir, and Prune Hill Elementary School to the west, Prune Hill Sports Park and an approved commercial development (Camas Station) to the south, and larger lot single-family detached residences (Victoria Hills) to the east.

**Discussion:** The applicant requests that the comprehensive plan designation of Industrial and Commercial on the subject parcels be amended to Multi-Family High with a corresponding rezone from BP and RC to MF-18.

To better evaluate the proposal, the City must consider the citywide comprehensive plan goals and policies, and those goals and policies for the Grass Valley area (Economic Development, Chapter 6). The comprehensive plan specifically requires an analysis of buildable lands, for any proposed conversions within Grass Valley, **“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.”**

## **Summary of Applicant's Land Need Analysis for Multifamily Residential 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, December 2022). The stated purpose of this report is to evaluate the feasibility of multifamily residential and commercial development on the subject site. Furthermore, analysis in the report compares the suitability of the site for alternative zoning and uses (BP, RC, and MF-18) based on market and planning criteria.

### Current Land Capacity vs. Demand (Camas 2035)

The Johnson Economics report indicates that there has been very limited demand for flex buildings of a tech/research and development format, similar to the buildings from the 1990s to the north and west of site. Additionally, the site is not suitable for heavy manufacturing and lacks proximity to commercial areas and easy highway access. Therefore, only a small portion of industrial and office demand can be captured on site, especially with an average absorption rate of less than one acre per year (pg. 8). The report notes that the demand for commercial can likely be captured in neighborhood centers, such as the proposed Camas Station project located adjacent to the site's commercially designated parcels. Camas Station is providing 14,000 square feet of gas, coffee, convenience, and additional retail and service. The report notes the potential for additional establishments in this location is limited due to the lack of traffic exposure (pg. 8).

The report also outlines the findings of Clark County's Vacant Buildable Lands Model and *Camas 2035* relative to land capacity. Figure 3.3 of the report (pg. 11) shows a net surplus across employment and residential lands: 255 acres and 429 acres, respectively. Relying on Clark County's Buildable Lands Report for the pace of development for five years (2016 to 2020), the report states there is sufficient land supply for commercial (over 50 years), industrial (over 400 years), and residential (12 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 rate per year (pg. 6), it stands to reason that there is more surplus land supply for commercial and industrial development than there is for residential development. This point is underscored in the Grass Valley area, where the report notes an adequate supply of space and land for commercial/industrial use and a constrained supply for residential use. The constrained residential supply reinforced by the Kielo at Grass Valley, a multifamily development in the northern portion of Grass Valley as demonstrated by the high average absorption rate (31 units/month) showing strong demand for this use (pg. 22).

### Employment Demand Analysis

Johnson Economics undertook analysis of forecasted growth rates for office space, retail, industrial, and flex-space uses. The analysis indicates a trend of weak office space demand and an increased demand for retail office space. However, the increasing demand of online retailers will further reduce the need for retail spaces.

Occupancy of industrial space, including flex and specialty buildings, averaged 1.4 acres of positive absorption annually, since 2016, which indicates there is very low demand for industrial uses. The analysis reports that the projected 20-year growth for industrial lands (493 acres) as reported by the June 2022 BLR does not match actual growth as indicated by the market analysis (1.1 acres per year or 22 acres in 20 years), reinforcing the very low demand for industrial uses and lands.

The applicant concludes with the following "the proposed re-allocation of industrial and commercial land to residential land is unlikely to have negative impact on employment growth,

while it can alleviate pressures in the residential market. By accommodating needed workforce housing in the city, the re-allocation may, in fact, have a positive impact on employment growth" (pp. 26).

### Residential Demand Analysis

The Johnson Economics report includes an in-depth analysis of the market for housing in Camas for the past 20 years and for the next five years (2022 to 2027). The analysis shows a trend of households growing older (pg. 23) and for higher income households than in the previous two decades (pg. 24).

The report forecasts that demand will support nearly 1,300 units over the next five years and will represent a wide array of household incomes (pg. 24). Specifically, the demand will be for single-family detached (758 units), single-family attached (154 units), and multifamily (358 units). At an assumed density of 18 units per acre, the multifamily demand would have an absorption rate of 4.3 acres annually. Assuming 10 units per acre for the attached single-family residential, absorption would be 3.1 acres per year. Together, the multifamily and attached homes represent 7.4 acres of projected annual absorption or 37 acres over five years and 148 acres over a 20-year period (pg. 24).

The report notes that residential growth has been stronger than expected in Camas and reflects countywide growth. Much of this growth can be attributed to job growth in Camas and East Vancouver as well as the demand for safe and attractive suburban housing during COVID. Additionally, there has been a large shift across the region in demand from single-family housing to multifamily housing as single-family homes have become increasingly unattainable for a growing share of the population. Across Clark County, the housing share has evolved to match this pattern and demand; however, Camas has not made this shift to the same degree. Therefore, the analysis infers there is 'pent-up' demand for multifamily housing. The analysis references the City's 2021 HAP, which finds a need for additional multifamily and attached single-family homes that can accommodate low- and middle-income households. Furthermore, additional higher density housing will likely help employment growth in Camas by providing a workforce that brings needed labor closer to or within Camas.

### Report Conclusions

The applicant concludes with the following **"the proposed re-allocation of industrial and commercial land to residential land is unlikely to have negative impact on employment growth, while it can alleviate pressures in the residential market. By accommodating needed workforce housing in the city, the re-allocation may in fact have a positive impact on employment growth."** The applicant believes the site is a desirable location for housing, both from a community standpoint and from the perspective of renters, buyers, and developers. Additionally, the site is less suitable for employment uses and is less likely to be developed considering current and anticipated market conditions. **MF-18 Zoning in Camas**

According to the Camas Zoning Map (last updated July 21, 2021), the MF-18 zone generally occurs in the far eastern and northern areas of Camas. In the eastern areas of the city, there is MF-18 zoning south of State Route (SR) 14 and west of Washougal/Camas city boundaries; north and west of Northeast 3rd Avenue and North Shepherd Road; and south of Northeast 3rd Avenue, between Louis Bloch Park and the Lacamas Creek. In the northern areas of the city, there are lands zoned MF-18 north of Lacamas Lake (prior to the North Shore Subarea) east of Northeast 232nd Avenue south of Lacamas Lake Elementary School and an area between Northeast 3rd Street and Southeast Leadbetter Road. To the northwest, there are lands zoned MF-18 between Northwest Lake Road and Northwest Camas Meadows Drive and north of Northwest Camas Meadows Drive and east of Northeast Goodwin Road. Lastly, there are MF-18



zoned lands north of Southeast 34th Street and east of the Vancouver/Camas city boundaries. It is important to note that since this zoning map was adopted, a large area north of Lacamas Lake, the North Shore Subarea, has been recently been approved by the Council, which has removed the MF-18 zoning in this area and replaced with North Shore High Density Residential. Therefore, there are fewer MF-18 zone lands in the city.

**BP Zoning in Camas**

According to the Camas Zoning Map, the BP zone generally occurs in the west and northwestern areas of the city and north of Lacamas Lake (prior to the Northshore Subarea). Much of the land is outright zoned BP or zoned LI/BP. A large area of this land includes the Grass Valley area, where the proposed amendment is located. It also important to note that with the adoption of the North Shore Subarea, much of the BP-zoned land located north of Lacamas Lake has been redesignated and rezoned to commercial (North Shore Commercial), employment (Mixed Employment), and residential lands (North Shore Higher Density and Lower Density Residential), which has resulted in a net loss of industrial lands and jobs potential in this area captured in the Land Analysis in Section III of this staff report.

**RC Zoning in Camas**

According to the Camas Zoning Map, lands with RC zoning are largely made up of lands in Grass Valley located at the western side of the city, north and west of Northwest Pacific Rim Boulevard and south of Northwest 38th Avenue. There are small pockets of RC zoning throughout the city, including north of Northwest Lake Road and east of Northwest Payne Street, to the far east of downtown along the Washougal/Camas cities boundary, and south of downtown just east of the East Camas Slough Bridge, between SR-14 and the Columbia River.

Amendment of a comprehensive plan designation not only includes 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 to evaluate the merits of the proposal and any unintended consequences of such change. A variety of residential uses are generally allowed in the MF-18 zone, where they are prohibited in the both the RC and BP zones. Whereas a variety of commercial, retail, and industrial uses are allowed in the RC and BP zones but are prohibited in the MF-18 zone. The allowed land uses for each zone are found within the Use Authorization Table at [CMC Chapter 18.07](#) and Section IX of this report.

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**EVALUATION CRITERIA – CMC 18.51.010(A – H), 18.51.025(B)(2)(A – F), AND 18.51.030 (A-D)**

The application materials must include responses to general questions for comprehensive plan map amendments (CMC 18.51.010[A-H]) and zone change criteria (18.51.025[b][2][a-f]) as discussed below. Additionally, further below is a staff evaluation of the comprehensive plan amendment criteria (18.51.030 [A-D]) for the subject request.

After considering whether the current plan is deficient, the Planning Commission must recommend whether to support, reject or defer the amendments to City Council.

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

EVALUATION CRITERIA	FINDINGS
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<p><b>CMC 18.51.010 (A-H)</b></p>	
<p>A detailed statement of what is proposed and why.</p>	<p>The applicant is proposing to request a change of the comprehensive plan designations of Industrial and Commercial to Multi-Family-High and the zoning districts from BP and RC to MF-18.</p> <p><b><u>Applicant Analysis</u></b></p> <p>Varied reasons are provided, including surrounding lands being converted from industrial and commercial; long-term industrial and commercial land vacancy; burdensome topography and geometries; and high demand for multifamily residential.</p> <p><b><u>Staff Finding</u></b></p> <p>Further detail is provided in this staff report and the applicant materials.</p>
<p>A statement of anticipated impacts of the change, including the geographic area affected, and issues presented by the proposed change.</p>	<p><b><u>Applicant Analysis</u></b></p> <p>The applicant states that the proposed plan amendment would address industrial and commercial development related issues associated with the site as there are challenges of parcel sizes and configurations, environmental and slope constraints, challenging access, and surrounding incompatible land uses that would make industrial and commercial development on the site difficult. Additionally, the recently approved Camas Station makes the existing commercial land unsuitable for commercial development because the market demand has been absorbed by this project. The City is planning to extend Northwest 18th Avenue through the site to connect to Northwest Brady Road, which will reduce the ability of the commercial lands to develop.</p> <p>For the northern industrial parcels, physical and locational attributes, coupled with weak market conditions for the uses allowed in the BP zone create conditions that are infeasible for the site to industrially develop.</p> <p>Converting the lands from industrial and commercial to residential will result in a</p>

	<p>positive impact on transportation infrastructure. The submitted traffic memo indicates there will be an overall decrease of AM and PM peak-hour trips as compared with commercial and industrial development and total weekday trips.</p> <p><b><u>Staff Finding</u></b></p> <p>Staff find that the conversion of land designated for industrial and commercial uses to residential land will remove employment capacity. After factoring in the subject requested plan amendment, a surplus of employment land exists in the city under both the applicant's and staff analysis. Conversion to a residential designation may provide greater compatibility for existing residential uses in the surrounding area but could present some compatibility concerns for employment zoned land to the west and north.</p> <p>Additionally, the submitted traffic memo by Lancaster Mobley indicates that the proposed land conversion would result in an overall decrease of a.m. peak hour, p.m. peak hour, and total average weekday trips when compared to the existing land designations and zoning. Therefore, conversion to residential designation may provide greater compatibility with traffic generated for the existing residential uses and schools in the area.</p>
<p>An explanation of why the current comprehensive plan is deficient or should not continue in effect.</p>	<p><b><u>Applicant Analysis</u></b></p> <p>The westernmost designated industrial properties contain slop constraints and are narrow and long, which are problematic with setbacks imposed by the development code. Additionally, the northeastern industrial parcel has wetland constraints and is adjacent to housing developments. These properties have been vacant for many years with this designation and there has been next to no development on industrial lands in this area and will likely remain vacant for many years. It is an economic detriment to retain employment properties that are likely to not develop due to a shadow inventory and prevents the</p>

	<p>City from growing its future employment base.</p> <p>The two commercial properties are not large enough to attract anything but neighborhood-scaled development. The recent approval of the Camas Station (consisting of a gas station, convenience store, coffee shop, and other retail and personal services) will absorb the market demand for commercial in the area. Larger footprint commercial development is not feasible for these properties due to topography, traffic impacts generated, congestion during nearby school operations, and market conditions.</p> <p><b><u>Staff Finding</u></b></p> <p>Many of the development constraints noted by the applicant including narrow dimension of the western parcels, slope, and wetland make industrial development difficult. Staff note that residential development may better fit the narrow western parcels and may provide a better opportunity to preserve the wetland and slopes, although there is no guarantee that the wetland would be preserved. The presence of existing residential to the west may present compatibility issues for industrial development associated with traffic, noise, fumes, and lighting that may be more prevalent than with multifamily development.</p> <p><u>Conversion of industrially designated land may promote further conversion of industrial land in Grass Valley in the future. The applicant's analysis incorporates market demand for uses and staff's analysis looks at land supply only in the absence of demand.</u></p>
<p>A statement of how the proposed amendment complies with and promotes the goals and specific requirements of the growth management act.</p>	<p><b><u>Applicant Analysis</u></b></p> <p>The proposed amendment will provide land supply needed to meet the citywide Land Use Goal LU-1 and Policy LU-1.1 which are to directing the City to ensure the appropriate mix of employment and residential lands, while respecting the natural environment and existing uses and accommodate the</p>

land need projections for the 20-year planning horizon.

The proposal will meet the intent of Goal H-1 and Policy H-1.1, which is to promote development of housing variety to meet a wide spectrum of needs, including all ages and income levels, while maintaining strength, vitality, and stability of all neighborhoods.

The amendment will also help address the need for housing diversity and choice as indicated by the Camas' 2021 HAP. There is a low supply of multifamily developments in the city and a low supply of housing in general, which is a common theme across the state. These issues have caused changes to the Growth Management Act to remove barriers to produce housing of all types and income levels since housing demand is far surpassing supply, while the supply is of limited variety.

Amending the land use designation and zoning district to Multi-Family-High and MF-18 will improve the gap in opportunity for housing diversity and choice.

**Staff Finding**

Staff agree that the proposed plan amendment will address multiple policies addressing housing supply and diversity including LU-3.1, H-1.1, H-2.1, H-2.3, and H-2.4. These policies are individually addressed in Section IV of this report. The balance between employment and residential lands is a policy decision for the Commission and Council. Staff note that using adopted, countywide assumptions about jobs and people per acre and assumptions in the City's comprehensive plan, that the surplus supply of employment land is low. Future comprehensive plan amendments that further reduce the supply of employment land may reduce the supply below targets using these assumptions. The City may need to update its assumptions during a future comprehensive plan amendment to be based on a market analysis rather than using countywide assumptions.

<p>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.</p>	<p><b><u>Applicant Analysis</u></b></p> <p>The subject properties are currently served by city services and capital facilities. Recent improvements have been made to the city's water system in the area; therefore, the change does not substantially affect capital facilities plans. The City's General Sewer/Wastewater Facility Plan shows that the system can accommodate a build-out scenario of over 18,500 dwelling units and nearly 53,000 people. The properties are not within a shoreline environment and, therefore, require no changes to the Shoreline Master Program.</p> <p><b><u>Staff Finding</u></b></p> <p>Staff find that no other plan changes are required if the proposed amendment is adopted.</p>
<p>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.</p>	<p><b><u>Applicant Analysis</u></b></p> <p>The City's Six Year Transportation Improvement Program map shows the extension of Northwest 18th Avenue, through the two commercial properties, from Northwest Tidland Road to Northwest Brady Road. Any development on these properties would require to build-out this extension.</p> <p><b><u>Staff Finding</u></b></p> <p>Future development of these properties will require system improvements pursuant to adopted plans.</p>
<p>A statement of what other changes, if any, are required in other city or county codes, plans, or regulations to implement the proposed change.</p>	<p><b><u>Applicant Analysis</u></b></p> <p>No changes are proposed to city or county codes, regulations, or plans to implement the proposed amendment.</p> <p><b><u>Staff Finding</u></b></p> <p>Staff concurs that no changes are proposed to city or county codes, regulations, or plans to implement the proposed</p>

<p>The application shall include an environmental checklist in accordance with the State Environment Policy Act (SEPA).</p>	<p><b><u>Applicant Analysis</u></b></p> <p>The application includes a completed SEPA checklist.</p> <p><b><u>Staff Finding</u></b></p> <p>Staff concurs that a completed SEPA checklist was provided.</p>
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<p><b>EVALUATION CRITERIA</b></p> <p><b>CMC 18.51.025(B)(2)(a – f)</b></p>	<p><b>FINDINGS</b></p>
<p>The map amendment shall be consistent with the policies and provisions of the comprehensive plan including the comprehensive plan map.</p>	<p><b>Applicant Analysis</b></p> <p>None provided.</p> <p><b>Staff Finding</b></p> <p>Staff has provided a consistency analysis of applicable Camas 2035 policies. Please see Section IV for further analysis.</p>
<p>The amendment shall be compatible with the uses and zoning of the adjacent properties and surrounding areas.</p>	<p><b>Applicant Analysis</b></p> <p>None provided.</p> <p><b>Staff Finding</b></p> <p>Multifamily residential may be more compatible with residential lands to the east for reasons of potential noise, fumes, light, and greater traffic from industrial and commercial uses. However, it may be less compatible for density of development with existing residential and may be less compatible with existing industrial lands to the west and commercial lands (Camas Station) to the south. The existing Industrial and Commercial designations may be more compatible with existing industrial and schools to the west and south, but less compatible with the existing residential adjacent to the properties, especially to the east.</p>
<p>The amendment is warranted due to changed circumstances, error, or because of a</p>	<p><b>Applicant Analysis</b></p> <p>None provided.</p>

<p>demonstrated need for additional property in the proposed zoning district.</p>	<p><b>Staff Finding</b></p> <p>Staff find that the amendment may be warranted as indicated by the provided market analysis as further discussed in Section III. The city currently has limited MF-18 zoned lands with a limited supply and high demand for diverse housing options. The proposal may provide an opportunity to supply a variety of housing options for varying income levels.</p>
<p>The subject property is suitable for development in conformance with zoning standards under the proposed zoning district.</p>	<p><b>Applicant Analysis</b></p> <p>None provided.</p> <p><b>Staff Finding</b></p> <p>Staff has determined that the subject properties are suitable for those developments allowed in proposed MF-18 zoning and its zoning standards. MF-18 zoning may be more suitable than developments under the current BP and RC zoning due to topographical, geometric restrictions, siting, and dimensional requirements for these zones.</p>
<p>Adequate public facilities and services are likely to be available to serve the development allowed by the proposed zone.</p>	<p><b>Applicant Analysis</b></p> <p>None provided.</p> <p><b>Staff Finding</b></p> <p>Staff find that there are adequate public facilities and services available to serve developments allowed by MF-18 zoning.</p>
<p>Specific information about the intended use and development of the property.</p>	<p><b>Applicant Analysis</b></p> <p>None provided.</p> <p><b>Staff Finding</b></p> <p>The applicant did not provide a direct response to this item or has indicated the exact intended use of the subject properties. However, Staff have determined with the market analysis and the applicant's narrative and response to other code sections that the intended use for the site is generally multifamily residential.</p>



<p><b>EVALUATION CRITERIA</b></p> <p><b>CMC 18.51.030 (A-D) and CMC 18.51.010 (C)</b></p>	<p><b>FINDINGS</b></p>
<p>Impact upon the city of Camas comprehensive plan and zoning code;</p>	<p><b><u>Staff Finding</u></b></p> <p>The amendment would decrease industrial lands by 24.82 acres and commercial lands by 6.58 acres with a 31.4-acre increase of land for residential development. There would be no impact on the City's zoning code.</p>
<p>Impact upon surrounding properties, if applicable;</p>	<p><b><u>Staff Finding</u></b></p> <p>The City did not identify any detrimental effects to adjacent properties if this change is approved. See response to Policy LU-1.3 below for further analysis. The conversion to residential would be more consistent with existing residential uses in the vicinity including than would industrial and commercial uses, which may have additional light, noise, fumes, and traffic impacts.</p>
<p>Alternatives to the proposed amendment; and</p>	<p><b><u>Staff Finding</u></b></p> <p>The applicant submitted a Land Use Analysis that compared potential development under current zoning (BP and RC) and potential development under designated MF-18 zoning (Johnson Economics, LLC, December 2022). The report finds and supports the conversion of industrial and commercial land to high density residential land, without significantly impairing the ability to meet future industrial and commercial demand. See Section IV for further information on the market analysis.</p> <p>The Commission can recommend, and the Council can take one of three actions: (1) Approve the requested plan amendment and corresponding zone change as requested, (2) deny the requested plan amendment and zone change, or (3) approve part, but not all of the requested amendment. As an example, Commission could recommend and Council could</p>

	decide to approve the amendment and zone change for the industrially designated/zoned property, but not for the commercially designated/zoned portion.
Relevant code citations and other adopted documents that may be affected by the proposed change.	<p><b><u>Staff Finding</u></b></p> <p>Public Works staff has provided a memo stating that it has considered the comprehensive plan amendment and zone change of the subject site, considering the transportation plans and find the potential impact negligible.</p> <p>Water and sewer impacts still need additional information for analysis.</p>

**VI. PUBLIC COMMENT**

At the time of publication, no public comments have been received for this proposal for the Planning Commission workshop.

**VII. RECOMMENDATIONS**

**Planning Staff Recommendation:** This is a workshop item only. Staff recommends that the Planning Commission review the staff report, applicant's submittal items and discuss. A public hearing with the Planning Commission will be scheduled for a later day, likely in May.

## VIII. TABLE 1 –2023 COMPREHENSIVE PLAN ACREAGE (PROPOSED)

Comprehensive Plan Designations	Current Acres	CPA23-01	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	<b>+31.4</b>	287.61
Commercial	984.36	<b>-6.58</b>	977.78
Industrial	2292.20	<b>-24.82</b>	2267.38
Park	850.72		850.7
Open Space / Green Space	492.00		492.0
<b>Total acreage:</b>	<b>10,200</b>		<b>10,200</b>

Zoning**	2020	CPA23-01	Final 2023 Acreage
<b>Parks/Open Space</b>			
Neighborhood Park (NP)	145.14		145.14
Special Use (SU)	164.09		164.09
Open Space (OS)	421.55		421.55
<b>Industrial</b>			
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)	785.75	<b>-24.82</b>	760.93
<b>Residential</b>			
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	<b>+31.4</b>	344.1
<b>Commercial</b>			
Downtown Commercial (DC)	72.22		72.22
Mixed Use (MX)	51.56		51.56
Regional Commercial (RC)	597.93	<b>-6.58</b>	591.35
Neighborhood Commercial (NC)	10.57		10.57
Community Commercial (CC)	237.44		237.44
<b>Total Acres</b>	<b>8872.95</b>		<b>8872.95</b>

\*\* Does not include UGB areas

## IX ZONING REGULATIONS

### USE AUTHORIZATION TABLE – CMC CHAPTER 18.07

Comparison of land uses that are allowed (“P”), conditionally allowed (“C”), prohibited (“X”) and/or temporary use (“T”) in the MF-18, BP, and RC Zones.

Zoning Districts	MF-18	BP	RC
Adult family home	P	X	X
Assisted Living	P	X	X/P <sup>1</sup>
Bed and Breakfast	C	X	X
Designated manufactured home	P	X	X
Duplex or two-family dwelling	P	X	X
Group Home	X	X	X
Home Occupation	P	X	X/P <sup>1</sup>
Housing for the disabled	P	X	X/P <sup>1</sup>
Apartment/multifamily/row houses	P	X	X/P <sup>1</sup>
Residence accessory to and connected with a business	X	X	X/P <sup>1</sup>
Residential Treatment Facility	C	X	P
Single-Family dwelling	P	X	X
Sober Living homes	P	X	X
Transitional Housing	P	P	P
Manufactured home park	C	X	X
Nursing/rest/convalescent home	P	X	X
Permanent supportive housing	P	X	X
Automobile repair	X	P	P
Automobile sales	X	P	P
Bakery	X	P	P
Banks	X	P	P
Department Store	X	P	P
Gas/fuel station	X	P	P
Grocery, large scale	X	C	P
Grocery, small scale	X	P	P

Zoning Districts	MF-18	BP	RC
Hospital, emergency care	X	P	P
Laundry/dry cleaning (retail)	X	P	P
Medical or dental clinics	X	P	P
Office supply store	X	X	P
Parcel freight depots	X	P	P
Pharmacy	X	P	P
Professional office(s)	X	P	P
Public agency	X	P	P
Recycling collection point	X	C	T or C
Restaurant	X	P	P
Restaurant, fast food	X	P	P
Warehousing, wholesale and trade	X	P	C
Warehousing, bulk retail	X	X	C
Food production or treatment	X	P	C
Community club	C	P	P
Church	C	P	P
Library	C	P	P
Museum	C	P	P
Open Space	P	P	P
Private, public, or parochial school	C	P	P
Trade, technical, businesses college	C	P	P
College/university	X	P	P
Bed and breakfast	C	X	X
Animal training, kennel, boarding	C	P	P
Day care center	P	C	C

<sup>1</sup> See CMC 18.07.030 – Table 1, Note 10.

## X DEVELOPMENT STANDARDS – CMC CHAPTER 18.09

Comparison of development dimension standards that apply to the MF-18 Zone and the RC and BP Zones.

	<b>MF-18</b>	<b>RC</b>	<b>BP</b>
Maximum Density (dwelling units/net acre)	18	n/a	n/a
Minimum lot area (square feet)	2,100	None	½ acre
Minimum lot width (feet)	26	None	100
Minimum lot depth (feet)	60	None	100

**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. Residential development along a flanking street shall have a minimum side setback of 15 feet.

Minimum front yard (feet)	10/20 (at garage front)	Note 1	15
Minimum side yard (feet)	3 <sup>Note 2</sup>	None	15
Minimum rear yard (feet)	10	None	50'
<b>Lot Coverage:</b> Lot coverage (percentage)	65	None	50%
<b>Building Height</b> Maximum building height (feet)	50 <sup>Note 3</sup>	None	None

Notes:

1. Residential dwelling units shall satisfy the front setbacks of CMC Section 18.09.040 Table 2, based on comparable lot size.
2. The non-attached side of a dwelling unit shall be three feet, otherwise a zero-lot line is assumed.
3. Maximum four stories but not to exceed height listed.



Community Development Department | Planning Division

616 NE Fourth Ave, Camas, WA 98607

360-817-1568 | [permits@cityofcamas.us](mailto:permits@cityofcamas.us)

Item 2.

General Application Form **MacKay Property**Case Number: **CPA23-01**

## Applicant Information

Applicant/Contact: MacKay Dan Phone: 360-921-0134  
Last First

Address: 4041 NW Sierra Drive  
Street Address Apartment/Unit #

Camas WA 98607  
City State ZIP Code

Email Address: dpm30@comcast.net

## Property Information

Property Address: The two properties with street addresses are 4511 NW 18th Avenue and 4245 NW 16th Street  
Street Address County Assessor # / Parcel #

Camas, WA 98607 125185000; 986055381; 125193000; 127367000; and 127372000  
City State ZIP Code

Zoning District Business Park (BP) and Regional Commercial (RC) Site Size 31.4 Acres

## Description of Project

Brief description: Application to amend the Comprehensive Plan map from Industrial and Commercial to Multifamily High and the Zoning map from Business Park (BP) and Regional Commercial (RC) to Multifamily-18 (MF-18)

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: MacKay Dan etal Phone: 360-921-0134  
Last First

4041 NW Sierra Drive  
Street Address Apartment/Unit #

Camas WA 98607  
City State Zip Code

Email Address: dpm30@comcast.net

## Signature

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

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

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: <b>1/31/23</b>	Pre-Application Date:	<b>\$7,259.00</b> Receipt #732273 1/31/23 KM Validation of Fees
<b>Robert Maul</b>	Related Cases # <b>SEPA23-01</b> <input type="checkbox"/> <b>Electronic Copy Submitted</b>	
Staff:		

Revised: 01/09/2023

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

Item 2.

◇ Annexion	\$944 - 10% petition; \$4,013 - 60% petition	001-00-345-890-00	\$
◇ Appeal Fee		001-00-345-810-00	\$436.00 \$
◇ Archaeological Review		001-00-345-810-00	\$150.00 \$
◇ Binding Site Plan	\$2,055 + \$24 per unit	001-00-345-810-00	\$
◇ Boundary Line Adjustment		001-00-345-810-00	\$113.00 \$
◇ Comprehensive Plan Amendment		001-00-345-810-00	\$6,373.00 \$ <b>x6,373.00</b>
◇ <u>Conditional Use Permit</u>			
Residential	\$3,738 + \$105 per unit	001-00-345-810-00	\$
Non-Residential		001-00-345-810-00	\$4,734.00 \$
◇ Continuance of Public Hearing		001-00-345-810-00	\$573.00 \$
◇ Critical or Sensitive Areas (fee per type)		001-00-345-810-00	\$848.00 \$
(wetlands, steep slopes or potentially unstable soils, streams and watercourses, vegetation removal, wildlife habitat)			
◇ <u>Design Review</u>			
Minor		001-00-345-810-00	\$474.00 \$
Committee		001-00-345-810-00	\$2,598.00 \$
◇ Development Agreement	\$959 first hearing; \$590 ea. add'l hearing/continuance	001-00-345-810-00	\$
◇ Director's Interpretation			\$350.00 \$
◇ <u>Engineering Department Review - Fees Collected at Time of Engineering Plan Approval</u>			
Construction Plan Review & Inspection	(3% of approved estimated construction costs)		
Modification to Approved Construction Plan Review	(Fee shown for information only)		\$459.00
Single Family Residence (SFR) - Stormwater Plan Review	(Fee shown for information only)		\$228.00
Gates/Barrier on Private Street Plan Review	(Fee shown for information only)		\$1,139.00
◇ <u>Fire Department Review</u>			
Short Plat or other Development Construction Plan Review & Insp.		115-09-345-830-10	\$308.00 \$
Subdivision or PRD Construction Plan Review & Inspection		115-09-345-830-10	\$384.00 \$
Commercial Construction Plan Review & Inspection		115-09-345-830-10	\$460.00 \$
◇ Franchise Agreement Administrative Fee			\$5,696.00 \$
◇ <u>Home Occupation</u>			
Minor - Notification (No fee)			\$0.00
Major		001-00-321-900-00	\$75.00 \$
◇ LI/BP Development	\$4,734 + \$41.00 per 1000 sf of GFA	001-00-345-810-00	\$
◇ Minor Modifications to approved development		001-00-345-810-00	\$378.00 \$
◇ Planned Residential Development	\$38 per unit + subdivision fees	001-00-345-810-00	\$
◇ <u>Plat, Preliminary</u>			
Short Plat	4 lots or less: \$2,118 per lot	001-00-345-810-00	\$
Short Plat	5 lots or more: \$7,848 + \$250 per lot	001-00-345-810-00	\$
Subdivision	\$7,848 + \$250 per lot	001-00-345-810-00	\$
◇ <u>Plat, Final:</u>			
Short Plat		001-00-345-810-00	\$219.00 \$
Subdivision		001-00-345-810-00	\$2,598.00 \$
◇ Plat Modification/Alteration		001-00-345-810-00	\$1,308.00 \$
◇ <u>Pre-Application (Type III or IV Permits)</u>			
<i>No fee for Type I or II</i>			
General		001-00-345-810-00	\$387.00 \$
Subdivision (Type III or IV)		001-00-345-810-00	\$996.00 \$
◇ SEPA		001-00-345-890-00	\$886.00 \$ <b>x 886.00</b>
◇ Shoreline Permit		001-00-345-890-00	\$1,308.00 \$
◇ <u>Sign Permit</u>			
General Sign Permit	(Exempt if building permit is required)	001.00.322.400.00	\$45.00 \$
Master Sign Permit		001.00.322.400.00	\$138.00 \$
◇ <u>Site Plan Review</u>			
Residential	\$1,259 + \$34 per unit	001-00-345-810-00	\$
Non-Residential	\$3,146 + \$68 per 1000 sf of GFA	001-00-345-810-00	\$
Mixed Residential/Non Residential	(see below)	001-00-345-810-00	\$
\$4,435 + \$34 per res unit + \$68 per 1000 sf of GFA			
◇ Temporary Use Permit		001-00-321-990-00	\$88.00 \$
◇ Variance (Minor)		001-00-345-810-00	\$760.00 \$
◇ Variance (Major)		001-00-345-810-00	\$1,417.00 \$
◇ Zone Change (single tract)		001-00-345-810-00	\$3,659.00 \$

Fees reviewed & approved by Planner: 1/31/23

Initial Date

Total Fees Due: \$ 7,259.00

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

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

Date/Time 01/31/2023 10:17 AM  
Receipt No. 00732273  
Receipt Date 01/31/2023  
CR plan 7,259.00  
sepa  
sepa fees 886.00  
plan amen  
comp plan amendm  
ent 6,373.00

Cash: 0.00  
Other: 7,259.00  
Check: 7,259.00

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Total: 7,259.00  
Change: 0.00

Check No: #288

MACKAY FAMILY CLARK CO PROP  
Customer #: 000000  
14712 NE 82ND AVE

VANCOUVER WA 98662-  
Cashier: kmurphy  
Station: IS02594



Authorization to Sign Application

We, the owners of parcel number 125193000, 986055381, and 125185000, do hereby authorize Dan MacKay to sign an application to request a change to the Comprehensive Plan and Zoning District of said parcel. The application is to be submitted to the City of Camas for its consideration and we acknowledge Mr. MacKay will be the primary point of contact regarding the proceeding until a decision is made by the City of Camas.

Parcel Numbers: 125193000, 986065381, 125185000

Owner Name (print):

MACKAY FAMILY CLARK  
COUNTY PROPERTIES, LLC  
Signature

*Dan MacKay-Coman*

Date:

1/27/23

Owner Name (print):

Signature

Date:

Owner Name (print):

MACKAY FAMILY CLARK  
COUNTY PROPERTIES, LLC  
Signature

*Dan MacKay-Coman*

Date:

1/27/23

Owner Name (print):

Signature

Date:



Authorization to Sign Application

We, the owners of parcel number 127372000, do hereby authorize Dan MacKay to sign an application to request a change to the Comprehensive Plan and Zoning District of said parcel. The application is to be submitted to the City of Camas for its consideration and we acknowledge Mr. MacKay will be the primary point of contact regarding the proceeding until a decision is made by the City of Camas.

Parcel Number:  
127372000

Owner Name (print):

MACKAY FAMILY PROPERTY LLC

Signature

Dan MacKay

Date:

JANUARY 27, 2023

Owner Name (print):

MACKAY FAMILY PROPERTY LLC

Signature

Dan MacKay

Date:

1/27/23

Authorization to Sign Application

We, the owners of parcel number 125193000, 986055381, and 125185000, do hereby authorize Dan MacKay to sign an application to request a change to the Comprehensive Plan and Zoning District of said parcel. The application is to be submitted to the City of Camas for its consideration and we acknowledge Mr. MacKay will be the primary point of contact regarding the proceeding until a decision is made by the City of Camas.

Parcel Numbers: 125193000, 986065381, 125185000

Owner Name (print):

DENNIS Daley Trust

Signature

[Handwritten Signature]

Date:

1/27/23

Owner Name (print):

\_\_\_\_\_

Signature

\_\_\_\_\_

Date:

\_\_\_\_\_

Owner Name (print):

\_\_\_\_\_

Signature

\_\_\_\_\_

Date:

\_\_\_\_\_

Owner Name (print):

\_\_\_\_\_

Signature

\_\_\_\_\_

Date:

\_\_\_\_\_

Authorization to Sign Application

I, the owner of parcel number 127367000, do hereby authorize Dan MacKay to sign an application to request a change to the Comprehensive Plan and Zoning District of said parcel. The application is to be submitted to the City of Camas for its consideration and I acknowledge Mr. MacKay will be the primary point of contact regarding the proceeding until a decision is made by the City of Camas.

Parcel Number:

127367000

Owner Name (print):

John G. Mackay

Signature



Date:

1/30/23

**MackKay Family Properties**  
**Comprehensive Plan Amendment and Rezone Request**  
**City of Camas 2023 Annual Review Cycle**



## I. Request

The MacKay family is requesting to amend the City of Camas' Comprehensive Plan (Camas 2035 plan) land use designations for five parcels from Light Industrial and Commercial to Multifamily residential. This request also includes changes to the zoning districts from Business Park (BP) and Regional Commercial (RC) to Multifamily-18 (MF-18).

## II. Site Description

The subject properties include five (5) parcels totaling 31.4 acres. The properties are located generally at NW Tidland Street and NW 18<sup>th</sup> Avenue and NW Brady Road and NW 20<sup>th</sup> Avenue.

### Subject Properties (in blue highlight)



The subject properties are surrounded by a variety of uses. With the northern three parcels, the properties are bounded by vacant industrial land to the north (with the larger property adjacent to Analog Devices, Inc. to use for their own potential expansion), an attached housing development and city water reservoir to the south, industrial and educational uses (nLIGHT, Inc. and the Odyssey Middle School/Discovery High School campus) to the east, and NW Brady Road to the west.

The southern two properties are bounded by an attached housing development to the north (Parker Village), NW 16<sup>th</sup> Avenue and an approved commercial development (Camas Station) to the south, NW Brady Road to the east, and NW Tidland Street to the west. The southern two parcels are also across NW 16<sup>th</sup> Avenue from Prune Hill Sports Park and Prune Hill Elementary School. As you can see, the southern and northern parcels are separated by a city reservoir located on 4 acres, which property was purchased by the City of Camas from the MacKay family.

Surrounding Development (subject properties in red hatch)



A list of the properties by parcel number with acreage and planning information is as follows:

Assessor Parcel #	Acreage	Comp Plan Designation	Zoning District*
125185000	11.15	Industrial	BP
986055381	4.7	Industrial	BP



Item 2.

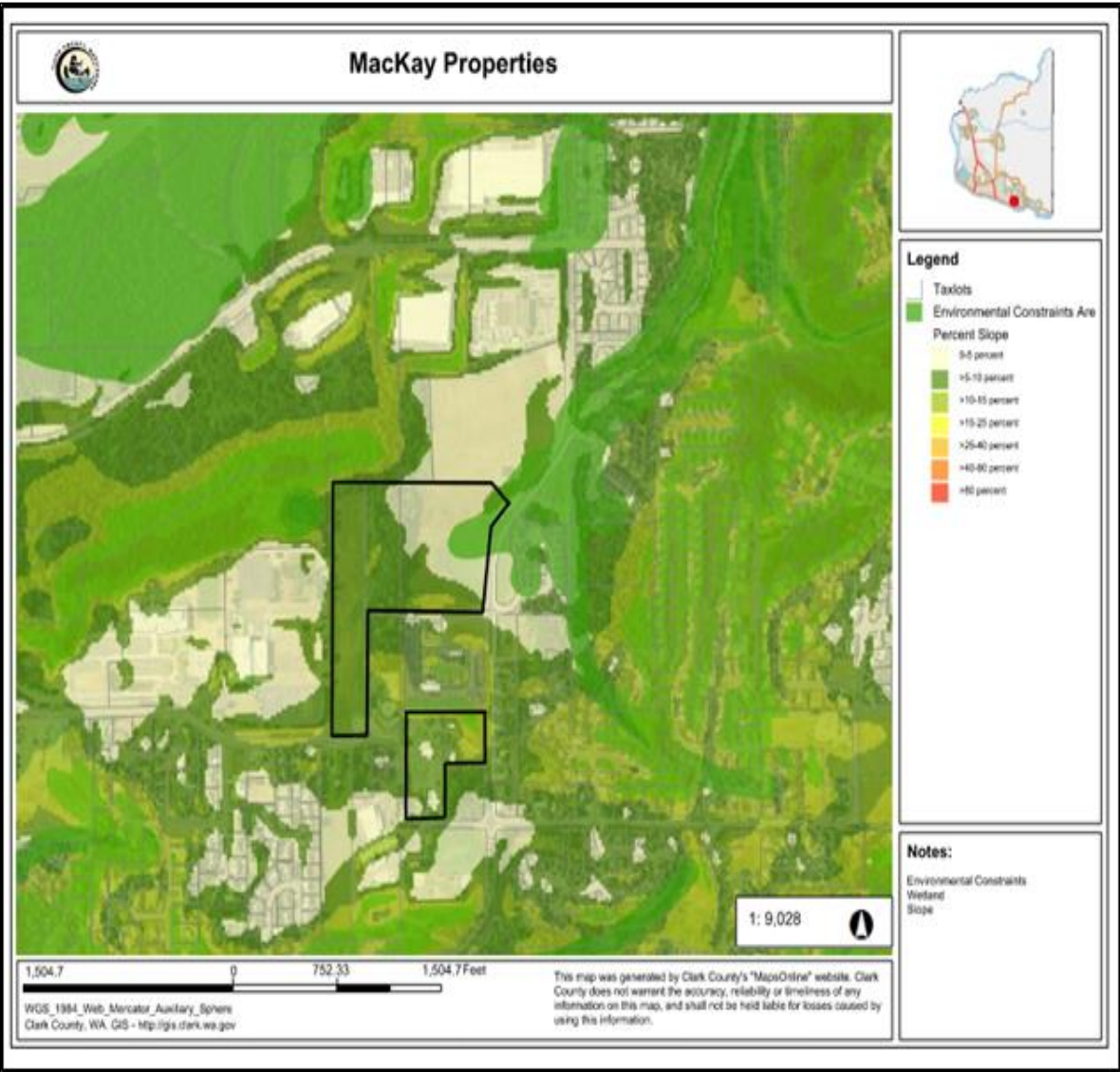
125193000	8.97	Industrial	BP
127367000	4.19	Commercial	RC
127372000	2.39	Commercial	RC

\* According to Clark County GIS Property Information Center

**Environmental Constraints**

The BP zoned parcels do have notable environmental constraints, mainly in the form of slopes 10-20% and wetlands, that impact any efficient industrial or business park development of the property. The largest property contains wetland presence and the two contiguous lots west of the water reservoir have topographic challenges mentioned earlier in this narrative.

Environmental Constraints (source: Clark County GIS)





### III. Applicable Review Criteria

#### 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 is requesting to change the Comprehensive Plan designations of Industrial and Commercial to Multifamily High and the zoning districts from Business Park (BP) and Regional Commercial (RC) to Multifamily-18 (MF-18).*

*The reasons for the request are varied. With one exception (Sharp Electronics selling one of its old facilities to nLIGHT, Inc.), surrounding land uses have either been converted from industrial uses to something else (educational use and municipal water reservoir) or the land has been passed over for development for the past 30+ years. With burdensome slopes and odd parcel geometries for industrial or business park development, the properties are not ideally suitable for commercial and/or industrial uses as envisioned by the City's zoning districts.*

*As noted, the two westernmost parcels contain slope constraints and have odd parcel characteristics in that they are narrow and long (250' x 1450' with one parcel and 'flagstem' 250' x 750' parcel). The latter parcel is a residual parcel from the City water reservoir short plat. These two properties are surrounded by the one remaining industrial use of nLIGHT, Inc., the city water reservoir, and an abutting housing development to the east. The largest parcel of three industrial parcels contain wetland constraints and abuts a new residential development to the south and is across Brady Road from Kate's Cove subdivision.*

*The two commercial parcels are adjacent to Prune Hill Elementary School on the west, Brady Road on the east, and residential on the north. It is an 'island' of commercial that is surrounded by educational and residential uses. Until a conditional use permit (CUP) for a project known as Camas Station was recently approved, the property at the NW corner of 16th Avenue and Brady Road has been vacant and unused. It is worth noting that the proposed CUP faced significant neighborhood opposition. With the surrounding properties, the two parcels are better suited for residential development, as they would provide a 'buffer' from the recently approved Camas Station to other uses.*

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

*Response:*

*The proposed change will help solve development related issues associated with the site. As previously stated, the subject properties are surrounded by two primary uses, which are residential and educational. Due to the properties' current zoning, parcel sizes and configurations, environmental and slope constraints, challenging access, and surrounding land uses, the properties have limited development potential under current zoning. Designating and zoning the properties for multifamily residential will expand the development opportunities of the parcels, while providing the opportunity for much needed housing development in a form other than large lot single family houses. The change will ensure the properties are more in line and consistent with the surrounding area.*

*The prospect of adding more commercial development in the area, in light of the recently approved Camas Station CUP, presents significant challenges for the market and perhaps transportation infrastructure. According to the Market and Land Need Analysis report prepared by Johnson Economics, LLC in December 2022 (hereafter referred to as the JE Report), under the current zoning, suitable uses for the two southern parcels are for those uses with small footprints with a neighborhood orientation. With a recent CUP approval, development of Camas Station makes it difficult to find adequate support for similar establishments on the subject two properties. The JE report notes that the Camas Station project, comprised of a fueling station and 14,000 square feet of convenience, coffee, and additional retail and service, captures market demand. This makes the potential for additional development to be severely limited and unlikely. (p. 8 of JE report) With respect to the three northern parcels, the JE report touches on compatibility, scale and configuration, topography, traffic and access, and market conditions. The report notes that the physical and locational attributes, coupled with weak market conditions for the uses envisioned in the LI and BP zones, render many of the industrial and commercial uses infeasible. (p. 7 of the JE report)*

*With respect to potential impacts to traffic otherwise generated by development of the property under current zoning, the proposed change would have a positive impact on the transportation infrastructure. **As shown in a traffic memo prepared by Lancaster Mobley, the net change in potential trip generation is 722 less trips in the AM peak, 889 less trips in the PM peak, and 8,484 less trips for the weekday total.** (p. 4 of LM memo) It cannot be overstated enough that changing the properties to multifamily residential has the potential to impact the transportation infrastructure far less than leaving it zoned as is and seeing development consistent with commercial and industrial generated traffic.*

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

*Response:*

*Light Industrial Properties*

*The current land use designations of Light Industrial and Commercial are no longer adequate for the development of the property. The westernmost properties planned for Light Industrial*

*contain slope constraints and are narrow and long, which is problematic with the setbacks imposed by the development code. The largest property planned for Light Industrial, which is 11.15 acres in size, has wetland constraints and is adjacent to a new, attached housing development built within the last 5-6 years. The Comprehensive Plan has had these designations in place for decades and the most recent development, aside from the attached housing project to the north, has been the construction of a city-owned water reservoir. Leaving the property as Light Industrial will needlessly render the property vacant and undeveloped for decades to come. It is a detriment to the City and its economic future to retain any property zoned for employment that in all likelihood does not develop. A false or shadow inventory prevents the City from growing its future employment base and creating more jobs for Camas residents. This has an adverse effect on the City's buildable lands supply for employment and on its tax base.*

### Commercial Properties

*The two commercial properties are not large enough to attract anything more than neighborhood-scaled development. Approval of the adjacent 2.16-acre property for the Camas Station development (consisting of a gas station, convenience store, coffee shop, and other retail and personal services) has the effect of absorbing the market demand for commercial development in the area. The Johnson Economic report notes that larger footprint commercial development would not be feasible for these properties for a number of reasons, least of which is related to topography, traffic impacts generated by such development, congestion at times due to school operations, and market conditions.*

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

*Response:*

*The City's growth management goals and policies are reflected in the Camas 2035 Plan (adopted June, 2016). The plan contains chapters for the following elements: Land Use, Housing, Natural Environment, Transportation, Public Facilities and Services, and Economic Development.*

*The proposed amendment will provide the land supply needed to meet the citywide Land Use goal LU-1 to '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'. It also addresses the citywide land use policy LU-1.1 to '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.'*

*In terms of housing specific provisions in the Camas 2035 plan, the citywide housing goal H-1 states, '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.' Furthermore, citywide policy H1.1 states, 'Provide a range of housing options to support all ages and income levels.' The proposed amendment addresses these goals and policies.*

*The proposed amendment speaks to the documented need for housing diversity and choice. According to the recent 2021 City of Camas Housing Action Plan (HAP), 89% of the city's housing units are single-unit structures and only 5% in duplex, triplex, and quadruplex units (2014-2018 American Community Survey data). Important to note is that the Camas HAP is a policy document addressing the lack of housing supply, housing choice and diversity, and affordability. All these issues have triggered changes to the Growth Management Act to remove barriers to the production of housing of all types to a range of economic segments and to provide guidance to local governments to address housing issues. These changes to the GMA have occurred after the Camas 2015 plan, during a time when housing demand is far surpassing housing supply and when cities are encouraged to increase residential building capacity by offering more choice and variety of housing options.*

*By amending the land use designation and zoning district to multifamily residential, the gap in providing the opportunity for the availability of housing diversity and choice is improved.*

**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:*

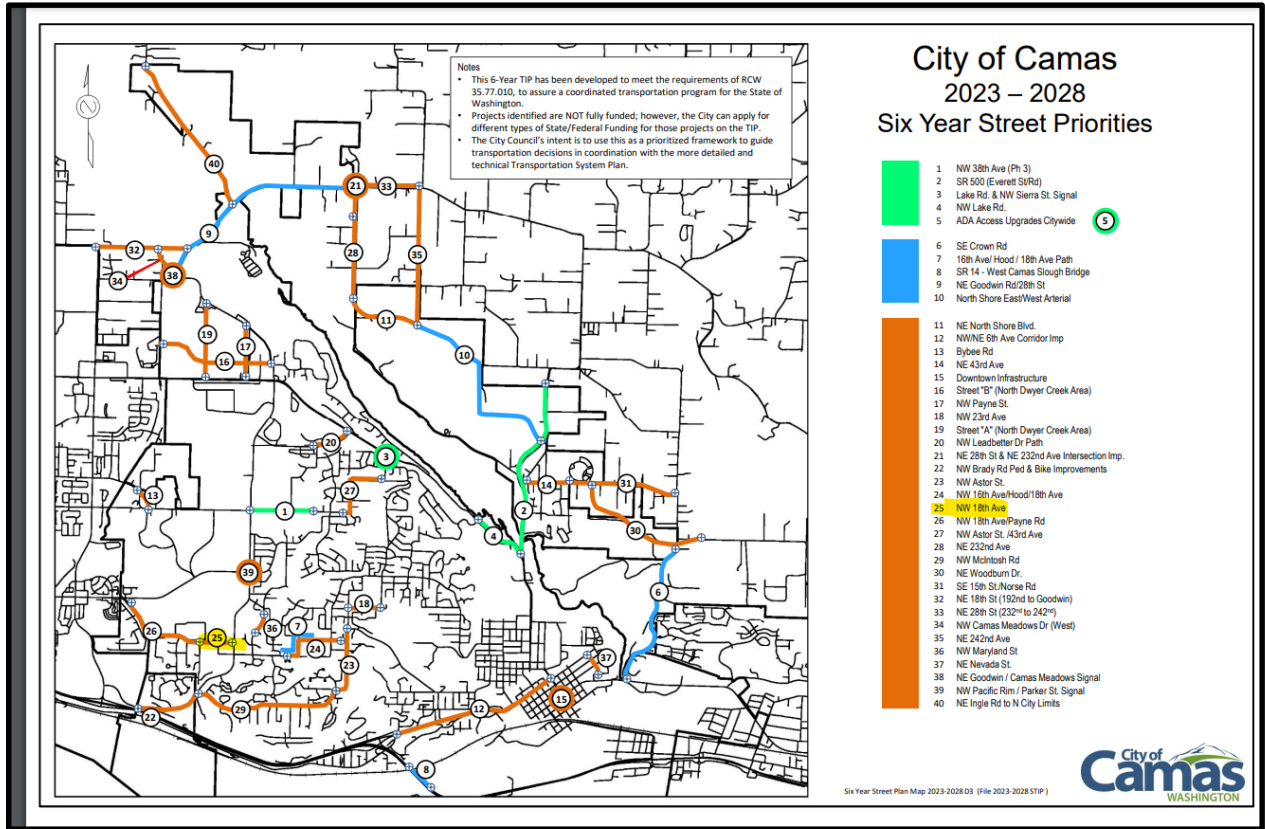
*The subject properties are served by city services and capital facilities. With recent improvements to the city's water system and NW Brady Road, the proposed change does not substantially affect the city's capital facilities plans. To highlight this point, the city's General Sewer/Wastewater Facility Plan shows the system accommodating a build-out scenario of over 18,500 dwelling units and nearly 53,000 people. In the MFR-24 land use alone the plan suggests accommodating 3,175 units and nearly 9,000 people. The properties are not within a shoreline environment and, therefore, require no changes to the Shoreline Master Program.*

**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 City's Six Year Transportation Improvement Program map shows the extension of NW 18th Avenue, through the two commercial properties, from NW Tidland Road to NW Brady Road, rendering the property as an 'island' surrounded on all four sides by NW 16th Avenue, NW 18th Avenue, NW Tidland Road and NW Brady Road. (see inset map below) If the zone change is approved, the extension of NW 18<sup>th</sup> Avenue from NW Tidland Street to NW Brady Road would be required as part of a proposed development.*

City of Camas Six Year Street Priorities



*As noted earlier, the City's overall sewer and water systems are more than adequate to support the change from commercial and industrial to residential.*

**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:*

*No other changes to city or county codes, regulations, or plans are required to implement the proposed amendment.*

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

*Response:*

*A SEPA checklist has been completed and submitted with the application.*



## **Camas Comprehensive Plan Goal and Policies (Camas 2035 plan)**

### **Chapter 1 - Land Use**

**Citywide Land Use 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.

*Response:*

*Changing the land use designations and zoning to multifamily residential provides a mix of land use patterns that better reflect the surrounding area and accommodates much needed housing opportunities for something other than large lot, single family residential development. As noted in the 2021 Housing Action Plan, one of the recommended strategies to obtain more housing stock and more diversity of housing is to consider targeted rezones during Comprehensive Plan updates (A-4). This strategy notes identifying strategic locations, such as urban nodes, vacant land, and industrial lands, where rezoning would be needed to achieve desired residential mix/density or to reflect a built density that is higher than the current zoning classification.*

**Citywide Land Use Policies 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.

**LU-1.5:** Where compatible with surrounding uses, encourage redevelopment or infill development to support the efficient use of urban land.

*Response:*

*As noted in other sections of this narrative, the surrounding land uses are predominantly residential and educational, with a soon to be neighborhood commercial node that will absorb most of the commercial and personal services demand in the area. The southern properties that once accommodated a commercial nursery and landscape business, where 'lay down' yards were extensively used, will be redeveloped to a more efficient use of the land. By changing the zoning, allowing for residential use will encourage redevelopment and more efficient use of the land.*

*With the three northern industrial parcels, the land is adjacent to higher density residential development, a conspicuous municipal use (city water reservoir), industrial property to the east (nLIGHT, Inc.), and vacant industrial land to the north (Analog Devices, Inc.). Allowing residential development on these three properties would be compatible with the adjacent residential development and the property that houses the city's water reservoir. With respect to the westernmost property, the west property line is 425 +/- feet away from the nLIGHT, Inc. building. The closest element of the nLIGHT property is 60 +/- feet away and it is a parking lot screened by a row of large evergreen trees. (see inset map below) There is also a private road that runs the nearly length of the entire north/south property line that acts as a separator. Residential development in close proximity to employment presents opportunities for reducing commute trips and lengths. The possibility of someone living close to their employer would not occur if the current zoning is maintained.*

Surrounding Development (subject properties in red hatch)



**LU-1.6:** Ensure adequate public facilities (including roads, emergency services, utilities, and schools) exist to serve new development, and mitigate potential impacts to current residents.

*Response:*

*The city has adequate utilities in the area to serve new development. With installation of a new water reservoir on an adjacent site, water availability and capacity is surely adequate. Recent improvements to the NW Brady/Parker corridor has improved north/south traffic flow and the planned extension of NW 18th Avenue will improve east/west traffic flow.*

*As far as other public facilities, such as police, fire and schools, development of the property as residential will trigger payment of impact fees, which mitigates the impact of development on*

*certain systems like fire facilities and schools. Future development will add improved value to the increased land value that, in turn, increases total assessed valuation and payment of property taxes. Future property tax revenue will assist in the service provision to additional potential development and this area.*

LU-1.7: Ensure consistency with County-wide planning policies.

*Response:*

*The Clark County Comprehensive Plan contains seven (7) countywide planning policies (CPPs) relative to Housing. The most pertinent of these are:*

*2.1.4 Link housing strategies with the locations of work sites and jobs.*

*2.1.5 Link housing strategies with the availability of public facilities and public services.*

*2.1.6 Encourage infill housing within cities and towns and urban growth areas.*

*2.1.7 Encourage flexible and cost efficient land use regulations that allow for the creation of alternative housing types which will meet the needs of an economically diverse population.*

*Changing the zoning on these five properties links future housing development to employment opportunities that have emerged with development on the far western edge of Camas and along the 192nd Avenue corridor in east Vancouver. Public facilities and services are available to the properties for residential development. As vacant properties that have been passed over many times for their intended use (under current zoning), changing the zoning will unlock the potential for the property to develop as 'infill' under the terms of the CPP. With comparatively little multifamily residential zoned land, Camas lacks in alternative housing types and housing to meet the needs of economically diverse populations. Rezoning these properties open up the possibility of creating alternative housing types and for a range of household incomes.*

Employment 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.

### Employment Land Policies

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.

*Response:*

*Coupled with the recently approved Camas Station commercial development at the NW corner of NW 16th Avenue and Brady Road, changing the zoning and allowing the opportunity for residential development facilitates a mix of uses in the area. With a mix of commercial and residential in close proximity to each other, there is a real possibility that residents living in new developments will be able to walk to convenience-oriented commercial and personal services at the Camas Station development. There is also the possibility that residents can walk, bike or otherwise commute without a vehicle to nearby employers. With recent improvements to NW Brady/Parker Road and with eventual improvements required with future developments, the area will be well-served with bicycle and pedestrian access, which is critical for non-vehicular*



*mobility. Keeping the land zoned for employment when it is unlikely to develop as such erodes this goal.*

Neighborhood Goal LU-3: Create vibrant, stable, and livable neighborhoods with a variety of housing choices that meet all stages in the life cycle and the range of affordability.

*Response:*

*Redesignating and rezoning the properties to multifamily will promote the realization of a more diversified housing inventory in both density and affordability. This diversified residential inventory will also provide nearby employers more housing choices for their workers and therefore reduces traffic congestion and carbon emissions due to the proximity of work and place of residence.*

### Neighborhood Policies

LU-3.1: Encourage a variety of housing typologies to support the overall density goal of six dwelling units per acre.

*Response:*

*Until recently, Camas has historically experienced residential densities much lower than the overall density target of six (6) dwellings per acre. According to Clark County's Buildable Lands Report dated June, 2022, between 2016 and 2020, Camas saw development occur at 5.5 dwelling units per acre for single family residential and multifamily residential development at 11.4 dwelling units per acre. The aggregate density for residential development was 6.5 dwelling units per acre. These numbers reflect the availability of both single family residential and multifamily residential zoning. With the recent absorption of vacant multifamily residential properties, Camas will experience certain challenges in maintaining the overall density target of 6 dwellings per acre. Rezoning this 31.4 acres to MF-18 will add to the inventory of MF-18 zoned land in the city, much of which is already developed or is located in the North Shore subarea of the city, and will ensure the opportunity for Camas to new development achieving the density targets called out in GMA plans. Development of multifamily residential in the North Shore area would not be as immediate as it would occur on the MacKay properties, largely due to the lack of all infrastructure components and other services.*

LU-3.3: Encourage connectivity between neighborhoods (vehicular and pedestrian) to support citywide connectivity and pedestrian access.

*Response:*

*Coupled with the recently approved Camas Station commercial development at the NW corner of NW 16th Avenue and Brady Road, changing the zoning and allowing the opportunity for residential development. With a mix of commercial and residential in close proximity to each other, there is a real possibility that residents living in new developments will be able to walk to convenience-oriented commercial and personal services at the Camas Station development. There is also the possibility that residents can walk, bike or otherwise commute without a vehicle to nearby employers. With recent improvements to NW Brady/Parker Road and with eventual improvements required with future developments, the area will be well-served with bicycle and pedestrian access, which is critical for non-vehicular mobility.*

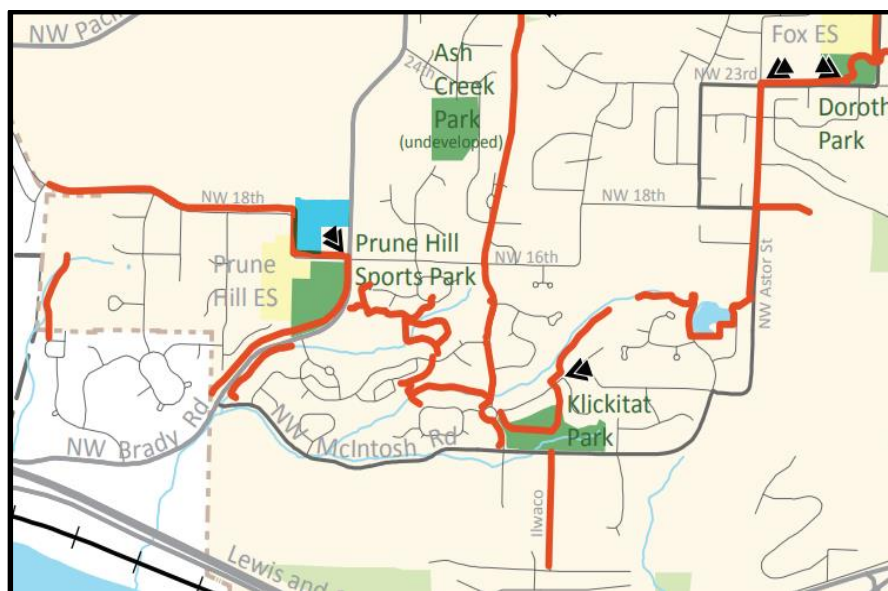
**LU-3.5:** Where neighborhoods adjoin natural areas or trails, ensure connections through neighborhoods to enhance access to recreation amenities.

*Response:*

*The properties are located near Prune Hill Sports Park for recreational amenities and are within a 15-minute walking distance to the Open Space network on the west side of Prune Hill.*

*Development of the property would provide bike/pedestrian access to the overall system of Bike/Ped/Trails system in west Camas. NW Brady/Parker Road includes bike lanes for bicycle movements. The inset map is a partial image of the Camas Trails map. (The subject property is shown in blue.)*

Camas Trails Map



## **Chapter 2 - Housing**

**Citywide Housing 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.

### Citywide Housing Policies

**H-1.1:** Provide a range of housing options to support all ages and income levels.

*Response:*

*As currently zoned, the properties are not allowed to develop with multifamily residential uses. Redesignating and rezoning the properties will promote the opportunity for developing housing choices allowed in the multifamily residential zoning district. Developed as traditional multifamily residential, the properties will be better positioned to yield units that are more in line with the needs of all members of the community. This diversified residential inventory will also provide nearby employers more housing choices for their workers and therefore reduces traffic congestion and carbon emissions due to the proximity of work and place of residence.*

H-1.6: Encourage in-fill development on vacant or underutilized sites, subject to design review guidelines, that have adequate urban services, and ensure that the development is compatible with the surrounding neighborhood.

*Response:*

*Development of the property would be in keeping with the other recent developments in the area. To the extent that design review is required, future development will comply with the standards in place at the time of development application. As mentioned previously, the area is fully served by adequate public facilities and utilities.*

H-1.7: Require all new housing developments to provide a range of housing types and sizes that are evaluated through the land use approval process and stipulated on the final plat.

*Response:*

*By rezoning the properties to multifamily, the properties are much more likely to develop with a range of housing types and sizes given the surrounding developments nearby, especially with the approved Camas Station commercial development. It is possible that there could be a mix of small footprint attached housing and traditional multifamily apartments that develop on the properties. Subsequent development will follow the city's land use review process and will comply with development code requirements and standards in place at the time of development application.*

Affordable Housing Goal 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.

#### Affordable Housing Policies

H-2.1: Support and encourage a wide variety of housing types throughout the City to provide choice, diversity, and affordability and promote homeownership.

*Response:*

*Approving this plan amendment and rezone request speaks to the opportunity for the City to support and encourage a wide variety of housing types and choices for citizens of Camas. Throughout this narrative and in the 2021 Housing Action Plan, it is noted that Camas lacks an adequate supply of housing that is varied in type and tenancy. This fact has been more pronounced in recent years with the lack of all residential units coming 'on-line' that is needed for a growing population. Many factors play into the 'Housing Crisis' that we have experienced in the past few years and today, one of which is a sufficient land supply that is zoned for and has the services ready or nearly ready for development. Rezoning these properties will add much needed multifamily residential to the limited land supply in Camas.*

H-2.7: Conduct an affordable housing study in order to determine the number of existing affordable units and assess the need for additional units. Develop policies to implement recommendations of the affordable housing study.

*Response: Funded by state grant dollars, the Camas Housing Action Plan (HAP) was adopted by the City Council in July 2021. The HAP contains chapters on community input, demographic*

*trends, housing supply and housing needs, housing policy review, and housing strategies. Whereas the report does not define the total number of affordable units, Table 25 of the HAP shows the projected future housing needs for both renter and owner by five different income groups. Excluding the household group that has income greater than 100% of median family income (MFI), the total number of units needed is 1,835 of the total 4,589 units needed to meet the 20-year forecast. This means that 40% of the future housing needs must address households with incomes up to the MFI. The single largest band is the households earning 50-80% of the MFI, which shows the need for 734 units evenly split between renters and owners. Combining the low income households (50-80% of MFI) and the moderate income households (80-100% of MFI) shows the need to have nearly 1,150 units to be built to accommodate the next 20 years of housing needs. The report concludes in this section with, 'To accommodate the variety of households anticipated, as well as to better serve existing households with difficulty affording their homes, Camas will need housing options diverse in type, tenure, and cost.'*

*Approving this request will ensure the opportunity to provide the diverse housing options for type, tenure, and cost.*

## **Chapter 6 - Economic Development**

Citywide Economic Development Goal 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.

Citywide Economic Development Policies ED-1.1: Ensure that tools are in place to attract healthcare and high-tech, sustainable, and innovative industries to expand and to provide stable employment.

*Response:*

*A few tools in the toolkit to attract health care, high-tech, and innovative industries include 1) having housing options available for a wide spectrum of employees, 2) having housing near employment areas to cut down on commute trips and lengths, and 3) having housing near amenities such as parks, schools, and convenience retail. By rezoning these properties and providing an opportunity for residential development, the City would be using all three tools for attracting those desirable industries.*

January 2023

# Comprehensive Plan Amendment and Rezone Request

City of Camas 2023 Annual Review Cycle

Camas, WA

**Contact/Planner:**

MacKay Sposito, Inc.  
Attn: Martin Snell  
18405 SE Mill Plain Blvd #100  
Vancouver, WA 98683  
(360) 771-8082  
[msnell@mackaysposito.com](mailto:msnell@mackaysposito.com)

**Applicant:**

MacKay Family Properties  
Attn: Dan MacKay  
4041 NW Sierra Drive  
Vancouver, WA 98607  
(360) 921-0134  
[dpm30@comcast.net](mailto:dpm30@comcast.net)

MSi Job #: 18026



# TABLE OF CONTENTS

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0. Cover Sheet & Table of Contents
1. Application Form, Checklist, and Authorization Letters
2. GIS Developer's Packet
3. Application Narrative
4. Johnson Economics Executive Summary and Key Takeaways
5. Full Johnson Economics Report
6. SEPA Checklist with Lancaster Mobley Traffic Memo

# Application Form, Checklist, and Authorization Letters



## **Comprehensive Plan Amendment and Rezone Request**



Community Development Department | Planning Division

616 NE Fourth Ave, Camas, WA 98607

360-817-1568 | [permits@cityofcamas.us](mailto:permits@cityofcamas.us)

Item 2.

General Application Form

Case Number:

## Applicant Information

Applicant/Contact: MacKay Dan Phone: 360-921-0134  
Last First

Address: 4041 NW Sierra Drive  
Street Address Apartment/Unit #

Camas WA 98607  
City State ZIP Code

Email Address: dpm30@comcast.net

## Property Information

Property Address: The two properties with street addresses are 4511 NW 18th Avenue and 4245 NW 16th Street  
Street Address County Assessor # / Parcel #

Camas, WA 98607 125185000; 986055381; 125193000; 127367000; and 127372000  
City State ZIP Code

Zoning District Business Park (BP) and Regional Commercial (RC) Site Size 31.4 Acres

## Description of Project

Brief description: Application to amend the Comprehensive Plan map from Industrial and Commercial to Multifamily High and the Zoning map from Business Park (BP) and Regional Commercial (RC) to Multifamily-18 (MF-18)

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: MacKay Dan etal Phone: 360-921-0134  
Last First

4041 NW Sierra Drive  
Street Address Apartment/Unit #

Camas WA 98607  
City State Zip Code

Email Address: dpm30@comcast.net

## Signature

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

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

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:	Pre-Application Date:	Validation of Fees
Staff:	Related Cases # <input type="checkbox"/> Electronic Copy Submitted	



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

Item 2.

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

Fees reviewed &amp; approved by Planner:

Initial

Date

Total Fees Due:

\$

Authorization to Sign Application

We, the owners of parcel number 125193000, 986055381, and 125185000, do hereby authorize Dan MacKay to sign an application to request a change to the Comprehensive Plan and Zoning District of said parcel. The application is to be submitted to the City of Camas for its consideration and we acknowledge Mr. MacKay will be the primary point of contact regarding the proceeding until a decision is made by the City of Camas.

Parcel Numbers: 125193000, 986065381, 125185000

Owner Name (print):

MACKAY FAMILY CLARK  
COUNTY PROPERTIES, LLC  
Signature

*Dan MacKay-Coman*

Date:

1/27/23

Owner Name (print):

Signature

Date:

Owner Name (print):

MACKAY FAMILY CLARK  
COUNTY PROPERTIES, LLC  
Signature

*Dan MacKay-Coman*

Date:

1/27/23

Owner Name (print):

Signature

Date:



Authorization to Sign Application

We, the owners of parcel number 127372000, do hereby authorize Dan MacKay to sign an application to request a change to the Comprehensive Plan and Zoning District of said parcel. The application is to be submitted to the City of Camas for its consideration and we acknowledge Mr. MacKay will be the primary point of contact regarding the proceeding until a decision is made by the City of Camas.

Parcel Number:

127372000

Owner Name (print):

MACKAY FAMILY PROPERTY LLC

Signature

Dan MacKay

Date:

JANUARY 27, 2023

Owner Name (print):

MACKAY FAMILY PROPERTY LLC

Signature

Dan MacKay

Date:

1/27/23

Authorization to Sign Application

We, the owners of parcel number 125193000, 986055381, and 125185000, do hereby authorize Dan MacKay to sign an application to request a change to the Comprehensive Plan and Zoning District of said parcel. The application is to be submitted to the City of Camas for its consideration and we acknowledge Mr. MacKay will be the primary point of contact regarding the proceeding until a decision is made by the City of Camas.

Parcel Numbers: 125193000, 986065381, 125185000

Owner Name (print):

DENNIS Daley Trust

Signature

[Handwritten Signature]

Date:

1/27/23

Owner Name (print):

\_\_\_\_\_

Signature

\_\_\_\_\_

Date:

\_\_\_\_\_

Owner Name (print):

\_\_\_\_\_

Signature

\_\_\_\_\_

Date:

\_\_\_\_\_

Owner Name (print):

\_\_\_\_\_

Signature

\_\_\_\_\_

Date:

\_\_\_\_\_

Authorization to Sign Application

I, the owner of parcel number 127367000, do hereby authorize Dan MacKay to sign an application to request a change to the Comprehensive Plan and Zoning District of said parcel. The application is to be submitted to the City of Camas for its consideration and I acknowledge Mr. MacKay will be the primary point of contact regarding the proceeding until a decision is made by the City of Camas.

Parcel Number:

127367000

Owner Name (print):

John G. Mackay

Signature



Date:

1/30/23

# GIS Developer's Packet



## Comprehensive Plan Amendment and Rezone Request

# DEVELOPER'S PACKET

## Produced By:

Clark County Geographic Information System (GIS)



## For:

MackKay Sposito

## Subject Property Account Number(s):

125185000

PDF # 296806

Printed: January 25, 2023

Expires: January 25, 2024



# Table of Contents

---

General Location	1
Property Information Fact Sheet	2
Elevation Contours	3
2021 Aerial Photography	4
2021 Aerial Photography with Elevation Contours	5
Zoning Designations	6
Comprehensive Plan Designations	7
Arterials, C-Tran Bus Routes, Parks & Trails	8
Water, Sewer, and Storm Systems	9
Water Systems	10
Hydrant Fire Flow Details	11
Soil Types	12
Environmental Constraints I	13
Environmental Constraints II	14
Adjacent Development	15
Quarter Section Parcels	16




Item 2.

### General Location

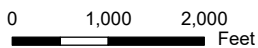
Printed on: January 25, 2023

Account: 125185000  
 Owner: DALEY DENNIS W ETAL  
 Address: PO BOX 757  
 C/S/Z: RANCHO SANTA FE, CA 92067

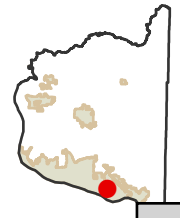
 Location of Subject Property(s)



Geographic Information System



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



# Property Information Fact Sheet

Item 2.

**Mailing Information:**

Account No.: 125185000  
 Owner: DALEY DENNIS W ETAL  
 Address: PO BOX 757  
 C/S/Z: RANCHO SANTA FE, CA 92067

**Assessed Parcel Size:** 11.15 Ac

**Property Type:** UNUSED OR VACANT LAND - NO IMPROVEMENTS

**PARCEL LOCATION FINDINGS:**
**Quarter Section(s):** SW 1/4,S04,T1N,R3E

**Municipal Jurisdiction:** Camas

**Urban Growth Area:** Camas

**Zoning:** BP

**Zoning Overlay:** No Mapping Indicators

**Comprehensive Plan Designation:** IND

**Columbia River Gorge NSA:** No Mapping Indicators

**Late-Comer Area:** No Mapping Indicators

**Trans. Impact Fee Area:** Camas

**Park Impact Fee District:** No Mapping Indicators

**Neighborhood Association:** No Mapping Indicators

**School District:** Camas

**Elementary School:** Grass Valley

**Junior High School:** Skyridge Middle

**Senior High School:** Camas

**Fire District:** City of Camas

**Sewer District:** Camas

**Water District:** Camas

**Wildfire Danger Area:** No Mapping Indicators

**ENVIRONMENTAL CONSTRAINTS:**
**Soil Type(s):** OdB, 19.4% of parcel  
 PoB, 80.6%

**Hydric Soils:** Hydric, 19.4% of parcel  
 Non-Hydric, 80.6%

**Flood Zone Designation:** Outside Flood Area

**CARA:** Category 2 Recharge Areas

**Forest Moratorium Area:** No Mapping Indicators

**Liquefaction Susceptibility:** Bedrock

**NEHRP:** B

**Slope:** 0 - 5 percent, 68.8% of parcel  
 10 - 15 percent, 4.1%  
 5 - 10 percent, 27.1%

**Landslide Hazards:** No Mapping Indicators

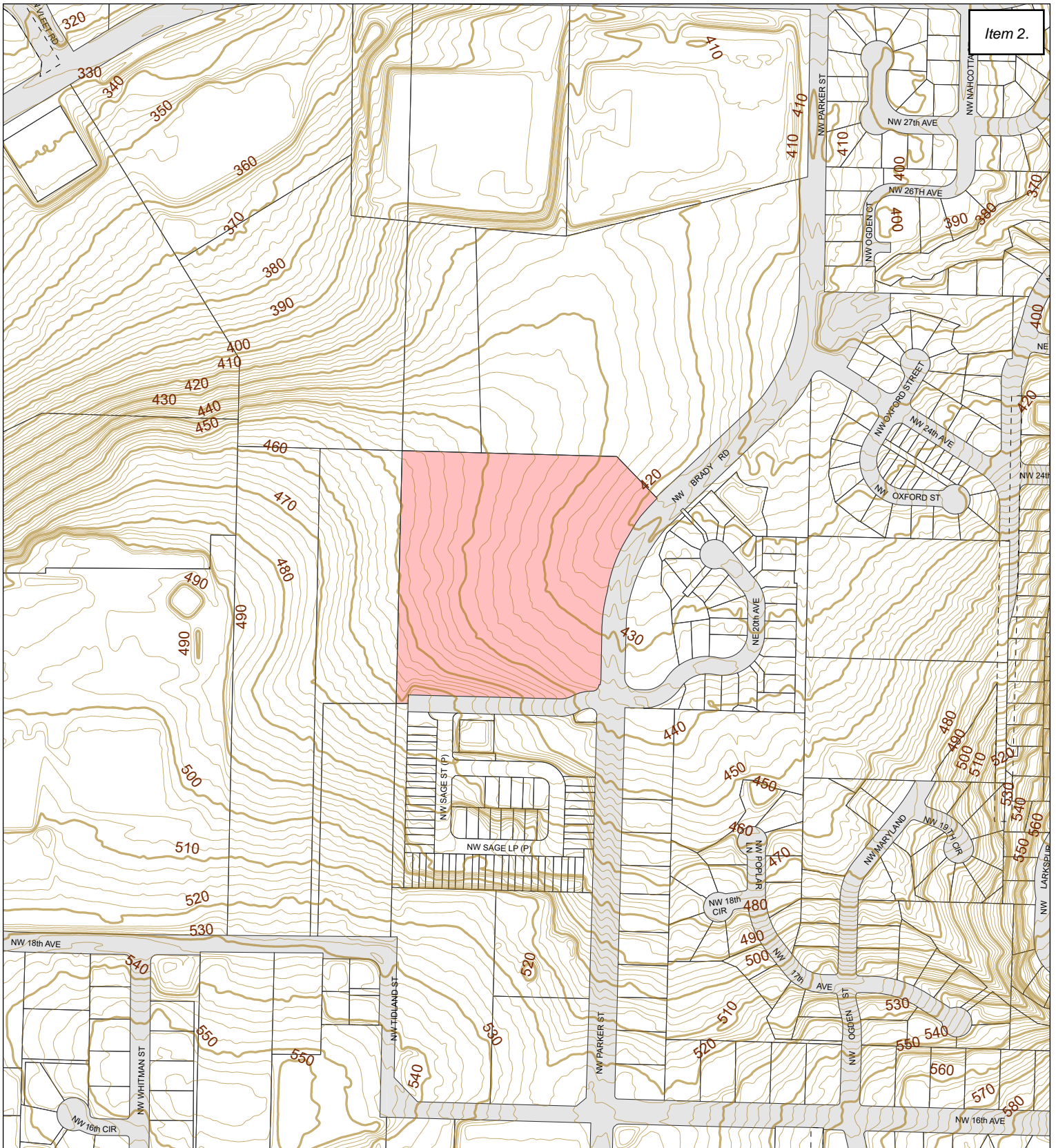
**Slope Stability:** No Mapping Indicators

**Cultural Resources:**
**Archeological Predictive:** Moderate, 9.3% of parcel  
 Moderate-High, 90.7%

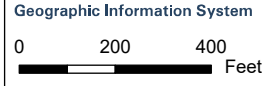
**Archeological Site Buffers:** Mapping Indicators Found

**Historic Sites:** No Mapping Indicators





Item 2.



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

### Elevation Contours

Account: 125185000  
 Owner: DALEY DENNIS W ETAL  
 Address: PO BOX 757  
 C/S/Z: RANCHO SANTA FE, CA 92067

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

Printed on: January 25, 2023

23131	23132	23133	23134
13106	13105	13104	13103
13107	13108	13109	13110



Item 2.



### 2021 Aerial Photography

Printed on: January 25, 2023

Account: 125185000  
Owner: DALEY DENNIS W ETAL  
Address: PO BOX 757  
C/S/Z: RANCHO SANTA FE, CA 92067

23131	23132	23133	23134
13106	13105	13104	13103
13107	13108	13109	13110

Subject Property(s)



Geographic Information System  
0 200 400 Feet

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





Item 2.

**CLARK COUNTY, WASHINGTON**

Geographic Information System

0 100 200 Feet

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### 2021 Aerial Photography with Elevation Contours

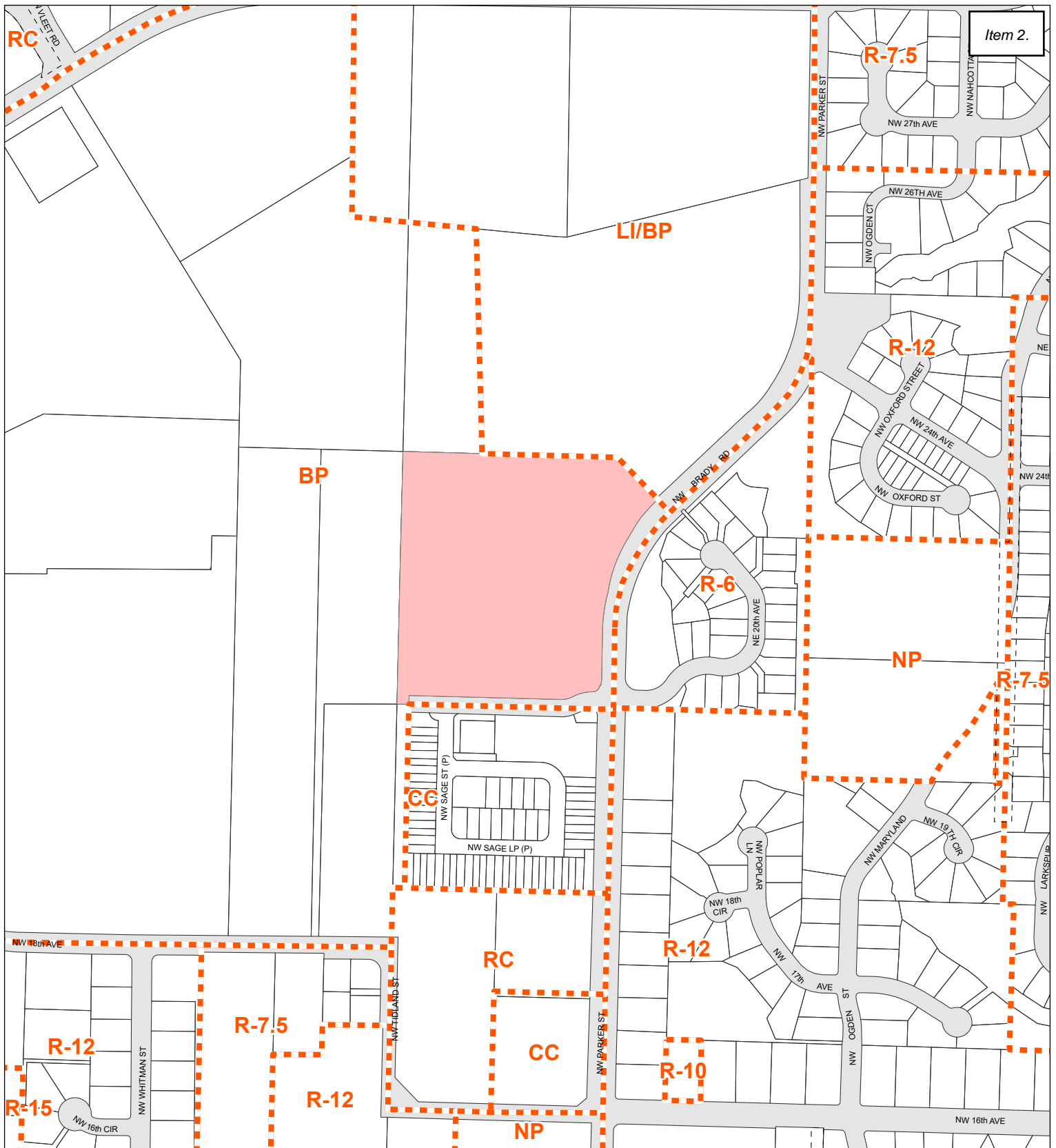
Account: 125185000  
 Owner: DALEY DENNIS W ETAL  
 Address: PO BOX 757  
 C/S/Z: RANCHO SANTA FE, CA 92067

Printed on: January 25, 2023

- 2' Elevation Contours
- Subject Property(s)

23131	23132	23133	23134
13106	13105	13104	13103
13107	13108	13109	13110





Item 2.

### Zoning Designations

Printed on: January 25, 2023

Account: 125185000  
 Owner: DALEY DENNIS W ETAL  
 Address: PO BOX 757  
 C/S/Z: RANCHO SANTA FE, CA 92067

Geographic Information System

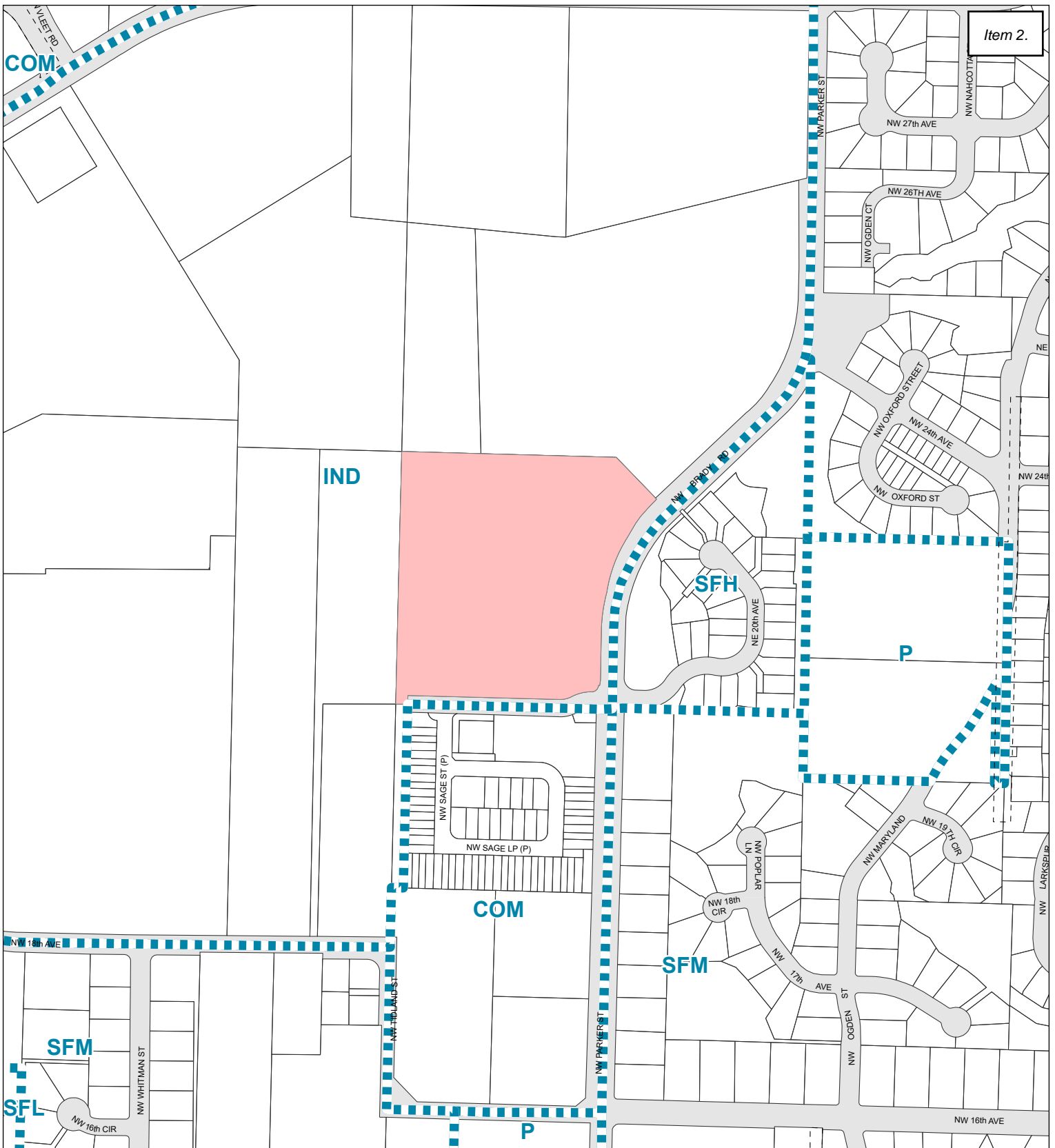
0 200 400 Feet

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

23131	23132	23133	23134
13106	13105	13104	13103
13107	13108	13109	13110

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Geographic Information System

0 200 400 Feet

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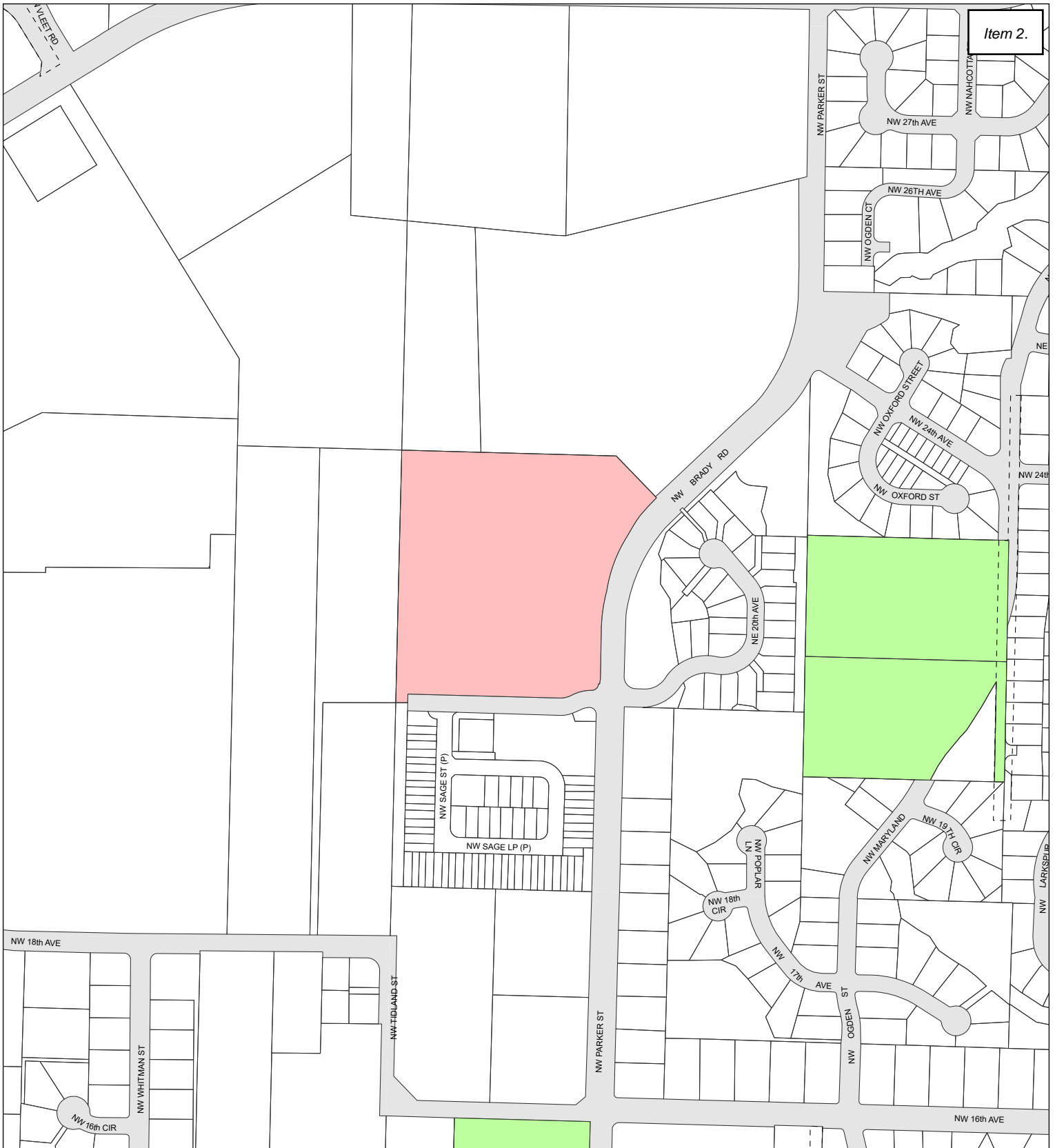
### Comprehensive Plan Designations

Account: 125185000  
 Owner: DALEY DENNIS W ETAL  
 Address: PO BOX 757  
 C/S/Z: RANCHO SANTA FE, CA 92067

Printed on: January 25, 2023

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

23131	23132	23133	23134
13106	13105	13104	13103
13107	13108	13109	13110



Item 2.

### Arterials, C-Tran Bus Routes, Parks & Trails

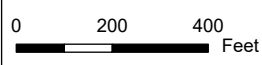
Account: 125185000  
 Owner: DALEY DENNIS W ETAL  
 Address: PO BOX 757  
 C/S/Z: RANCHO SANTA FE, CA 92067

Printed on: January 25, 2023

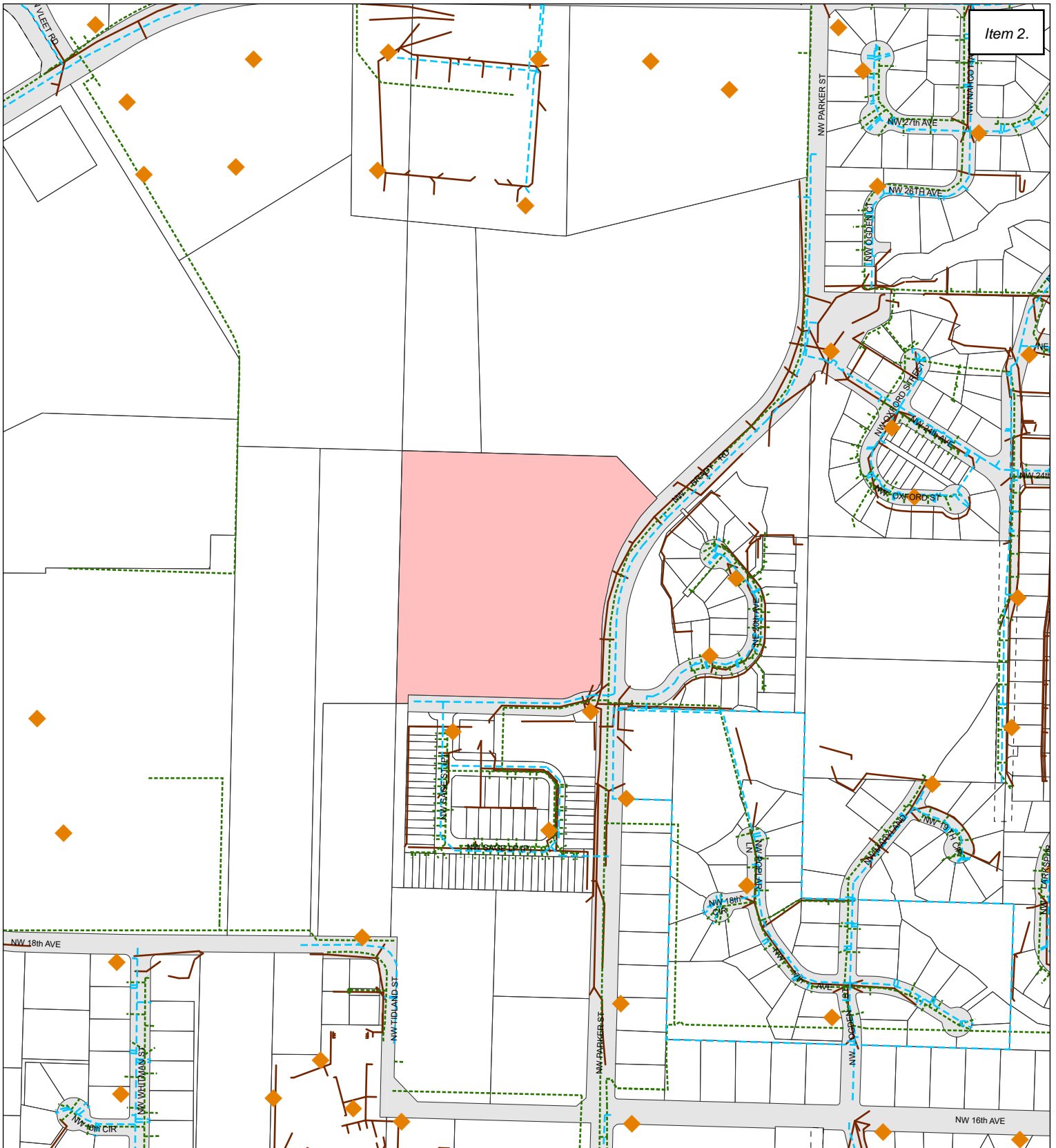


- Subject Property(s)
- Public Road
- Transportation or Major Utility Easement
- Parks
- Trail
- C-Tran Route
- Principal Arterial
- Minor Arterial
- Collector
- Rural Major Collector
- Rural Minor Collector
- State Route
- Other
- Proposed Arterial
- Scenic Highway

23131	23132	23133	23134
13106	13105		13103
13107	13108	13109	13110



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CLARK COUNTY, WASHINGTON  
Geographic Information System

0 200 400 Feet

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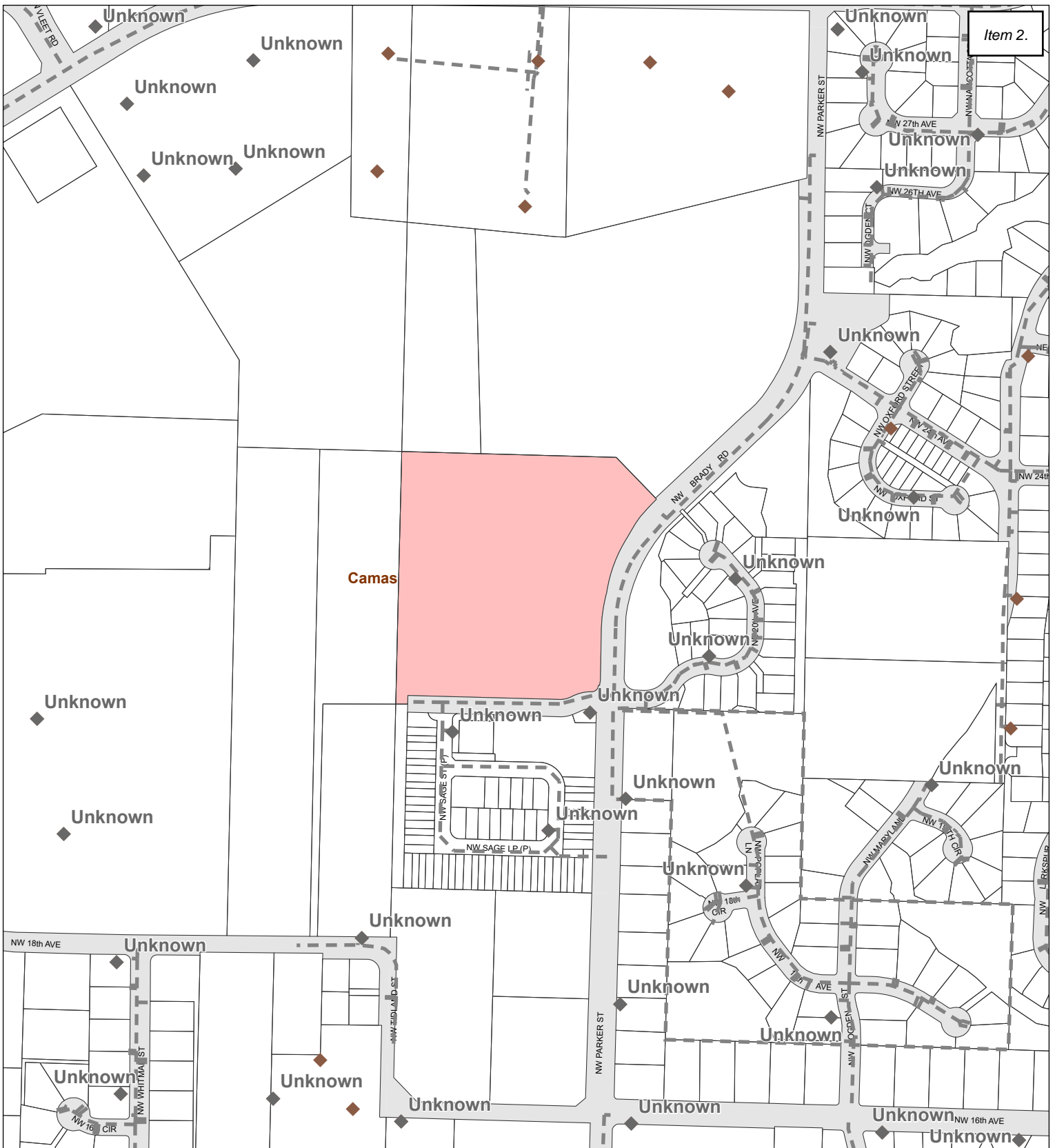
### Water, Sewer, and Storm Systems

Account: 125185000  
 Owner: DALEY DENNIS W ETAL  
 Address: PO BOX 757  
 C/S/Z: RANCHO SANTA FE, CA 92067

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

Printed on: January 25, 2023

23131	23132	23133	23134
13106	13105	13104	13103
13107	13108	13109	13110



**CLARK COUNTY, WASHINGTON**

Geographic Information System

0 200 400 Feet

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### Water Systems

Account: 125185000  
 Owner: DALEY DENNIS W ETAL  
 Address: PO BOX 757  
 C/S/Z: RANCHO SANTA FE, CA 92067

Printed on: January 25, 2023

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

23131	23132	23133	23134
13106	13105	13104	13103
13107	13108	13109	13110

# Hydrant Fire Flow Details

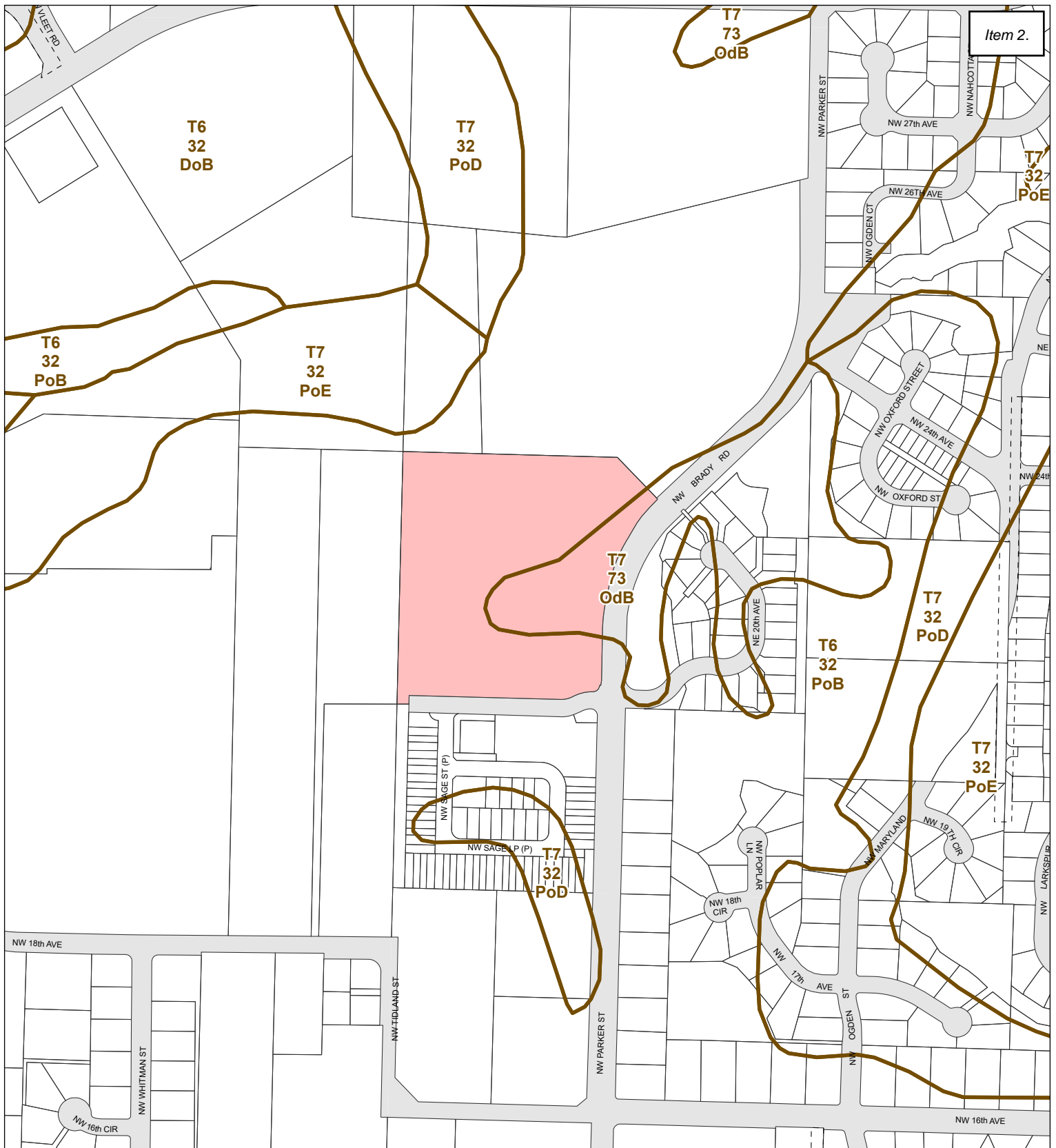
Item 2.

Account No.: 125185000  
 Owner: DALEY DENNIS W ETAL  
 Address: PO BOX 757  
 C/S/Z: RANCHO SANTA FE, CA 92067

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

## HYDRANT INFORMATION:

Hydrant ID	Hydrant Owner	Main Diameter	Flow at 20 PSI	Test Date	Distance to site
Unknown	Camas	0.0"	No Data		62 ft
Unknown	Camas	0.0"	No Data		106 ft
Unknown	Camas	0.0"	No Data		327 ft
Unknown	Unknown	0.0"	No Data		338 ft
Unknown	Camas	0.0"	No Data		338 ft
Unknown	Camas	0.0"	No Data		397 ft



Item 2.

### Soil Types

Printed on: January 25, 2023

Account: 125185000  
 Owner: DALEY DENNIS W ETAL  
 Address: PO BOX 757  
 C/S/Z: RANCHO SANTA FE, CA 92067

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

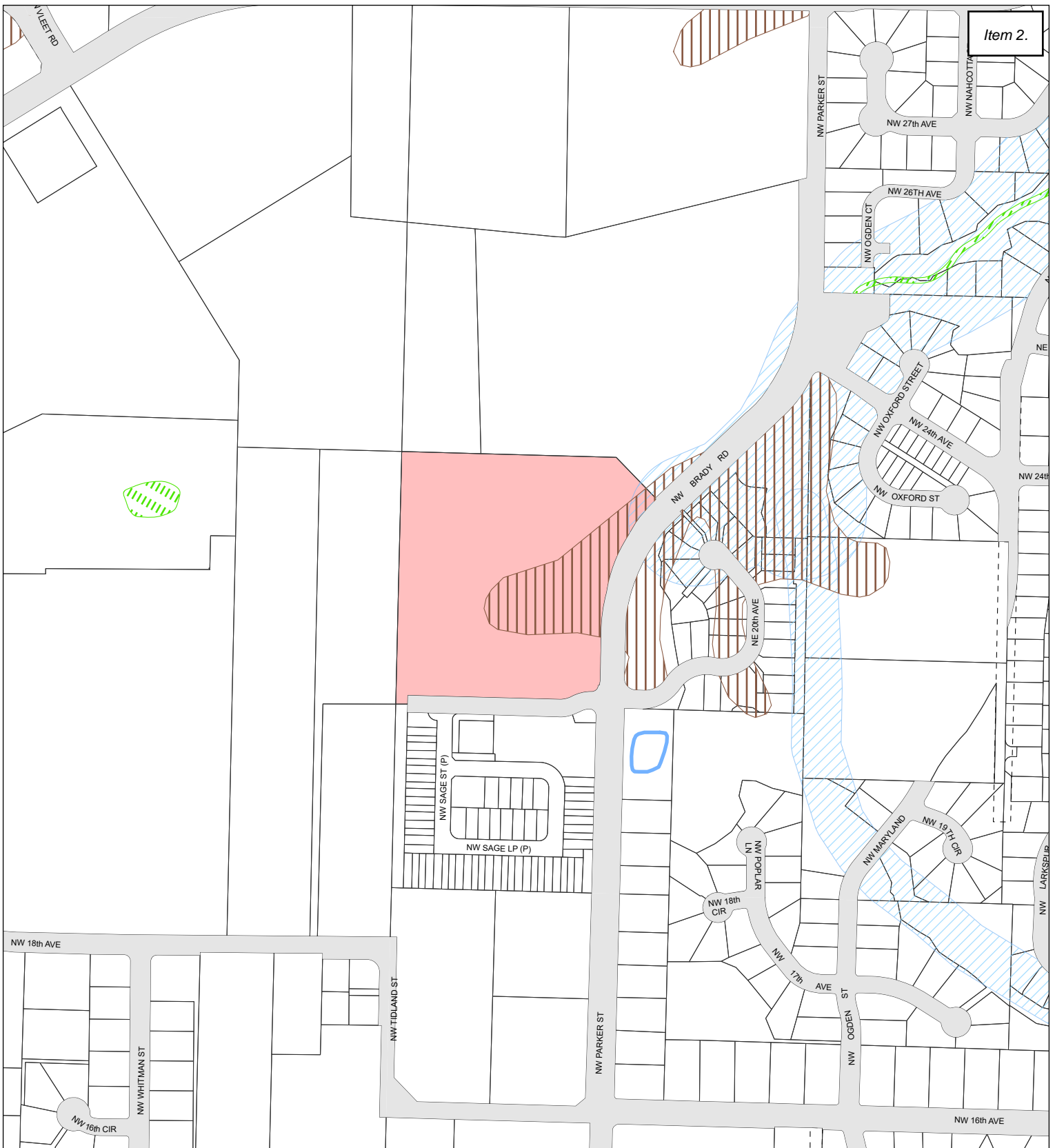
23131	23132	23133	23134
13106	13105	13104	13103
13107	13108	13109	13110



Geographic Information System

0 200 400 Feet

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



### Environmental Constraints I

Printed on: January 25, 2023

Account: 125185000  
 Owner: DALEY DENNIS W ETAL  
 Address: PO BOX 757  
 C/S/Z: RANCHO SANTA FE, CA 92067

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

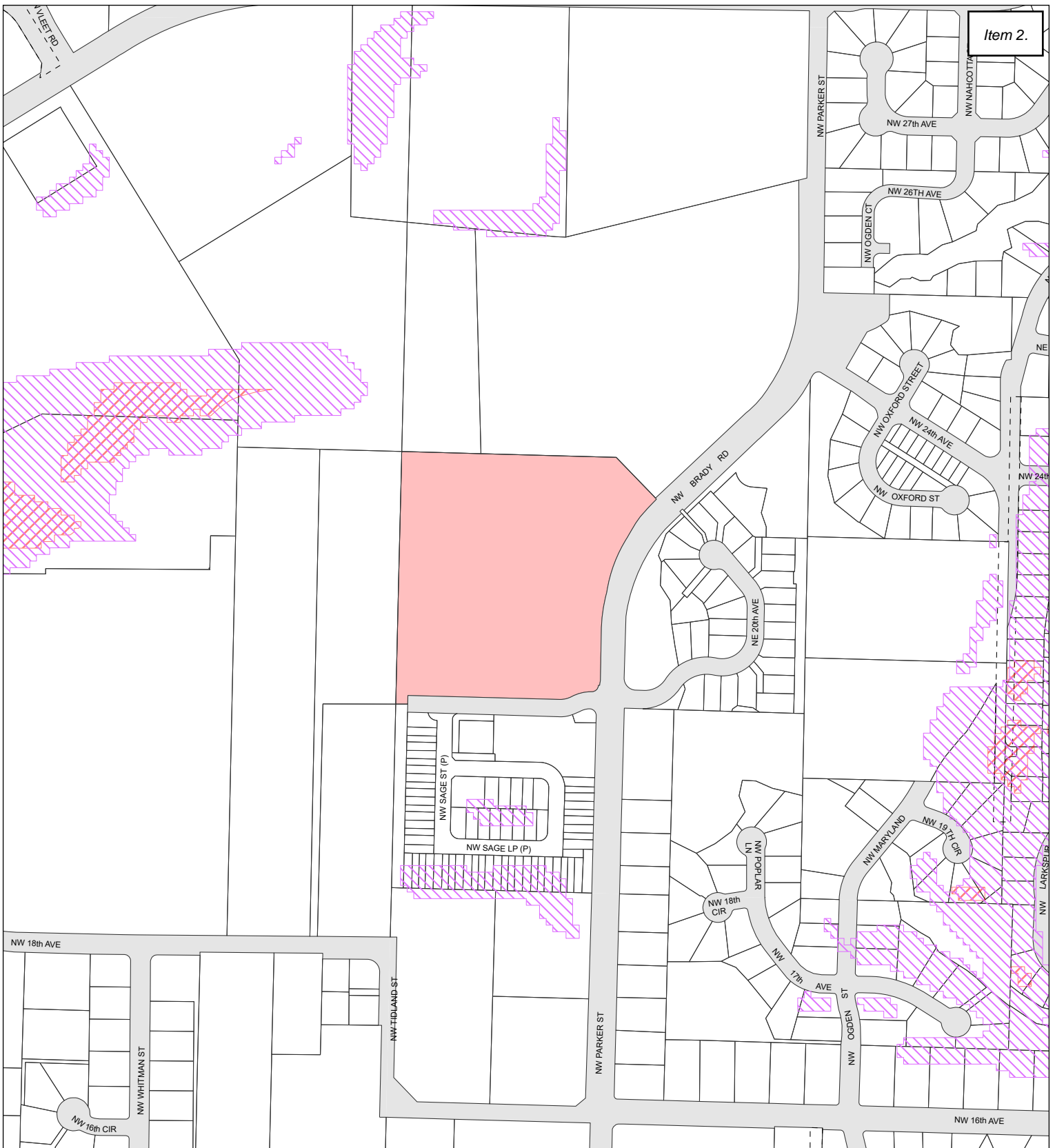
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0 200 400 Feet

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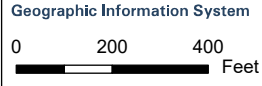


Item 2.

### Environmental Constraints II

Printed on: January 25, 2023

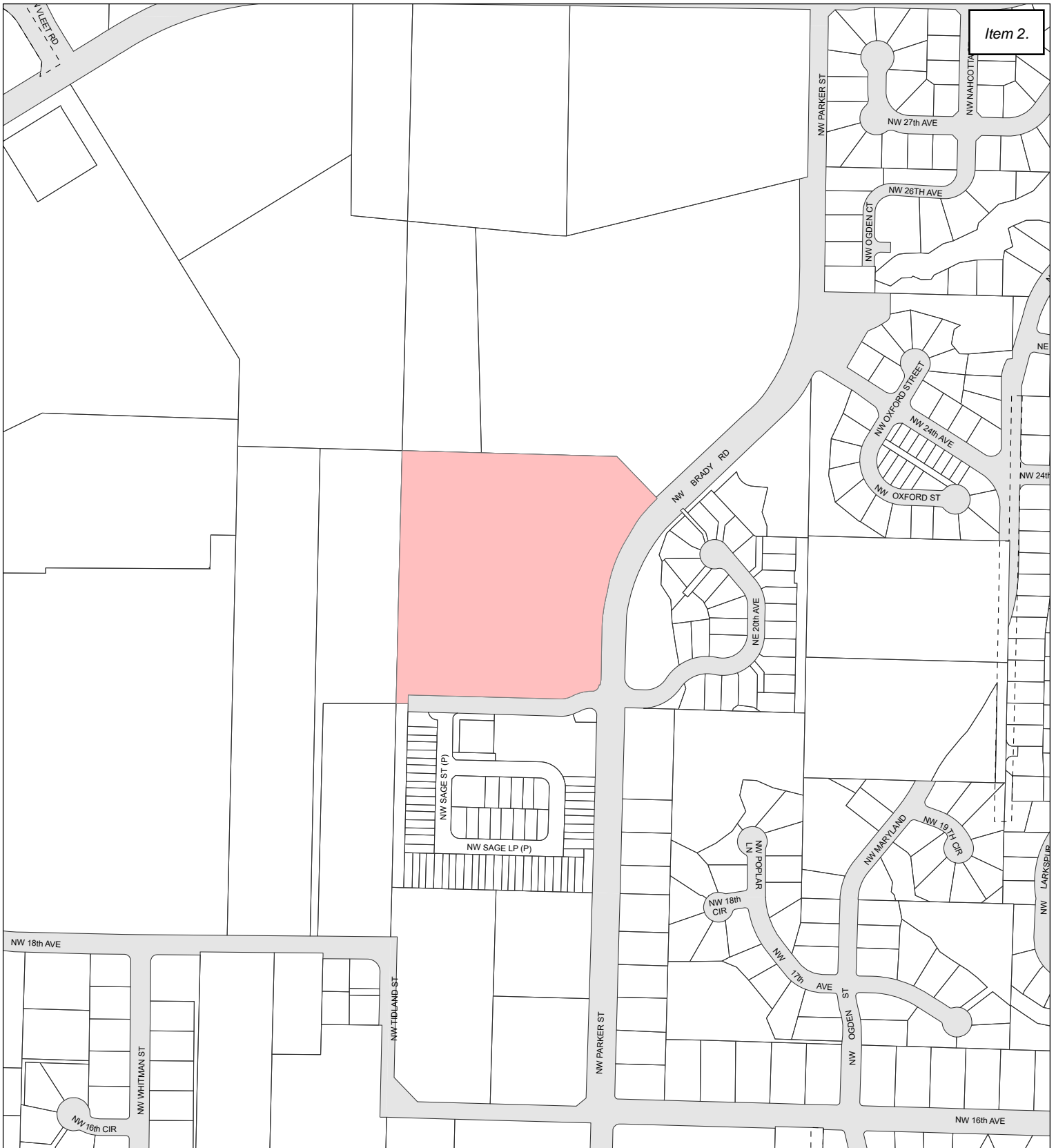
Account: 125185000  
 Owner: DALEY DENNIS W ETAL  
 Address: PO BOX 757  
 C/S/Z: RANCHO SANTA FE, CA 92067



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

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

23131	23132	23133	23134
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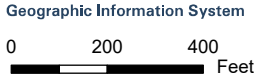


Item 2.

### Adjacent Development

Account: 125185000  
 Owner: DALEY DENNIS W ETAL  
 Address: PO BOX 757  
 C/S/Z: RANCHO SANTA FE, CA 92067

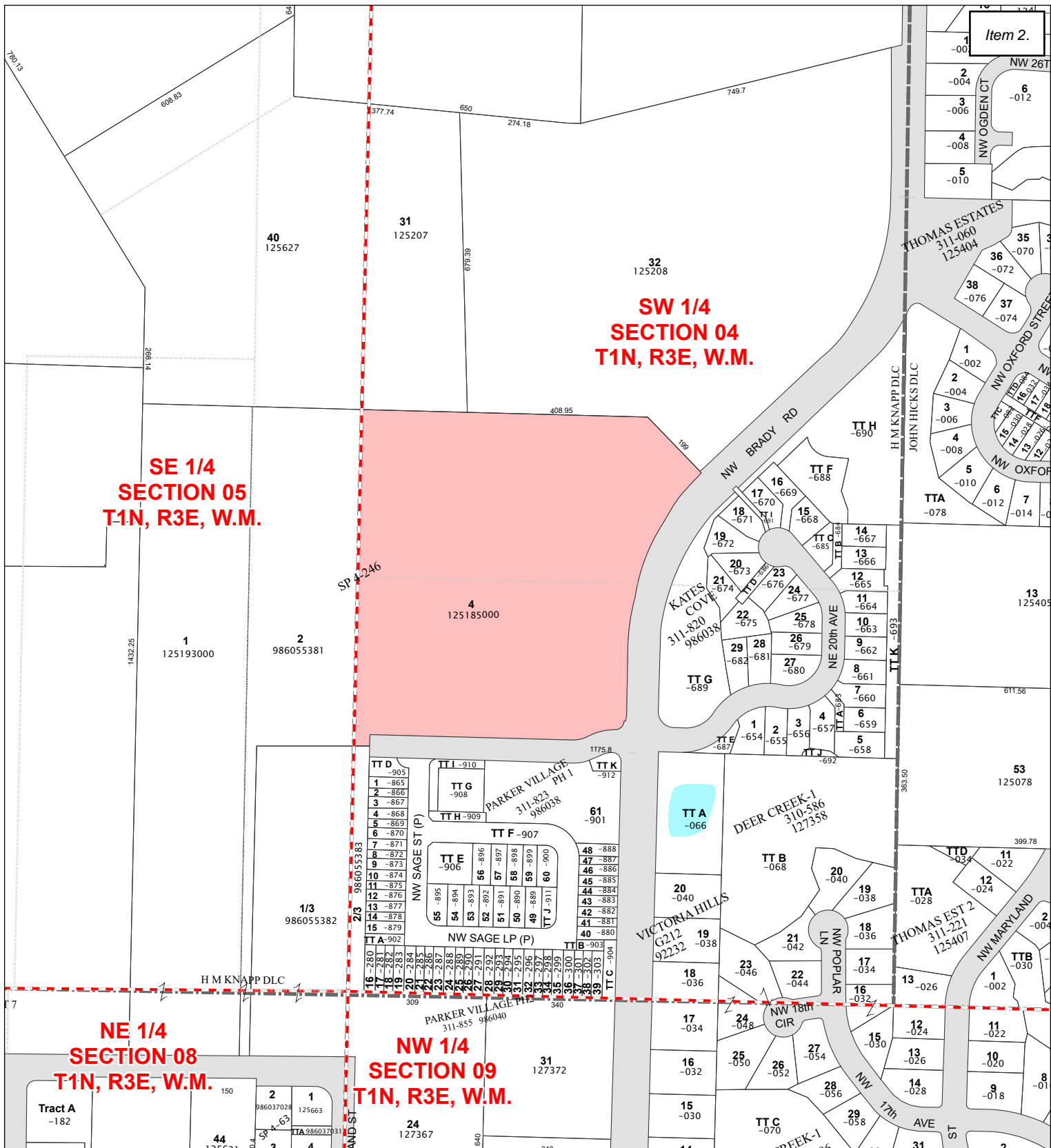
Printed on: January 25, 2023



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

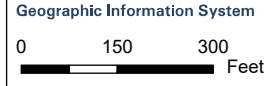
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**Quarter Section Parcels**

Account: 125185000  
 Owner: DALEY DENNIS W ETAL  
 Address: PO BOX 757  
 C/S/Z: RANCHO SANTA FE, CA 92067

Printed on: January 25, 2023



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

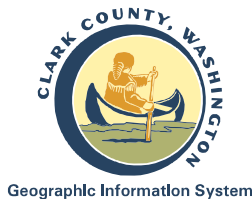
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# DEVELOPER'S PACKET

## Produced By:

Clark County Geographic Information System (GIS)



## For:

MackKay Sposito

## Subject Property Account Number(s):

986055381

125193000

127367000

127372000

PDF # 296807

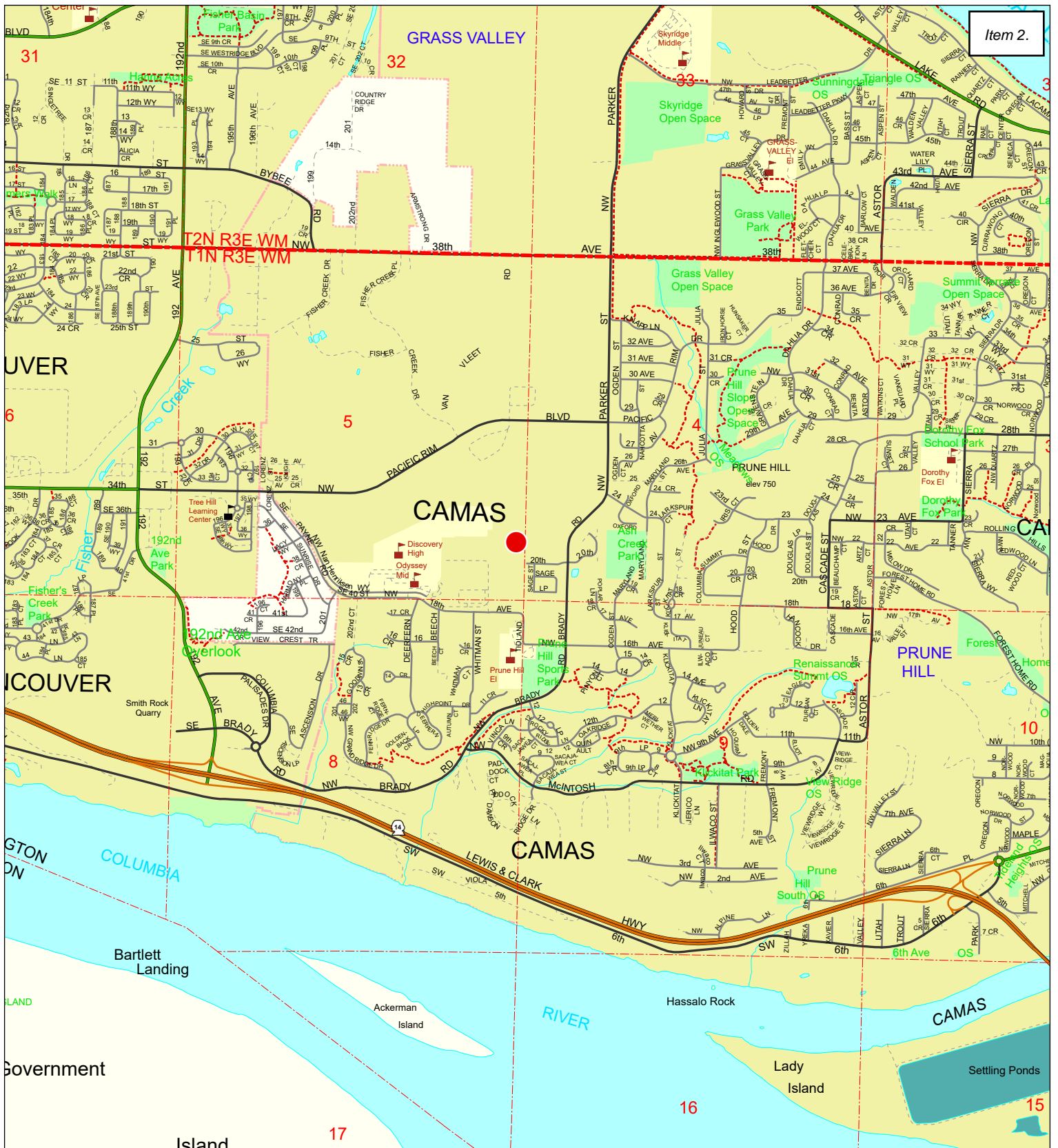
Printed: January 25, 2023

Expires: January 25, 2024

# Table of Contents

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General Location	1
Property Information Fact Sheet	2
Elevation Contours	3
2021 Aerial Photography	4
2021 Aerial Photography with Elevation Contours	5
Zoning Designations	6
Comprehensive Plan Designations	7
Arterials, C-Tran Bus Routes, Parks & Trails	8
Water, Sewer, and Storm Systems	9
Water Systems	10
Hydrant Fire Flow Details	11
Soil Types	12
Environmental Constraints I	13
Environmental Constraints II	14
Adjacent Development	15
Quarter Section Parcels	16



CLARK COUNTY, WASHINGTON

Geographic Information System

0 1,000 2,000 Feet

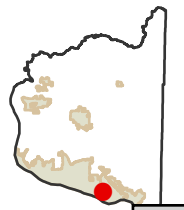
Information shown on this map was collected from several sources. Clark County accepts no responsibility for any inaccuracies that may be present.

### General Location

Account: 986055381, 125193000, 127367000, 127372000  
 Owner: DALEY DENNIS W ETAL  
 Address: PO BOX 757  
 C/S/Z: RANCHO SANTA FE, CA 92067

Location of Subject Property(s)

Printed on: January 25, 2023





# Property Information Fact Sheet

Item 2.

## Mailing Information:

Account No.: 986055381, 125193000, 127367000, 127372000  
 Owner: DALEY DENNIS W ETAL  
 Address: PO BOX 757  
 C/S/Z: RANCHO SANTA FE, CA 92067

**Assessed Parcel Size:** 19.84 Ac

**Property Type:** Multiple Property Types

## PARCEL LOCATION FINDINGS:

**Quarter Section(s):** SE 1/4,S05,T1N,R3E,  
 NE 1/4,S08,T1N,R3E,  
 NW 1/4,S09,T1N,R3E

**Municipal Jurisdiction:** Camas

**Urban Growth Area:** Camas

**Zoning:** BP, RC, CC

**Zoning Overlay:** No Mapping Indicators

**Comprehensive Plan Designation:** IND,  
 COM

**Columbia River Gorge NSA:** No Mapping Indicators

**Late-Comer Area:** No Mapping Indicators

**Trans. Impact Fee Area:** Camas

**Park Impact Fee District:** No Mapping Indicators

**Neighborhood Association:** No Mapping Indicators

**School District:** Camas

**Elementary School:** Grass Valley

**Junior High School:** Skyridge Middle

**Senior High School:** Camas

**Fire District:** City of Camas

**Sewer District:** Camas

**Water District:** Camas

**Wildfire Danger Area:** Over 500ft need further review

## ENVIRONMENTAL CONSTRAINTS:

**Soil Type(s):** PoB, 95.1% of parcel  
 PoD, 4.9%

**Hydric Soils:** Non-Hydric, 100.0% of parcel

**Flood Zone Designation:** Outside Flood Area

**CARA:** Category 2 Recharge Areas

**Forest Moratorium Area:** No Mapping Indicators

**Liquefaction Susceptibility:** Bedrock

**NEHRP:** B

**Slope:** 0 - 5 percent, 5.1% of parcel

10 - 15 percent, 6.3%

15 - 25 percent, 2.6%

5 - 10 percent, 86.0%

**Landslide Hazards:** Slopes > 15%

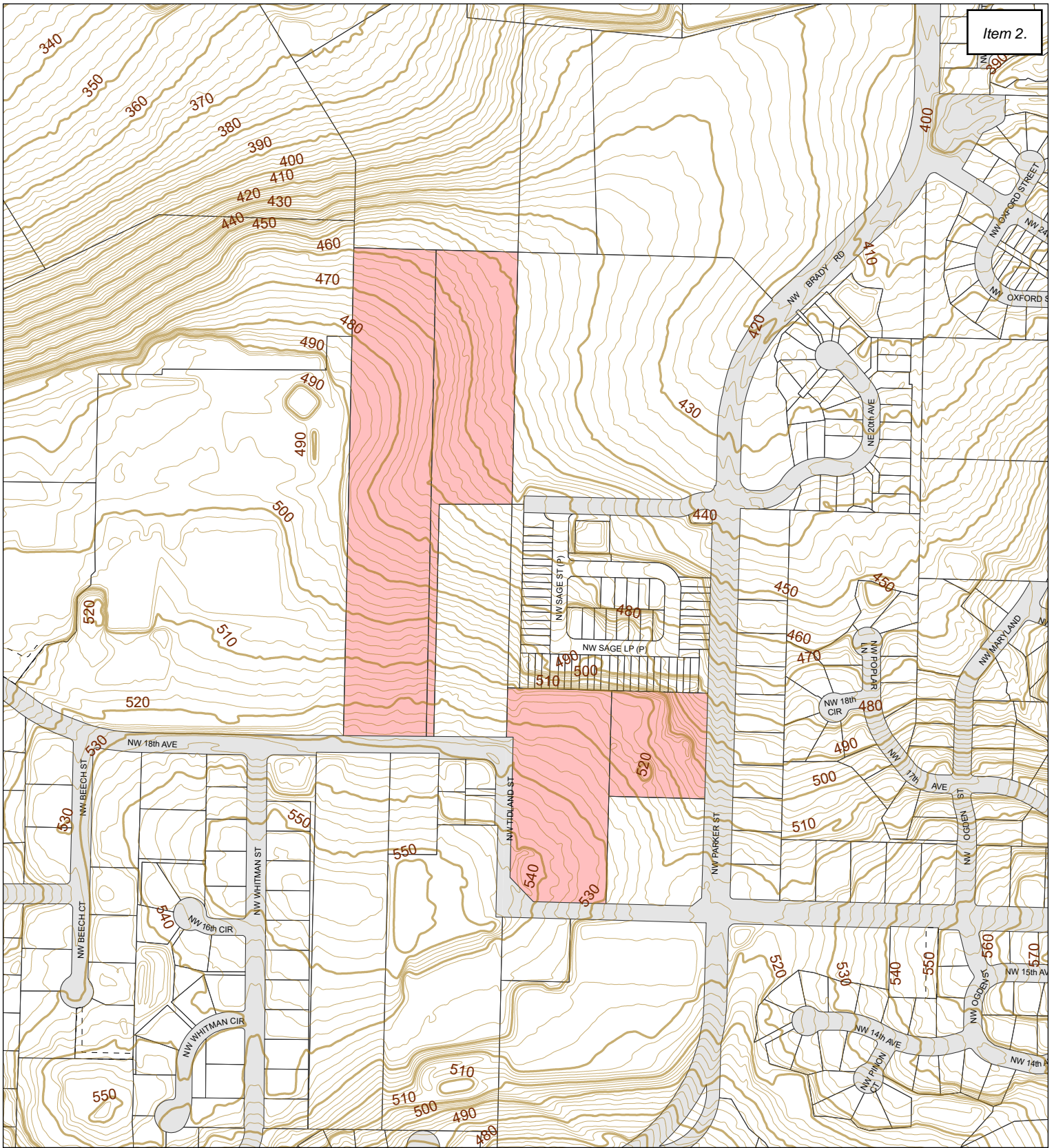
**Slope Stability:** No Mapping Indicators

**Cultural Resources:**

**Archeological Predictive:** Low-Moderate, 9.3% of parcel  
 Moderate, 13.1%  
 Moderate-High, 77.6%

**Archeological Site Buffers:** Mapping Indicators Found

**Historic Sites:** No Mapping Indicators



Item 2.

### Elevation Contours

Account: 986055381, 125193000, 127367000, 127372000  
 Owner: DALEY DENNIS W ETAL  
 Address: PO BOX 757  
 C/S/Z: RANCHO SANTA FE, CA 92067

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

Printed on: January 25, 2023

23131	23132	23133	23134
13106	13105	13104	13103
13107	13108	13109	13110
	13117	13116	13115



Geographic Information System  
 0 200 400 Feet

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Item 2.



### 2021 Aerial Photography

Account: 986055381, 125193000, 127367000, 127372000  
Owner: DALEY DENNIS W ETAL  
Address: PO BOX 757  
C/S/Z: RANCHO SANTA FE, CA 92067

Printed on: January 25, 2023



Geographic Information System

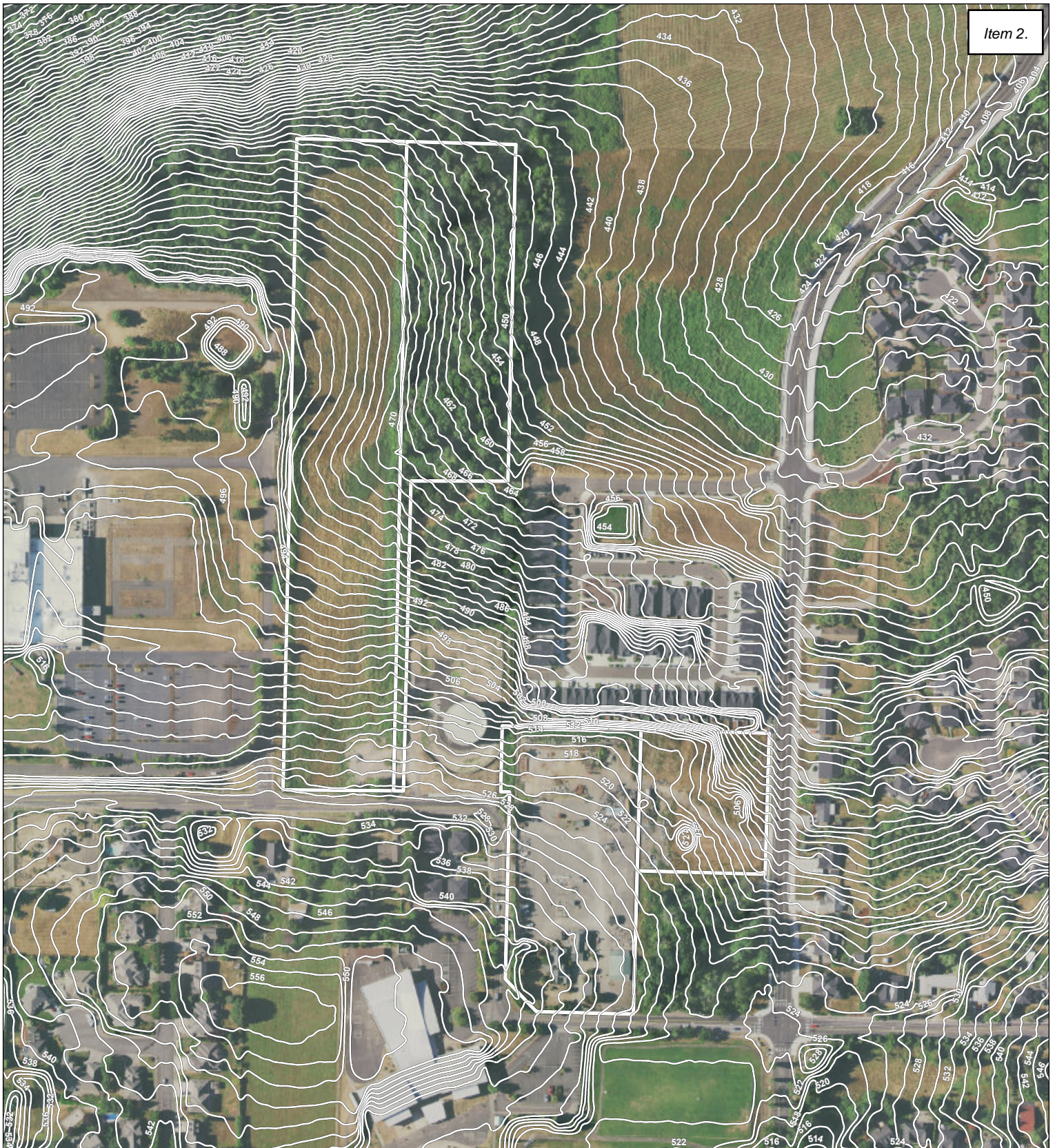
0 200 400 Feet

 Subject Property(s)

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23131	23132	23133	23134
13106	13105	13104	13103
13107	13108	13109	13110
	13117	13116	13115





Item 2.



Geographic Information System  
 0 100 200 Feet

### 2021 Aerial Photography with Elevation Contours

Account: 986055381, 125193000, 127367000, 127372000  
 Owner: DALEY DENNIS W ETAL  
 Address: PO BOX 757  
 C/S/Z: RANCHO SANTA FE, CA 92067

— 2' Elevation Contours  
 □ Subject Property(s)

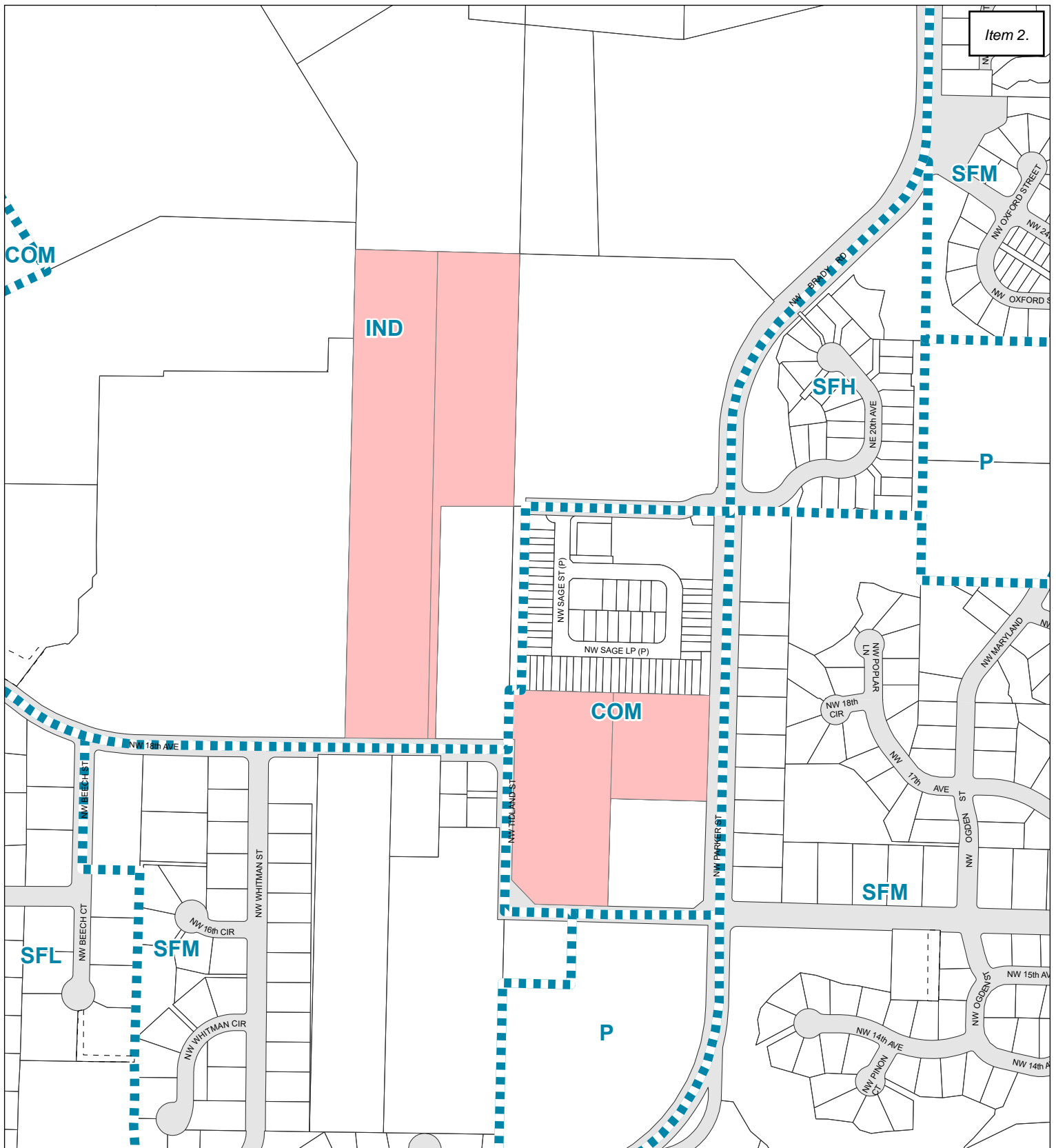
Printed on: January 25, 2023

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Geographic Information System  
 0 200 400 Feet

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### Comprehensive Plan Designations

Account: 986055381, 125193000, 127367000, 127372000  
 Owner: DALEY DENNIS W ETAL  
 Address: PO BOX 757  
 C/S/Z: RANCHO SANTA FE, CA 92067

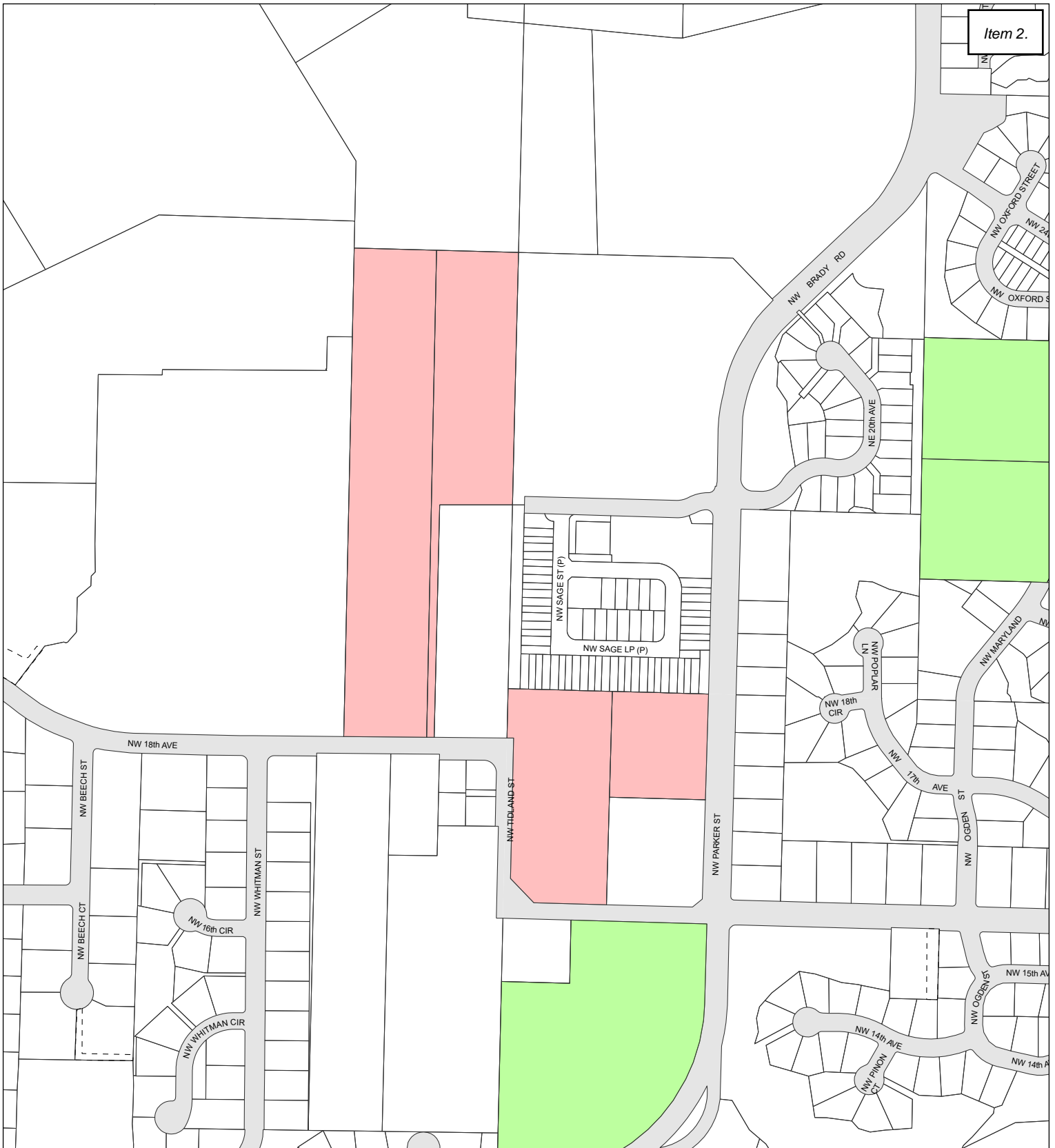
- Subject Property(s)
- Public Road
- Transportation or Major Utility Easement
- Comprehensive Plan Boundary
- Industrial Reserve
- Railroad Industrial Reserve
- Mining
- Urban Reserve
- Rural Center Mixed Use
- Columbia River Gorge Scenic Area

Printed on: January 25, 2023

23131	23132	23133	23134
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	13117	13116	13115



Item 2.



Geographic Information System

0 200 400 Feet

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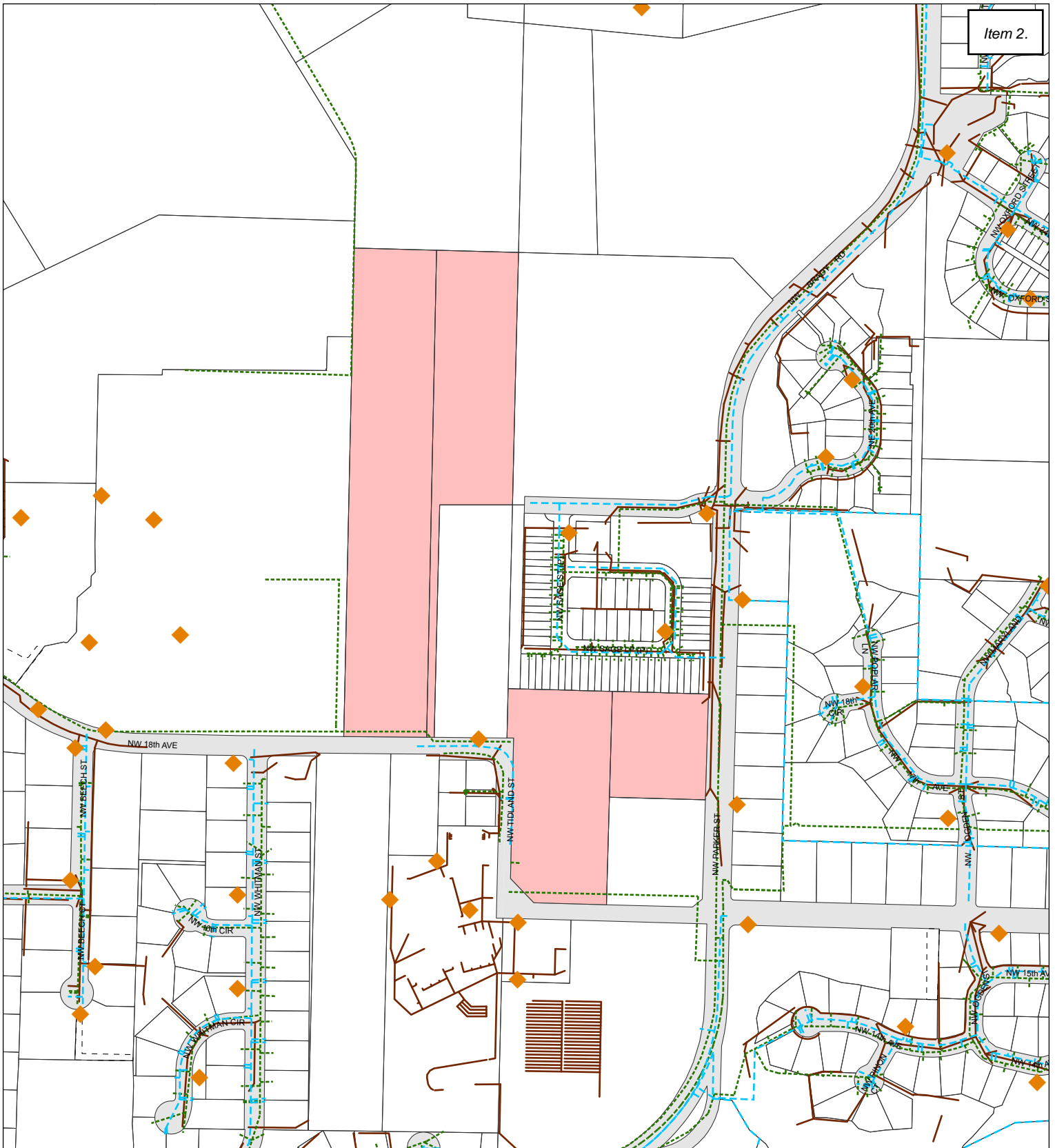
### Arterials, C-Tran Bus Routes, Parks & Trails

Account: 986055381, 125193000, 127367000, 127372000  
 Owner: DALEY DENNIS W ETAL  
 Address: PO BOX 757  
 C/S/Z: RANCHO SANTA FE, CA 92067

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

Printed on: January 25, 2023

23131	23132	23133	23134
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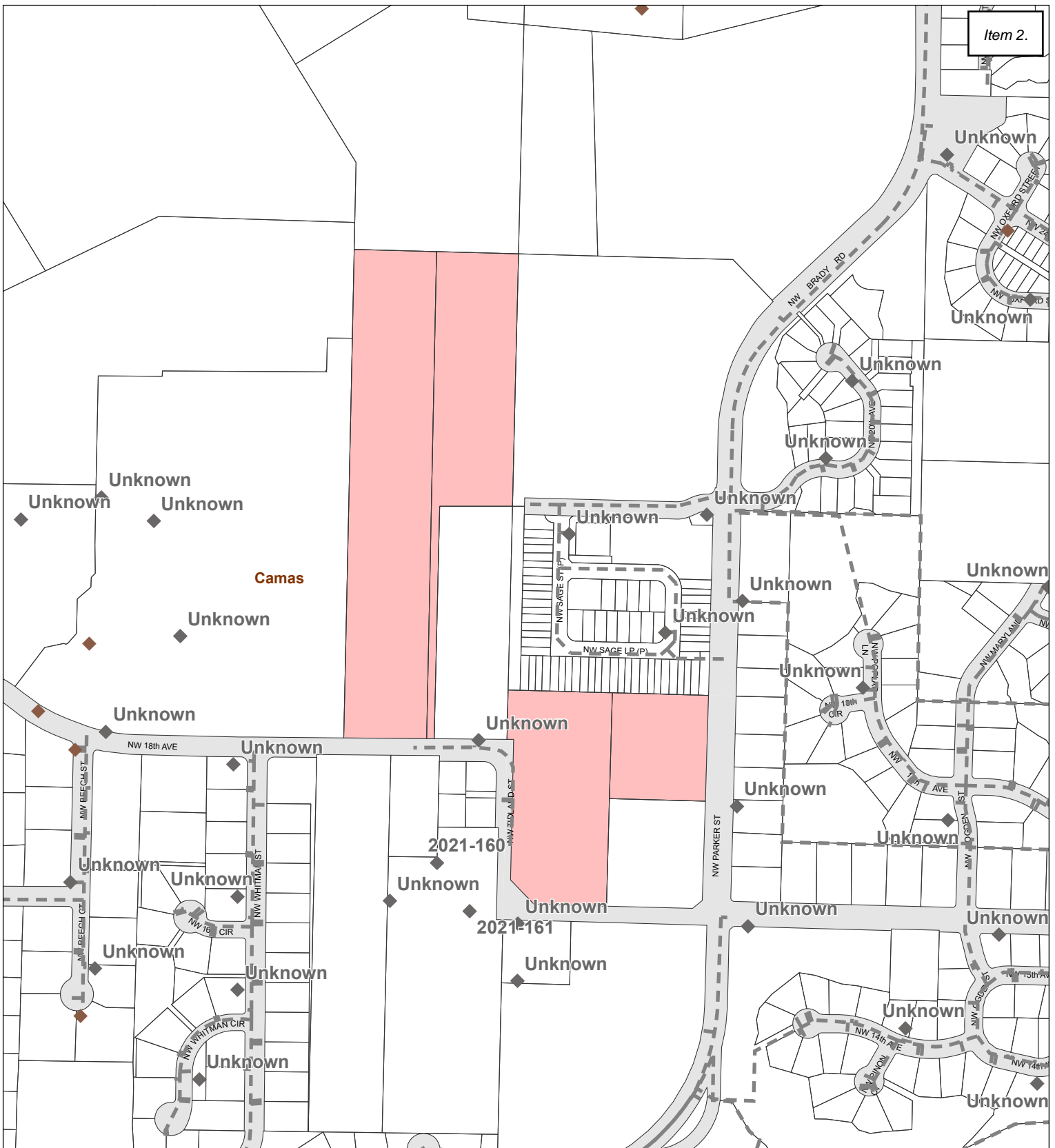
### Water, Sewer, and Storm Systems

Account: 986055381, 125193000, 127367000, 127372000  
 Owner: DALEY DENNIS W ETAL  
 Address: PO BOX 757  
 C/S/Z: RANCHO SANTA FE, CA 92067

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

Printed on: January 25, 2023

23131	23132	23133	23134
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CLARK COUNTY, WASHINGTON

Geographic Information System

0 200 400 Feet

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### Water Systems

Account: 986055381, 125193000, 127367000, 127372000  
 Owner: DALEY DENNIS W ETAL  
 Address: PO BOX 757  
 C/S/Z: RANCHO SANTA FE, CA 92067

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

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23131	23132	23133	23134
13106	13105	13104	13103
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	13117	13116	13115

# Hydrant Fire Flow Details

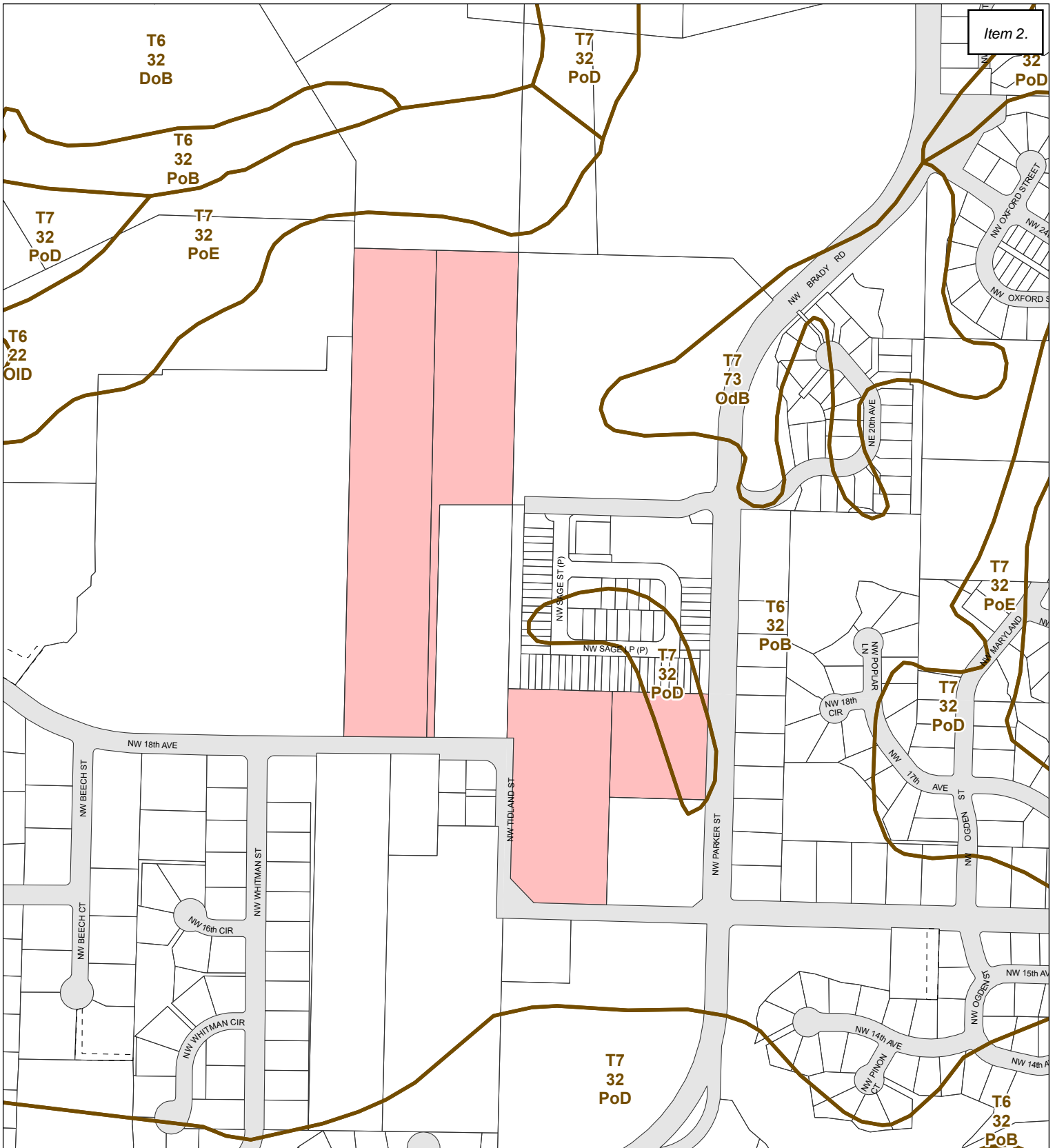
Item 2.

Account No.: 986055381, 125193000, 127367000, 127372000  
 Owner: DALEY DENNIS W ETAL  
 Address: PO BOX 757  
 C/S/Z: RANCHO SANTA FE, CA 92067

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

**HYDRANT INFORMATION:**

Hydrant ID	Hydrant Owner	Main Diameter	Flow at 20 PSI	Test Date	Distance to site
Unknown	Unknown	0.0"	No Data		76 ft
Unknown	Unknown	0.0"	No Data		85 ft
Unknown	Unknown	0.0"	No Data		97 ft
2021-161	Private	0.0"	No Data		155 ft
Unknown	Camas	0.0"	No Data		185 ft
Unknown	Camas	0.0"	No Data		191 ft
2021-160	Private	0.0"	No Data		222 ft
Unknown	Unknown	0.0"	No Data		236 ft
Unknown	Unknown	0.0"	No Data		303 ft
Unknown	Unknown	0.0"	No Data		342 ft
Unknown	Private	0.0"	No Data		369 ft
Unknown	Unknown	0.0"	No Data		399 ft
Unknown	Unknown	0.0"	No Data		467 ft
Unknown	Unknown	0.0"	No Data		499 ft



Item 2.

Geographic Information System

0 200 400 Feet

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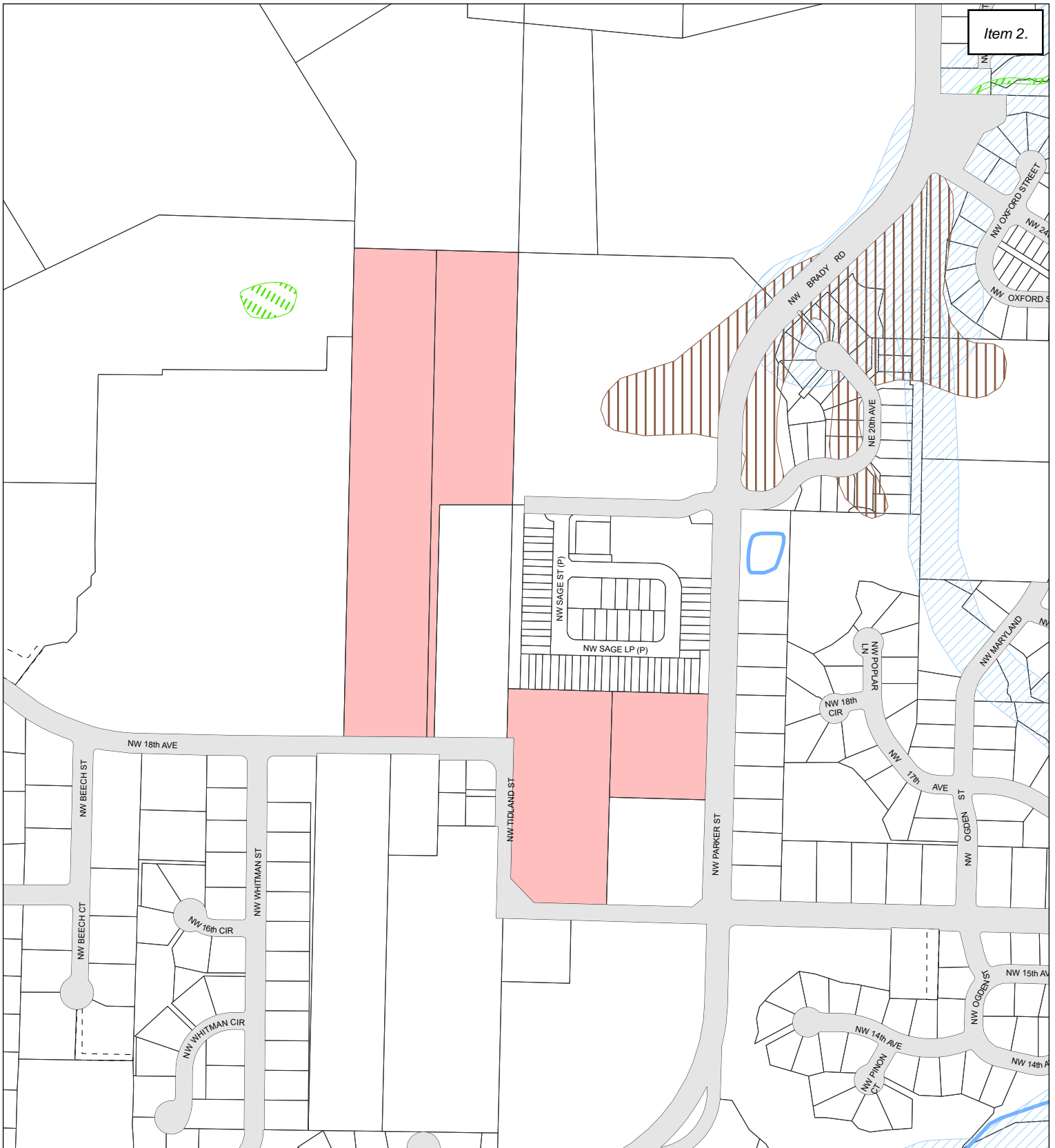
### Soil Types

Account: 986055381, 125193000, 127367000, 127372000  
 Owner: DALEY DENNIS W ETAL  
 Address: PO BOX 757  
 C/S/Z: RANCHO SANTA FE, CA 92067

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

Printed on: January 25, 2023

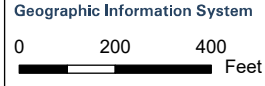
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### Environmental Constraints I

Account: 986055381, 125193000, 127367000, 127372000  
 Owner: DALEY DENNIS W ETAL  
 Address: PO BOX 757  
 C/S/Z: RANCHO SANTA FE, CA 92067

Printed on: January 25, 2023

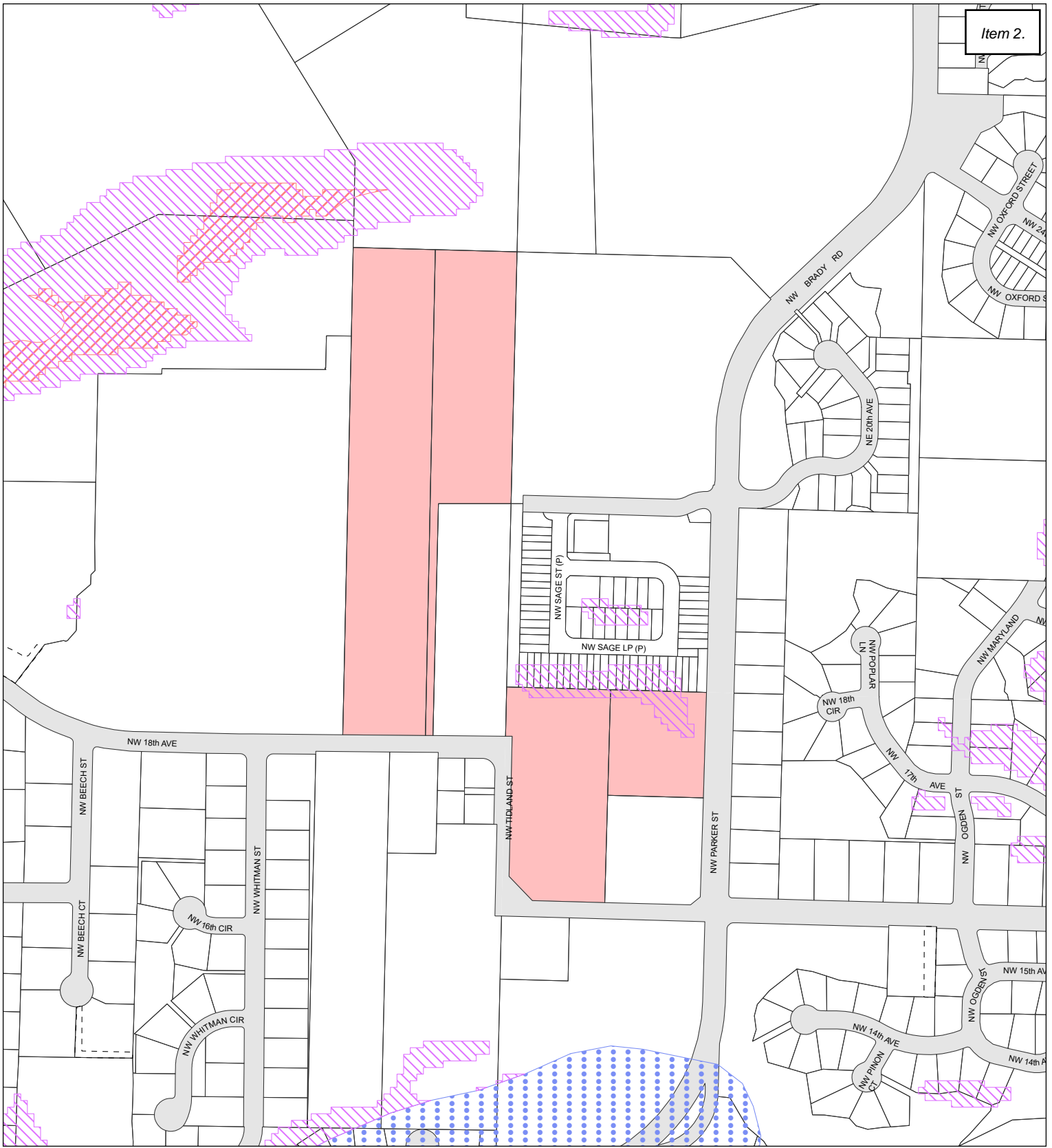


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- Subject Property(s)
- Riparian Habitat or Species Area
- Non-Riparian Habitat or Species Area
- 100 year Floodplains
- Transportation or Major Utility Easement
- Floodway
- Hydic Soils
- Shorelines
- Wetland Inventory
- Stream
- CARA Category 1

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Geographic Information System  
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### Environmental Constraints II

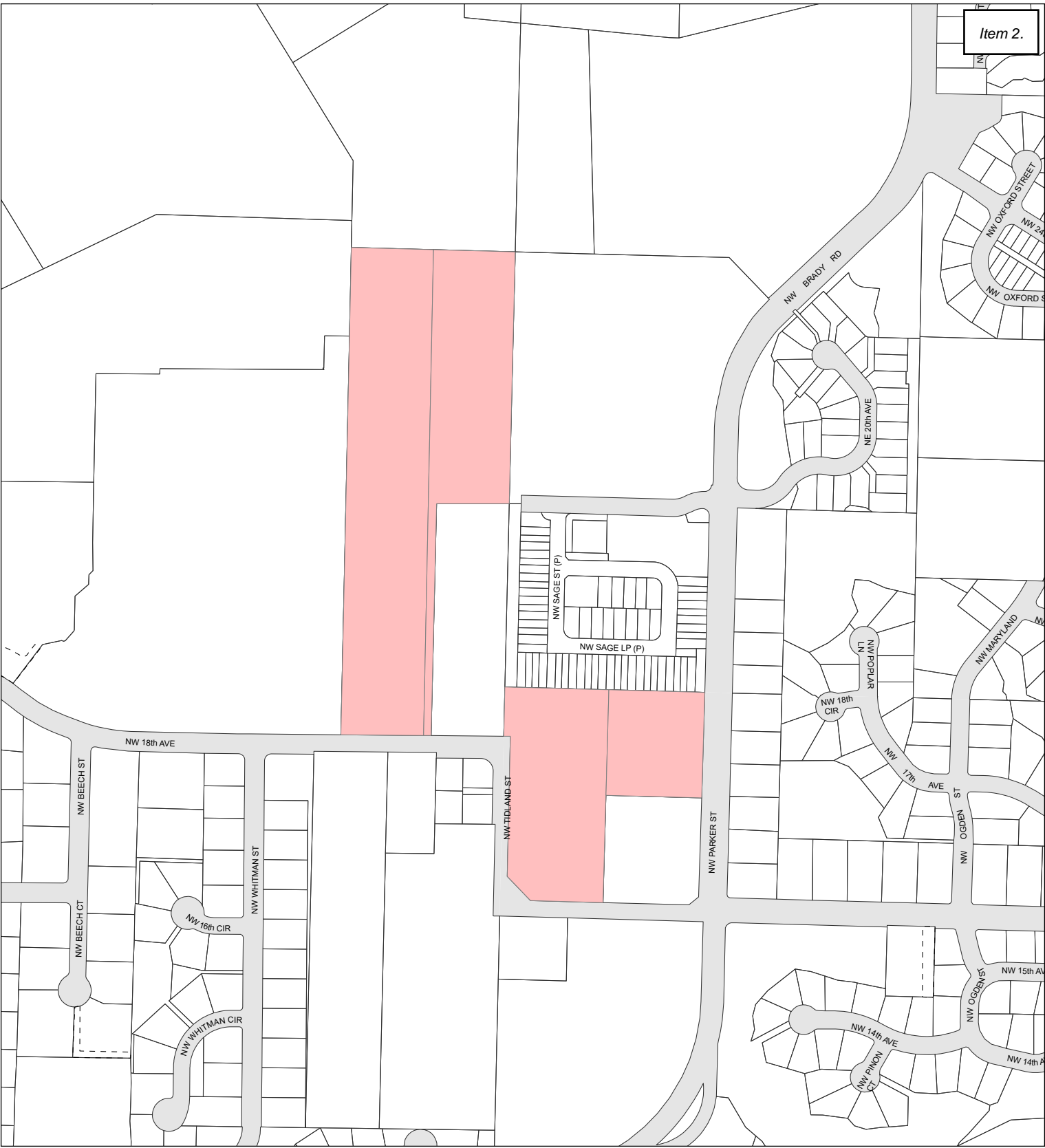
Account: 986055381, 125193000, 127367000, 127372000  
 Owner: DALEY DENNIS W ETAL  
 Address: PO BOX 757  
 C/S/Z: RANCHO SANTA FE, CA 92067

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

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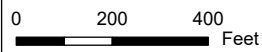
Item 2.



### Adjacent Development

Account: 986055381, 125193000, 127367000, 127372000  
 Owner: DALEY DENNIS W ETAL  
 Address: PO BOX 757  
 C/S/Z: RANCHO SANTA FE, CA 92067

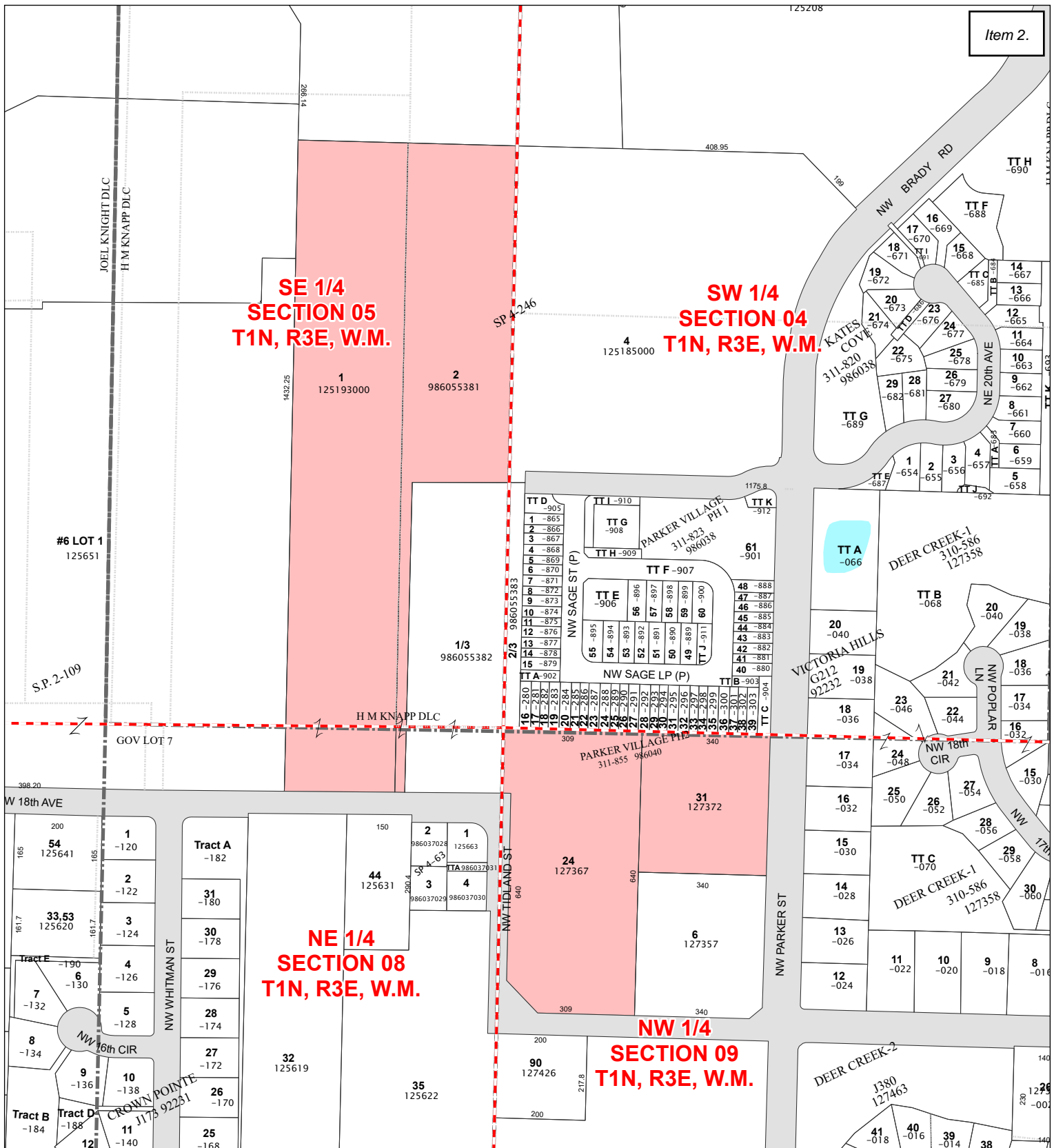
Printed on: January 25, 2023



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

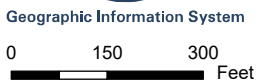
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	13117	13116	13115



### Quarter Section Parcels

Account: 986055381, 125193000, 127367000, 127372000  
 Owner: DALEY DENNIS W ETAL  
 Address: PO BOX 757  
 C/S/Z: RANCHO SANTA FE, CA 92067

Printed on: January 25, 2023



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

23131	23132	23133	23134
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Item 2.

# Application Narrative



## Comprehensive Plan Amendment and Rezone Request

**MackKay Family Properties**  
**Comprehensive Plan Amendment and Rezone Request**  
**City of Camas 2023 Annual Review Cycle**

## I. Request

The MacKay family is requesting to amend the City of Camas' Comprehensive Plan (Camas 2035 plan) land use designations for five parcels from Light Industrial and Commercial to Multifamily residential. This request also includes changes to the zoning districts from Business Park (BP) and Regional Commercial (RC) to Multifamily-18 (MF-18).

## II. Site Description

The subject properties include five (5) parcels totaling 31.4 acres. The properties are located generally at NW Tidland Street and NW 18<sup>th</sup> Avenue and NW Brady Road and NW 20<sup>th</sup> Avenue.

### Subject Properties (in blue highlight)



The subject properties are surrounded by a variety of uses. With the northern three parcels, the properties are bounded by vacant industrial land to the north (with the larger property adjacent to Analog Devices, Inc. to use for their own potential expansion), an attached housing development and city water reservoir to the south, industrial and educational uses (nLIGHT, Inc. and the Odyssey Middle School/Discovery High School campus) to the east, and NW Brady Road to the west.



The southern two properties are bounded by an attached housing development to the north (Parker Village), NW 16<sup>th</sup> Avenue and an approved commercial development (Camas Station) to the south, NW Brady Road to the east, and NW Tidland Street to the west. The southern two parcels are also across NW 16<sup>th</sup> Avenue from Prune Hill Sports Park and Prune Hill Elementary School. As you can see, the southern and northern parcels are separated by a city reservoir located on 4 acres, which property was purchased by the City of Camas from the MacKay family.

Surrounding Development (subject properties in red hatch)



A list of the properties by parcel number with acreage and planning information is as follows:

Assessor Parcel #	Acreage	Comp Plan Designation	Zoning District*
125185000	11.15	Industrial	BP
986055381	4.7	Industrial	BP

Item 2.

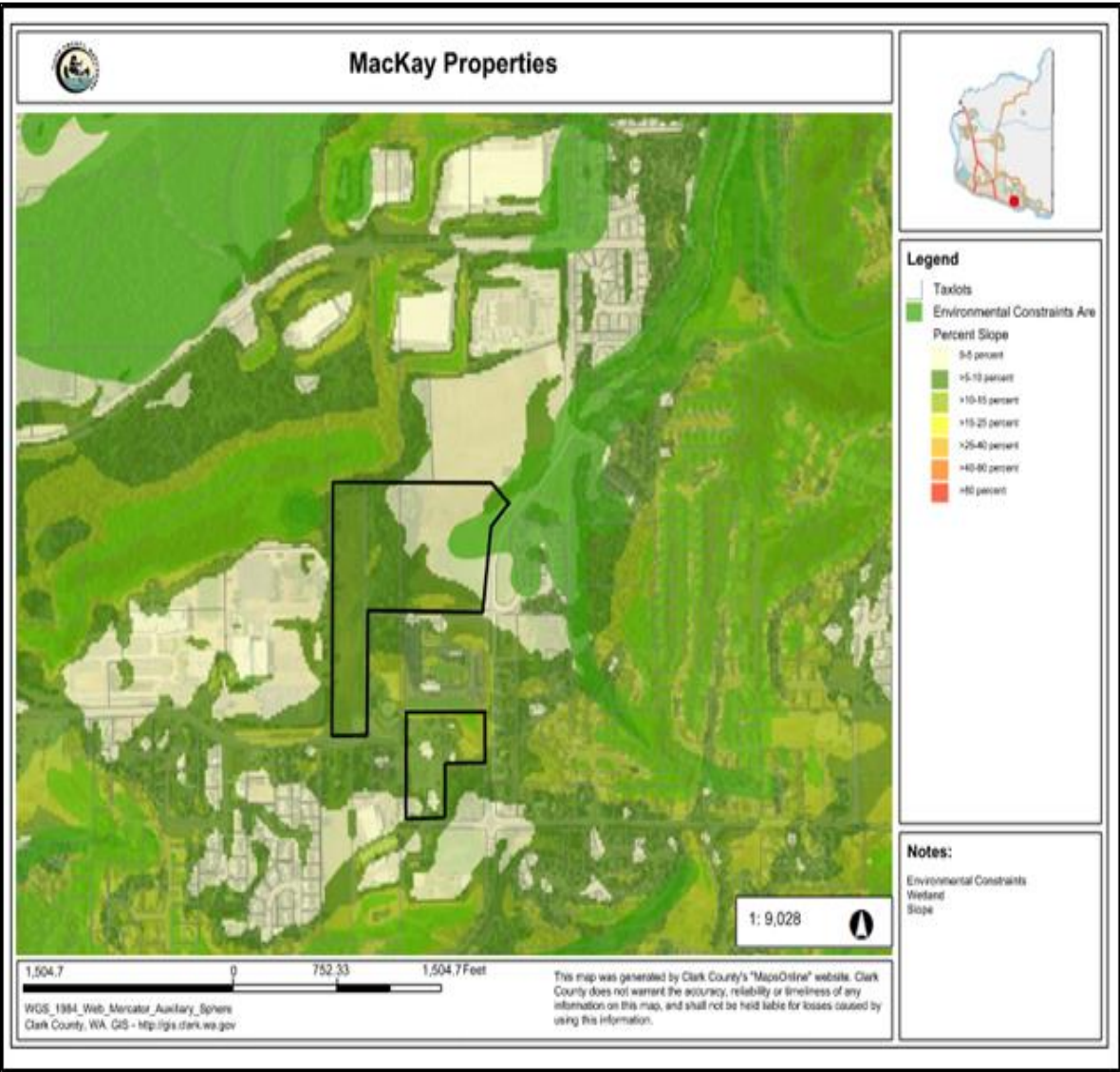
125193000	8.97	Industrial	BP
127367000	4.19	Commercial	RC
127372000	2.39	Commercial	RC

\* According to Clark County GIS Property Information Center

**Environmental Constraints**

The BP zoned parcels do have notable environmental constraints, mainly in the form of slopes 10-20% and wetlands, that impact any efficient industrial or business park development of the property. The largest property contains wetland presence and the two contiguous lots west of the water reservoir have topographic challenges mentioned earlier in this narrative.

Environmental Constraints (source: Clark County GIS)



### III. Applicable Review Criteria

#### 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 is requesting to change the Comprehensive Plan designations of Industrial and Commercial to Multifamily High and the zoning districts from Business Park (BP) and Regional Commercial (RC) to Multifamily-18 (MF-18).*

*The reasons for the request are varied. With one exception (Sharp Electronics selling one of its old facilities to nLIGHT, Inc.), surrounding land uses have either been converted from industrial uses to something else (educational use and municipal water reservoir) or the land has been passed over for development for the past 30+ years. With burdensome slopes and odd parcel geometries for industrial or business park development, the properties are not ideally suitable for commercial and/or industrial uses as envisioned by the City's zoning districts.*

*As noted, the two westernmost parcels contain slope constraints and have odd parcel characteristics in that they are narrow and long (250' x 1450' with one parcel and 'flagstem' 250' x 750' parcel). The latter parcel is a residual parcel from the City water reservoir short plat. These two properties are surrounded by the one remaining industrial use of nLIGHT, Inc., the city water reservoir, and an abutting housing development to the east. The largest parcel of three industrial parcels contain wetland constraints and abuts a new residential development to the south and is across Brady Road from Kate's Cove subdivision.*

*The two commercial parcels are adjacent to Prune Hill Elementary School on the west, Brady Road on the east, and residential on the north. It is an 'island' of commercial that is surrounded by educational and residential uses. Until a conditional use permit (CUP) for a project known as Camas Station was recently approved, the property at the NW corner of 16th Avenue and Brady Road has been vacant and unused. It is worth noting that the proposed CUP faced significant neighborhood opposition. With the surrounding properties, the two parcels are better suited for residential development, as they would provide a 'buffer' from the recently approved Camas Station to other uses.*



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

*Response:*

*The proposed change will help solve development related issues associated with the site. As previously stated, the subject properties are surrounded by two primary uses, which are residential and educational. Due to the properties' current zoning, parcel sizes and configurations, environmental and slope constraints, challenging access, and surrounding land uses, the properties have limited development potential under current zoning. Designating and zoning the properties for multifamily residential will expand the development opportunities of the parcels, while providing the opportunity for much needed housing development in a form other than large lot single family houses. The change will ensure the properties are more in line and consistent with the surrounding area.*

*The prospect of adding more commercial development in the area, in light of the recently approved Camas Station CUP, presents significant challenges for the market and perhaps transportation infrastructure. According to the Market and Land Need Analysis report prepared by Johnson Economics, LLC in December 2022 (hereafter referred to as the JE Report), under the current zoning, suitable uses for the two southern parcels are for those uses with small footprints with a neighborhood orientation. With a recent CUP approval, development of Camas Station makes it difficult to find adequate support for similar establishments on the subject two properties. The JE report notes that the Camas Station project, comprised of a fueling station and 14,000 square feet of convenience, coffee, and additional retail and service, captures market demand. This makes the potential for additional development to be severely limited and unlikely. (p. 8 of JE report) With respect to the three northern parcels, the JE report touches on compatibility, scale and configuration, topography, traffic and access, and market conditions. The report notes that the physical and locational attributes, coupled with weak market conditions for the uses envisioned in the LI and BP zones, render many of the industrial and commercial uses infeasible. (p. 7 of the JE report)*

*With respect to potential impacts to traffic otherwise generated by development of the property under current zoning, the proposed change would have a positive impact on the transportation infrastructure. **As shown in a traffic memo prepared by Lancaster Mobley, the net change in potential trip generation is 722 less trips in the AM peak, 889 less trips in the PM peak, and 8,484 less trips for the weekday total.** (p. 4 of LM memo) It cannot be overstated enough that changing the properties to multifamily residential has the potential to impact the transportation infrastructure far less than leaving it zoned as is and seeing development consistent with commercial and industrial generated traffic.*

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

*Response:*

*Light Industrial Properties*

*The current land use designations of Light Industrial and Commercial are no longer adequate for the development of the property. The westernmost properties planned for Light Industrial*

*contain slope constraints and are narrow and long, which is problematic with the setbacks imposed by the development code. The largest property planned for Light Industrial, which is 11.15 acres in size, has wetland constraints and is adjacent to a new, attached housing development built within the last 5-6 years. The Comprehensive Plan has had these designations in place for decades and the most recent development, aside from the attached housing project to the north, has been the construction of a city-owned water reservoir. Leaving the property as Light Industrial will needlessly render the property vacant and undeveloped for decades to come. It is a detriment to the City and its economic future to retain any property zoned for employment that in all likelihood does not develop. A false or shadow inventory prevents the City from growing its future employment base and creating more jobs for Camas residents. This has an adverse effect on the City's buildable lands supply for employment and on its tax base.*

### Commercial Properties

*The two commercial properties are not large enough to attract anything more than neighborhood-scaled development. Approval of the adjacent 2.16-acre property for the Camas Station development (consisting of a gas station, convenience store, coffee shop, and other retail and personal services) has the effect of absorbing the market demand for commercial development in the area. The Johnson Economic report notes that larger footprint commercial development would not be feasible for these properties for a number of reasons, least of which is related to topography, traffic impacts generated by such development, congestion at times due to school operations, and market conditions.*

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

*Response:*

*The City's growth management goals and policies are reflected in the Camas 2035 Plan (adopted June, 2016). The plan contains chapters for the following elements: Land Use, Housing, Natural Environment, Transportation, Public Facilities and Services, and Economic Development.*

*The proposed amendment will provide the land supply needed to meet the citywide Land Use goal LU-1 to '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'. It also addresses the citywide land use policy LU-1.1 to '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.'*

*In terms of housing specific provisions in the Camas 2035 plan, the citywide housing goal H-1 states, '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.' Furthermore, citywide policy H1.1 states, 'Provide a range of housing options to support all ages and income levels.' The proposed amendment addresses these goals and policies.*



*The proposed amendment speaks to the documented need for housing diversity and choice. According to the recent 2021 City of Camas Housing Action Plan (HAP), 89% of the city's housing units are single-unit structures and only 5% in duplex, triplex, and quadruplex units (2014-2018 American Community Survey data). Important to note is that the Camas HAP is a policy document addressing the lack of housing supply, housing choice and diversity, and affordability. All these issues have triggered changes to the Growth Management Act to remove barriers to the production of housing of all types to a range of economic segments and to provide guidance to local governments to address housing issues. These changes to the GMA have occurred after the Camas 2015 plan, during a time when housing demand is far surpassing housing supply and when cities are encouraged to increase residential building capacity by offering more choice and variety of housing options.*

*By amending the land use designation and zoning district to multifamily residential, the gap in providing the opportunity for the availability of housing diversity and choice is improved.*

**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:*

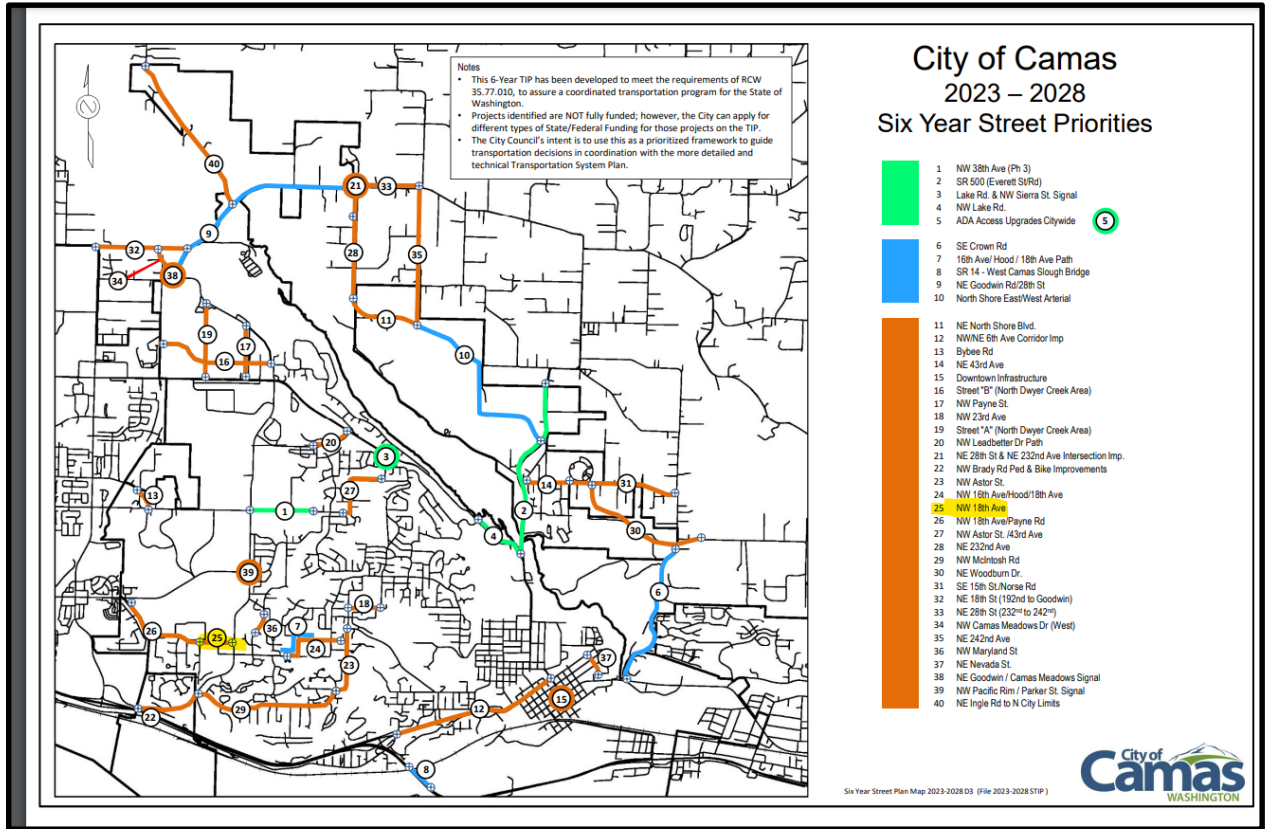
*The subject properties are served by city services and capital facilities. With recent improvements to the city's water system and NW Brady Road, the proposed change does not substantially affect the city's capital facilities plans. To highlight this point, the city's General Sewer/Wastewater Facility Plan shows the system accommodating a build-out scenario of over 18,500 dwelling units and nearly 53,000 people. In the MFR-24 land use alone the plan suggests accommodating 3,175 units and nearly 9,000 people. The properties are not within a shoreline environment and, therefore, require no changes to the Shoreline Master Program.*

**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 City's Six Year Transportation Improvement Program map shows the extension of NW 18th Avenue, through the two commercial properties, from NW Tidland Road to NW Brady Road, rendering the property as an 'island' surrounded on all four sides by NW 16th Avenue, NW 18th Avenue, NW Tidland Road and NW Brady Road. (see inset map below) If the zone change is approved, the extension of NW 18<sup>th</sup> Avenue from NW Tidland Street to NW Brady Road would be required as part of a proposed development.*

City of Camas Six Year Street Priorities



*As noted earlier, the City's overall sewer and water systems are more than adequate to support the change from commercial and industrial to residential.*

**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:*

*No other changes to city or county codes, regulations, or plans are required to implement the proposed amendment.*

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

*Response:*

*A SEPA checklist has been completed and submitted with the application.*

## **Camas Comprehensive Plan Goal and Policies (Camas 2035 plan)**

### **Chapter 1 - Land Use**

**Citywide Land Use 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.

*Response:*

*Changing the land use designations and zoning to multifamily residential provides a mix of land use patterns that better reflect the surrounding area and accommodates much needed housing opportunities for something other than large lot, single family residential development. As noted in the 2021 Housing Action Plan, one of the recommended strategies to obtain more housing stock and more diversity of housing is to consider targeted rezones during Comprehensive Plan updates (A-4). This strategy notes identifying strategic locations, such as urban nodes, vacant land, and industrial lands, where rezoning would be needed to achieve desired residential mix/density or to reflect a built density that is higher than the current zoning classification.*

**Citywide Land Use Policies 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.

**LU-1.5:** Where compatible with surrounding uses, encourage redevelopment or infill development to support the efficient use of urban land.

*Response:*

*As noted in other sections of this narrative, the surrounding land uses are predominantly residential and educational, with a soon to be neighborhood commercial node that will absorb most of the commercial and personal services demand in the area. The southern properties that once accommodated a commercial nursery and landscape business, where 'lay down' yards were extensively used, will be redeveloped to a more efficient use of the land. By changing the zoning, allowing for residential use will encourage redevelopment and more efficient use of the land.*

*With the three northern industrial parcels, the land is adjacent to higher density residential development, a conspicuous municipal use (city water reservoir), industrial property to the east (nLIGHT, Inc.), and vacant industrial land to the north (Analog Devices, Inc.). Allowing residential development on these three properties would be compatible with the adjacent residential development and the property that houses the city's water reservoir. With respect to the westernmost property, the west property line is 425 +/- feet away from the nLIGHT, Inc. building. The closest element of the nLIGHT property is 60 +/- feet away and it is a parking lot screened by a row of large evergreen trees. (see inset map below) There is also a private road that runs the nearly length of the entire north/south property line that acts as a separator. Residential development in close proximity to employment presents opportunities for reducing commute trips and lengths. The possibility of someone living close to their employer would not occur if the current zoning is maintained.*

Surrounding Development (subject properties in red hatch)



LU-1.6: Ensure adequate public facilities (including roads, emergency services, utilities, and schools) exist to serve new development, and mitigate potential impacts to current residents.

*Response:*

*The city has adequate utilities in the area to serve new development. With installation of a new water reservoir on an adjacent site, water availability and capacity is surely adequate. Recent improvements to the NW Brady/Parker corridor has improved north/south traffic flow and the planned extension of NW 18th Avenue will improve east/west traffic flow.*

*As far as other public facilities, such as police, fire and schools, development of the property as residential will trigger payment of impact fees, which mitigates the impact of development on*



*certain systems like fire facilities and schools. Future development will add improved value to the increased land value that, in turn, increases total assessed valuation and payment of property taxes. Future property tax revenue will assist in the service provision to additional potential development and this area.*

LU-1.7: Ensure consistency with County-wide planning policies.

*Response:*

*The Clark County Comprehensive Plan contains seven (7) countywide planning policies (CPPs) relative to Housing. The most pertinent of these are:*

*2.1.4 Link housing strategies with the locations of work sites and jobs.*

*2.1.5 Link housing strategies with the availability of public facilities and public services.*

*2.1.6 Encourage infill housing within cities and towns and urban growth areas.*

*2.1.7 Encourage flexible and cost efficient land use regulations that allow for the creation of alternative housing types which will meet the needs of an economically diverse population.*

*Changing the zoning on these five properties links future housing development to employment opportunities that have emerged with development on the far western edge of Camas and along the 192nd Avenue corridor in east Vancouver. Public facilities and services are available to the properties for residential development. As vacant properties that have been passed over many times for their intended use (under current zoning), changing the zoning will unlock the potential for the property to develop as 'infill' under the terms of the CPP. With comparatively little multifamily residential zoned land, Camas lacks in alternative housing types and housing to meet the needs of economically diverse populations. Rezoning these properties open up the possibility of creating alternative housing types and for a range of household incomes.*

Employment 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.

### Employment Land Policies

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.

*Response:*

*Coupled with the recently approved Camas Station commercial development at the NW corner of NW 16th Avenue and Brady Road, changing the zoning and allowing the opportunity for residential development facilitates a mix of uses in the area. With a mix of commercial and residential in close proximity to each other, there is a real possibility that residents living in new developments will be able to walk to convenience-oriented commercial and personal services at the Camas Station development. There is also the possibility that residents can walk, bike or otherwise commute without a vehicle to nearby employers. With recent improvements to NW Brady/Parker Road and with eventual improvements required with future developments, the area will be well-served with bicycle and pedestrian access, which is critical for non-vehicular*



*mobility. Keeping the land zoned for employment when it is unlikely to develop as such erodes this goal.*

Neighborhood Goal LU-3: Create vibrant, stable, and livable neighborhoods with a variety of housing choices that meet all stages in the life cycle and the range of affordability.

*Response:*

*Redesignating and rezoning the properties to multifamily will promote the realization of a more diversified housing inventory in both density and affordability. This diversified residential inventory will also provide nearby employers more housing choices for their workers and therefore reduces traffic congestion and carbon emissions due to the proximity of work and place of residence.*

### Neighborhood Policies

LU-3.1: Encourage a variety of housing typologies to support the overall density goal of six dwelling units per acre.

*Response:*

*Until recently, Camas has historically experienced residential densities much lower than the overall density target of six (6) dwellings per acre. According to Clark County's Buildable Lands Report dated June, 2022, between 2016 and 2020, Camas saw development occur at 5.5 dwelling units per acre for single family residential and multifamily residential development at 11.4 dwelling units per acre. The aggregate density for residential development was 6.5 dwelling units per acre. These numbers reflect the availability of both single family residential and multifamily residential zoning. With the recent absorption of vacant multifamily residential properties, Camas will experience certain challenges in maintaining the overall density target of 6 dwellings per acre. Rezoning this 31.4 acres to MF-18 will add to the inventory of MF-18 zoned land in the city, much of which is already developed or is located in the North Shore subarea of the city, and will ensure the opportunity for Camas to new development achieving the density targets called out in GMA plans. Development of multifamily residential in the North Shore area would not be as immediate as it would occur on the MacKay properties, largely due to the lack of all infrastructure components and other services.*

LU-3.3: Encourage connectivity between neighborhoods (vehicular and pedestrian) to support citywide connectivity and pedestrian access.

*Response:*

*Coupled with the recently approved Camas Station commercial development at the NW corner of NW 16th Avenue and Brady Road, changing the zoning and allowing the opportunity for residential development. With a mix of commercial and residential in close proximity to each other, there is a real possibility that residents living in new developments will be able to walk to convenience-oriented commercial and personal services at the Camas Station development. There is also the possibility that residents can walk, bike or otherwise commute without a vehicle to nearby employers. With recent improvements to NW Brady/Parker Road and with eventual improvements required with future developments, the area will be well-served with bicycle and pedestrian access, which is critical for non-vehicular mobility.*

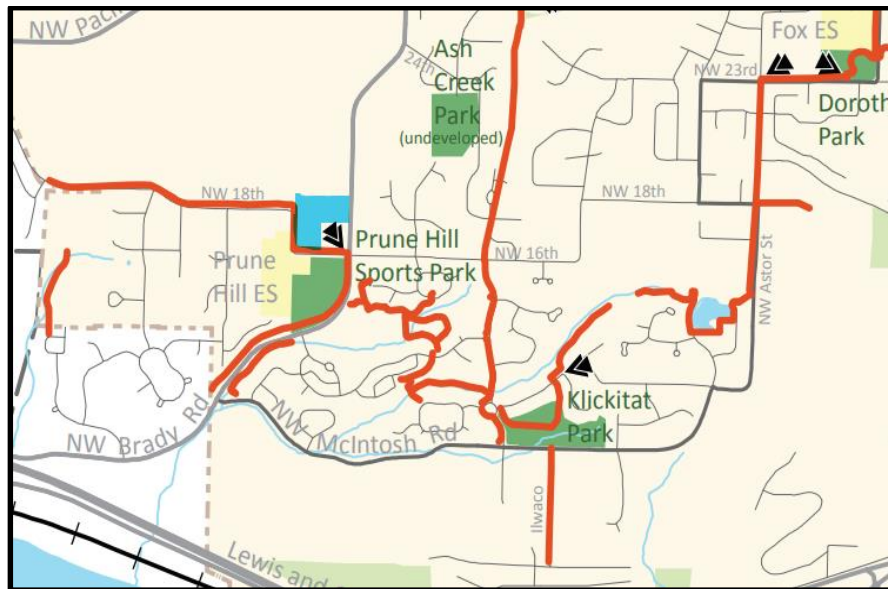
**LU-3.5:** Where neighborhoods adjoin natural areas or trails, ensure connections through neighborhoods to enhance access to recreation amenities.

*Response:*

*The properties are located near Prune Hill Sports Park for recreational amenities and are within a 15-minute walking distance to the Open Space network on the west side of Prune Hill.*

*Development of the property would provide bike/pedestrian access to the overall system of Bike/Ped/Trails system in west Camas. NW Brady/Parker Road includes bike lanes for bicycle movements. The inset map is a partial image of the Camas Trails map. (The subject property is shown in blue.)*

Camas Trails Map



## **Chapter 2 - Housing**

**Citywide Housing 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.

### Citywide Housing Policies

**H-1.1:** Provide a range of housing options to support all ages and income levels.

*Response:*

*As currently zoned, the properties are not allowed to develop with multifamily residential uses. Redesignating and rezoning the properties will promote the opportunity for developing housing choices allowed in the multifamily residential zoning district. Developed as traditional multifamily residential, the properties will be better positioned to yield units that are more in line with the needs of all members of the community. This diversified residential inventory will also provide nearby employers more housing choices for their workers and therefore reduces traffic congestion and carbon emissions due to the proximity of work and place of residence.*

H-1.6: Encourage in-fill development on vacant or underutilized sites, subject to design review guidelines, that have adequate urban services, and ensure that the development is compatible with the surrounding neighborhood.

*Response:*

*Development of the property would be in keeping with the other recent developments in the area. To the extent that design review is required, future development will comply with the standards in place at the time of development application. As mentioned previously, the area is fully served by adequate public facilities and utilities.*

H-1.7: Require all new housing developments to provide a range of housing types and sizes that are evaluated through the land use approval process and stipulated on the final plat.

*Response:*

*By rezoning the properties to multifamily, the properties are much more likely to develop with a range of housing types and sizes given the surrounding developments nearby, especially with the approved Camas Station commercial development. It is possible that there could be a mix of small footprint attached housing and traditional multifamily apartments that develop on the properties. Subsequent development will follow the city's land use review process and will comply with development code requirements and standards in place at the time of development application.*

Affordable Housing Goal 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.

#### Affordable Housing Policies

H-2.1: Support and encourage a wide variety of housing types throughout the City to provide choice, diversity, and affordability and promote homeownership.

*Response:*

*Approving this plan amendment and rezone request speaks to the opportunity for the City to support and encourage a wide variety of housing types and choices for citizens of Camas. Throughout this narrative and in the 2021 Housing Action Plan, it is noted that Camas lacks an adequate supply of housing that is varied in type and tenancy. This fact has been more pronounced in recent years with the lack of all residential units coming 'on-line' that is needed for a growing population. Many factors play into the 'Housing Crisis' that we have experienced in the past few years and today, one of which is a sufficient land supply that is zoned for and has the services ready or nearly ready for development. Rezoning these properties will add much needed multifamily residential to the limited land supply in Camas.*

H-2.7: Conduct an affordable housing study in order to determine the number of existing affordable units and assess the need for additional units. Develop policies to implement recommendations of the affordable housing study.

*Response: Funded by state grant dollars, the Camas Housing Action Plan (HAP) was adopted by the City Council in July 2021. The HAP contains chapters on community input, demographic*

*trends, housing supply and housing needs, housing policy review, and housing strategies. Whereas the report does not define the total number of affordable units, Table 25 of the HAP shows the projected future housing needs for both renter and owner by five different income groups. Excluding the household group that has income greater than 100% of median family income (MFI), the total number of units needed is 1,835 of the total 4,589 units needed to meet the 20-year forecast. This means that 40% of the future housing needs must address households with incomes up to the MFI. The single largest band is the households earning 50-80% of the MFI, which shows the need for 734 units evenly split between renters and owners. Combining the low income households (50-80% of MFI) and the moderate income households (80-100% of MFI) shows the need to have nearly 1,150 units to be built to accommodate the next 20 years of housing needs. The report concludes in this section with, 'To accommodate the variety of households anticipated, as well as to better serve existing households with difficulty affording their homes, Camas will need housing options diverse in type, tenure, and cost.'*

*Approving this request will ensure the opportunity to provide the diverse housing options for type, tenure, and cost.*

## **Chapter 6 - Economic Development**

Citywide Economic Development Goal 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.

Citywide Economic Development Policies ED-1.1: Ensure that tools are in place to attract healthcare and high-tech, sustainable, and innovative industries to expand and to provide stable employment.

*Response:*

*A few tools in the toolkit to attract health care, high-tech, and innovative industries include 1) having housing options available for a wide spectrum of employees, 2) having housing near employment areas to cut down on commute trips and lengths, and 3) having housing near amenities such as parks, schools, and convenience retail. By rezoning these properties and providing an opportunity for residential development, the City would be using all three tools for attracting those desirable industries.*

# Johnson Economics Executive Summary and Key Takeaways

4

Section

## Comprehensive Plan Amendment and Rezone Request



**Key Takeaways of:**

***‘Market and Land Need Analysis for a Proposed Comprehensive Plan Amendment and Rezone Request in Camas, Washington’***

**Johnson Economics**

**December 2022**

**Mackay Family Properties Comprehensive Plan Amendment  
and Rezone Request**

**City of Camas 2023 Annual Review Cycle**

The MacKay's Johnson Economics, LLC of Portland, OR, to analyze market and land needs and to report on said items in support of a request to change the Comprehensive Plan land use designations and zoning districts. The analysis and report is part and parcel of what is required when requesting that land for employment uses be changed to residential uses.

The Johnson Economics (JE) report comprises five sections: introduction, site analysis, land capacity analysis, market analysis, and conclusions. With the site analysis section, it is broken out into a discussion of the subject sites, proposed alternative uses, and site suitability for alternative uses. The land capacity analysis looks at the 2015-2035 Comprehensive Plan and the 2021 Clark County Buildable Lands Report. Regarding the market analysis, the discussion is broken out into three areas: commercial, industrial, and residential. The three (3) analysis sections lead to the conclusions of the report.

## Section II Site Analysis

### Site Suitability for Alternative Analysis

The report breaks out the subject sites by the north site (BP) and south site (RC). Both sites are looked at in terms of compatibility, scale/configuration, topography, traffic/access, and market conditions.

**Key takeaways** for the north site for BP uses are:

- **Compatibility:** *"Some industrial uses dependent on frequent or heavy inbound or outbound freight may not be compatible with the surrounding residential and educational uses, due to congestion in the morning and afternoon."* (p. 7)
- **Scale/Configuration:** *"In terms of acreage, the site has adequate scale for most business park uses. However, the configuration renders the narrow south portion of the site unusable for the campus-style projects envisioned in this zone, though smaller commercial buildings could be accommodated."* (p. 7)
- **Topography:** *"The sloping topography makes industrial development of the narrow south portion of the site difficult from an economic standpoint."* (p. 7)
- **Traffic/Access:** *"Local arterial access via Payne Road/18th Avenue, 16th Avenue, and Parker Street/Brady Road is also likely adequate. However, these arterials are two-lane roads, and congestion around the schools during the beginning and end of the school day effectively reduces the access, especially from 18th Avenue."* (p. 7)
- **Market Conditions:** *"Apart from the Intel campus in Hillsboro, there has been very limited demand for flex buildings of a tech/R&D format, like the buildings from the 1990s north and west of the site. Suburban business park users with more of a professional/office format generally seek locations near commercial amenities (e.g., Columbia Tech Center)".* (p. 7)  
*"Office space absorption has averaged 15,000 square feet, or 1.4 acres annually. Given the site's lack of suitability (and entitlement) for heavy manufacturing, and its lack of proximity to commercial areas, only a small portion of the current industrial and office space demand can realistically be captured on the site, representing absorption of less than one acre annually on average."* (p. 8)

**Key takeaways** for the south site for RC uses are:

- Compatibility: “The regional establishments intended for the Regional Commercial (RC) zone include many “big-box” stores dependent on large scale in order to attract demand from a regional trade area. **The traffic generated by such stores would not be compatible with the residential and educational uses around the site.**” (p. 8)
- Scale/Configuration: “**At 6.6 acres, the site does not have adequate scale for a regional commercial center. The flag-shaped configuration of the site makes it difficult to accommodate even a smaller grocery-anchored community center.** The most likely commercial format is a non-grocer neighborhood center.” (p. 8)
- Topography: “**The east portion of the site has a relatively steep slope to the east (Brady Road), which requires significant, costly site work in order to be usable.**” (p. 8)  
Traffic/Access: “**From a capacity standpoint, the two-lane roads to the site are inadequate for the type of shopping traffic associated with regional commercial centers. As discussed, there is already congestion on the roads around the site at the beginning and end of the school day.**” (p. 8)
- Market Conditions: “**Some of this demand can likely be captured in neighborhood centers with a convenience format, like the proposed Camas Station project. However, with this center providing 14,000 square feet of convenience, gas, coffee, and additional retail and service, we regard the potential for additional establishments at this location to be very limited – especially taking into account the limited traffic exposure.**” (p. 8)

**Key takeaways** for both sites for MF-18 uses are:

- Compatibility: “**Multifamily and attached single-family housing on the sites are generally compatible with surrounding housing, schools, and park.**” (p. 9)  
However, the **most likely development format on these sites in the current market are two- and three-story structures** (four-story structures are typically only feasible closer to commercial amenities, where pricing is higher). We also regard the residential uses to be compatible with the nLight building west of the north site, as this building is set back quite far from the property line, and screened by a row of trees. **We therefore find the proposed residential use on both sites to be fully compatible with surrounding uses.**” (p. 9)
- Topography: “**Multi-family and attached-home development is typically feasible on uneven topography due to the ability to locate buildings and parking areas at different elevations.**” (p. 9)
- Traffic/Access: “The sites **have adequate access for the proposed residential uses, and the pedestrian access to schools, park, and commercial amenities at the proposed Camas Station enhances the residential marketability of the sites.** Though the traffic will increase compared to the current undeveloped state, **the uses represent lower intensity and peak-hour traffic than typical commercial and industrial uses.** Moreover, the adjacent schools and proposed commercial center within walking distance will allow for trip reductions at these sites. Given the many Camas residents who commute to the west, the sites **would also offer shorter commutes and reduced traffic compared to other buildable multifamily land in the city.**” (p. 9)
- Market Conditions: “**The market for affordable housing forms, including rental apartments and attached homes, is strong all across the region, and the recent increase in mortgage rates is likely to shift additional housing demand to these housing formats.**”

***“Our modeling of residential demand over the coming five years in Camas indicate a need for nearly 400 additional multifamily units and around 150 additional attached homes. We regard the subject sites to be well positioned to capture this demand, due to their views, access to schools and park, and relative proximity to employment and commercial areas to the west and in Downtown Camas.”*** (p. 9)

## Section III Land Capacity Analysis

### Ability to Meet Comp Plan Targets with Current Land Capacity

This section looks at the Camas 2035 Comp Plan as well as the 2021 Clark County Buildable Lands Report. The JE report notes, “After the projected 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).” It also notes the findings of the 2021 BLR. JE notes the June 2022 finalized BLR, “This updated VBLM found a diminished supply of net buildable lands in the commercial and residential categories, but a slight increase in the industrial category: **296 acres of Commercial Land (down from 464 ac. in 2015); 667 acres of Industrial Land (up from 660 ac.) and 710 acres of Residential Land (down from 876 ac.)**” (p. 10)

With a discussion of current land capacity vs. recent absorption (2016-2020), the JE report notes the land supply for commercial, industrial, and residential represents certain years of supply based on those absorption rates. Specifically, “According to the report, land absorption in Camas over the 2016-20 period represented 60 acres of residential land annually, 6 acres of commercial land annually, and 1.6 acres of industrial land annually. **At this pace, the residential category is the most likely to exhaust its supply of land by 2035. The current land supply represents: over 50 years of Commercial Land (5.8 acres/year); over 400 years of Industrial Land (1.6 acres/year); and 12 years of Residential Land (59.6 acres/year)**” (p. 10)

With respect to the ability to meet the Comp Plan targets with the current land capacity, ***“The current supply of employment land (963 ac. total) has capacity for 11,923 jobs at these densities, thus exceeding the original 20-year target.”*** (1<sup>st</sup> paragraph, p. 11)

It also concludes, “Still, the ***current capacity for 11,923 jobs is more than adequate*** to accommodate the 9,124 jobs that remain of the 2035 target, ***representing a surplus of 286 acres.***” (2<sup>nd</sup> paragraph, p. 11)

For residential targets, “As of the 2021 Buildable Lands Report, the 710 acres of net buildable residential land can accommodate 4,260 units at the same density. In other words, the ***current residential capacity is more than enough*** to accommodate the entire 20-year growth target, and more than twice the needed amount to accommodate the 1,872 units remaining of the 2035 target. The ***current residential surplus is roughly 400 acres.***” (3<sup>rd</sup> paragraph, p. 11)

### Impact of the Proposed Amendment on Land Supply

“Relative to the adopted growth targets, the proposed comp plan amendment will increase the imbalance in the surplus of residential vs. employment land. However, the actual absorption pace presented in the Buildable Lands Report indicates that the residential category will exhaust its supply of

land first. ***Thus, relative to actual development patterns and community needs, the proposed amendment will contribute to greater balance in the land supply.*** As mentioned, the adopted growth target for employment was based on modeling workers residing in, rather than working in, Camas in 2013. Instead of the intended 3.7% annual growth rate, the adopted target effectively assumes 4.2% annual growth. In comparison, employment growth over the 2015-21 period has averaged 3.0% annually. Thus, the comp plan's unrealistic employment growth assumptions result in artificially low estimates of surplus employment land currently. ***In other words, the current actual surplus of employment land is likely much greater than the indicated 286 acres.***" (p. 12)

### **Camas Housing Action Plan (2021)**

The JE report notes the Housing Action Plan (HAP) and comments on the thorough analysis. A key takeaway in the JE report states, "The plan identifies a need for additional multifamily and attached single-family housing, and recommends strategies that can encourage additional development in these categories. ***These strategies include rezoning employment land to multifamily residential land. Again, though this would increase the imbalance of surplus land relative to adopted growth targets, it would help reduce the imbalance in the actual development patterns and needs in the city.***" (1<sup>st</sup> paragraph, p. 12)

It notes the HAP reports around 70 acres of buildable multifamily zoned land in Camas and that 24 acres have been publicly acquired. It notes, "***Some of this land is located in the North Shore area, without current access to infrastructure.*** These sites are unlikely to develop over the near term, as they are dependent on other sites developing first and bringing the infrastructure closer (some of these sites also have significant topographical challenges). Thus, the near-term capacity for this type of housing is likely well below this figure. ***The proposed comp plan amendment and zone change would contribute additional multifamily land with near-term development potential.***" (2<sup>nd</sup> paragraph, p. 12)

## **Section IV Market Analysis**

This section evaluates market trends for commercial, industrial and residential uses in Camas. For commercial uses, retail and office trends are discussed along with historical retail and office space absorption rates.

### **Commercial**

"The office market in Camas has also shown a weak trend in recent years, at least if we ignore the 2020 expansion at Fisher Investments, which represented 108,000 square feet. With the latter included, the ***city has averaged 15,000 square feet of net absorption annually since 2016, representing just over one acre per year with typical FARs.***" (bottom of p. 14)

Looking at office space demand, with certain outlined assumptions, JE forecasts future office space growth "in office employment of roughly 100 workers annually over the next five years. This represents around 20,000 square feet of space, or 100,000 over a five-year period. ***With an FAR of 0.33, this translates into land demand of 6.9 acres over five years, or 1.4 acres annually. Combining this with the modeled retail demand, we arrive at an estimated need for 1.9 acres of commercial land annually. This represents 9.5 acres over five years and 38 acres over a 20-year planning period.***" (2<sup>nd</sup> paragraph, p. 16)



JE also forecasts retail office space demand, which is summarized in figure 4.7 of the report. It concludes with, “At a typical \$325 per square foot (annual average, according to CoStar) the total sales growth **represents an increase in retail space demand of 26,000 square feet, or 2.4 acres at a standard 0.25 FAR. This reflects roughly 5,000 square feet and 0.5 acres on an annual basis**, which is 40% greater than the average annual absorption since 2016 reported by CoStar.” (3<sup>rd</sup> paragraph, p. 17)

### Industrial

For industrial uses, JE reports a decline of 320,000 square feet of industrial space, including flex and specialty buildings, between the 2008-09 recession and 2015. The report notes that after re-occupied space in 2016 by WaferTech, “**Since then, the market has averaged 25,000 square feet (~1.4 ac.) of positive absorption annually**. More than half of this was CubeSmart Self Storage on 38th Avenue. The market lost industrial occupancy in 2021, when Karcher moved out of its building on Pacific Rim Boulevard, but regained most of this in 2022 as Northwest Paper Box moved in. Note that the Mill property is considered fully occupied.” (pp. 16-17)

JE uses the same approach in forecasting industrial demand as they do for office space. “With the projected growth of roughly 20 new jobs annually taking place in industrial buildings, **this results in a projected need for 93,000 square feet over five years, or nearly 20,000 square feet annually. At an FAR of 0.4, this represents 1.1 acres annually**. Note that these are expectations for annual averages. Industrial development typically takes place in few large projects rather than small annual increments. Moreover, certain storage or warehousing projects can be realized with limited associated job growth. At 1.1 acres annually, the modeled demand growth represents 5.5 acres over five years and 22 acres over 20 years.” (pp. 19-20)

### Residential

“Camas has been among the fastest growing cities in the County, tripling in size since 1990, **growing at more than twice the Clark County rate**. Between 2010 and 2022, the city grew from 19,400 to 27,300, adding 7,900 residents. This represents an increase of 41%, or **2.9% per year on average**.” Figure 4.14 is a graph representing these data. Furthermore, “The city’s growth was strongest in the late 1990s, when the annual growth rate averaged roughly 10.0% per year. **The weakest growth was after the 2008-09 recession, when the rate hovered around 2.0% per year**. This is still strong – the long-term regional growth rate is 1.2% – and indicates considerable demand pressures. The growth gained momentum over the last decade, averaging 3.8% per year over the 2017-2021 period, when the city added 4,500 residents. This increase was accommodated by increased housing supply, which totaled 1,600 units over the five years.” (pp. 20-21)

#### Residential Shift

“**Regionally, there has been a shift in demand over the past two decades, from single-family ownership homes to multi-family rental units**. The shift was catalyzed by the foreclosure crisis and ensuing recession at the end of the 2000s, which led to stricter credit requirements for homebuyers. The recession also caused an increase in college enrollment, at rapidly growing tuition costs, something that in tandem with rapidly rising rent levels made it difficult to save up for down payments. Rental apartments became the only viable housing form for many young households, which in turn led to a shift in housing construction, from single- to multi-family units. **Rapid price gains in the single-family**

**market has continued to sustain demand for the more affordable multi-family homes in recent years.”**  
(p. last paragraph, 21)

The report continues, **“The same shift has taken place in Clark County, where the multi-family share of new housing production went from 15% in the early 2000s to 45% by 2021. Camas has not participated in this shift to the same degree.** If we exclude the 276-unit Kiolo at Grass Valley in 2019 (and the Casey in 2022), the share of issued multifamily building permits has remained around 0% over the past 10 years.” (p. 1<sup>st</sup> paragraph, p.22)

#### *Historic Demand*

“Reflecting the very limited supply of new units, market absorption of apartments in Camas was very modest until 2018-19, when roughly 50 units were absorbed annually, and 2020-21, when the absorption averaged more than 160 units annually due to lease-up of Kiolo at Grass Valley. In isolation, Kiolo achieved absorption of 31 units per month on average (~20 ac./yr). **This is unusually high, indicating strong demand. Thus, Camas would likely have absorbed many more units with additional supply.**” (2<sup>nd</sup> paragraph, p. 22)

#### *Projected Housing Demand*

JE has developed a model that “allocates anticipated household growth into demand for housing of different forms.” The model takes into account household age and income levels, with the demand growth “anticipated to be concentrated among middle- and upper-income segments, with declines at the lowest income levels. This is in keeping with recent trends, reflecting the appeal of Camas to affluent households.”

Figure 4.20 of the JE Report shows a 5-year demand growth and an annual demand growth. In summary, the figure shows, “Detached single-family ownership homes dominate the projected demand, representing a net increase of roughly 700 units over five years. If we include detached rental homes, which typically come from the existing housing stock, there is an estimated net need for 760 new detached homes. Attached homes are projected to represent a total need for roughly 150 homes. **Rental apartments are projected to see the strongest demand growth in relative terms, for an estimated 365 units.** If we include condominiums, the net need for new multifamily units is estimated to 385.” (2<sup>nd</sup> paragraph, p. 24)

Again, this forecast is based on the historical job/housing relationship and existing single-/multifamily splits in the city. **It may underestimate the preference for housing among low- and middle-income households, who are currently underrepresented. Additional housing at appropriate price points would thus likely accommodate additional growth.**” (4<sup>th</sup> paragraph, p. 24)

## **Section V Conclusions**

### Land Capacity

According to the 2021 Clark County Buildable Lands Report, land absorption in Camas over the 2016-20 period represented absorption of 60 acres of residential land per year on average, 6 acres of commercial land annually, and 1.6 acres of industrial land annually. At these rates, the current land supply represents over 50 years of commercial land and over 400 years of industrial land, while the residential

land represents only 12 years of absorption. ***From a land capacity standpoint, the proposed re-allocation of commercial and industrial land to residential land would thus improve the balance in the land supply.*** (3<sup>rd</sup> paragraph, p. 25)

#### Market Trends

All across the region, there has been a shift in demand from single- to multifamily housing in recent years, as single-family homes have become financially unattainable for a growing share of the population. While the housing production in Clark County has evolved to match the new pattern, Camas has only to a limited degree shifted its housing production, and thus likely has some pent-up demand for multifamily housing. ***This is corroborated by the Camas Housing Action Plan (2021), which includes a detailed analysis of current and future housing needs in the city. The analysis finds a particular need for additional multi-family and attached single-family homes that can accommodate low- and middle-income households. Additional housing in these categories will likely help employment growth in the city by providing workforce housing that brings needed labor closer to Camas employment.*** (2<sup>nd</sup> paragraph, p. 25)

Given the limited need for employment land reflected in these market-based forecasts, ***the proposed re-allocation of industrial and commercial land to residential land is unlikely to have negative impact on employment growth, while it can alleviate pressures in the residential market.*** By accommodating needed workforce housing in the city, the re-allocation may in fact have a positive impact on employment growth. (2<sup>nd</sup> paragraph, p. 26)

#### Suitability for Development

***We regard both sites to be suitable for the proposed multifamily residential (MF-18) zoning, which is intended for multifamily and attached single-family housing. The sites are located at the transition between residential and employment land, where these housing forms are encouraged.*** Moreover, these uses are compatible with surrounding housing and schools, and do not face the issues related to scale, configuration, or topography that would complicate commercial or industrial development. On the contrary, the sloping topography represents an amenity in the form of views. Furthermore, the sites would provide housing within walking distance of schools, parks, and the proposed Camas Station commercial center, thus generating limited auto traffic. Given the many Camas residents who commute to the west, the sites would also offer shorter commutes and relatively less traffic compared to other buildable multifamily land in the city. A strong indication of the suitability for the proposed residential use is provided by Parker Village, a recent attached-home development located between the subject sites. (3<sup>rd</sup> paragraph, p. 26)

In conclusion, we regard the subject sites to represent desirable locations for housing, both from a community standpoint and from the perspective of renters, buyers, and developers. The sites are less suitable for employment uses, and less likely to be developed in light of current and anticipated market conditions. These findings are supportive of the proposed comp plan amendment and zone change. (last paragraph, p. 26)

Item 2.

# Full Johnson Economics Report



## Comprehensive Plan Amendment and Rezone Request



**MARKET AND LAND NEED ANALYSIS  
FOR A PROPOSED COMPREHENSIVE PLAN AMENDMENT  
AND ZONE CHANGE REQUEST  
IN CAMAS, WASHINGTON**

PREPARED FOR  
MACKAY FAMILY PROPERTIES  
DECEMBER 2022

**JOHNSON ECONOMICS, LLC**  
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## TABLE OF CONTENTS

- I. INTRODUCTION.....2**
- II. SITE ANALYSIS .....3**
  - The Subject Sites..... 3
  - Proposed Alternative Uses..... 6
  - Site Suitability for Alternative Uses..... 7
- III. LAND CAPACITY ANALYSIS.....10**
  - 2015-35 Comprehensive Plan..... 10
  - 2021 Clark County Buildable Lands Report..... 10
- IV. MARKET ANALYSIS.....13**
  - Commercial..... 13
  - Industrial..... 18
  - Residential ..... 20
- V. CONCLUSIONS.....25**



## I. INTRODUCTION

JOHNSON ECONOMICS was retained by MACKAY FAMILY PROPERTIES to conduct a land need analysis in support of an application for a comprehensive plan amendment and zone change for five tax parcels in northwest Camas (parcel #: 127372000, 127367000, 125185000, 125193000, 986055381). The parcels in question are currently designated for commercial and industrial uses, with Regional Commercial (RC) and Business Park (BP) zoning. This report assesses the appropriateness of redesignating and rezoning the parcels to residential land with Multi-Family High designation and Multi-Family 18 zoning (MF-18).

The analysis evaluates the impact of the proposed changes to the supply of residential, commercial, and industrial land in the Camas UGA. The analysis also surveys current trends in these respective markets, and estimates future demand in Camas based on current market trajectories. Moreover, the analysis evaluates the suitability and likelihood of development for each of these uses on the subject sites, based on market and planning criteria.

The main tasks completed as part of this analysis are the following:

- Review of the City of Camas' current relevant planning documents and evaluate, update, and/or modify forecasts and capacity estimates based on current information. These include current comprehensive plan and zoning maps, the Camas 2035 Comprehensive Plan, the 2021 Housing Action Plan, and the Clark County 2021 Buildable Lands Report (June 2022).
- Physical inspection of the subject sites and evaluation of their suitability for residential, commercial, and industrial uses.
- Land capacity analysis, reconciling the current land supply in the Camas UGA according to the Buildable Lands Report and to the land need projects adopted in the 2035 Comprehensive Plan.
- Analysis of ongoing market trends and future market demand for residential, commercial, and industrial uses in Camas.
- Reconciliation of findings from the above tasks to determine the need and suitability for additional multifamily vs. commercial and industrial land at the subject site, in light of city-wide land capacity and needs.



## II. SITE ANALYSIS

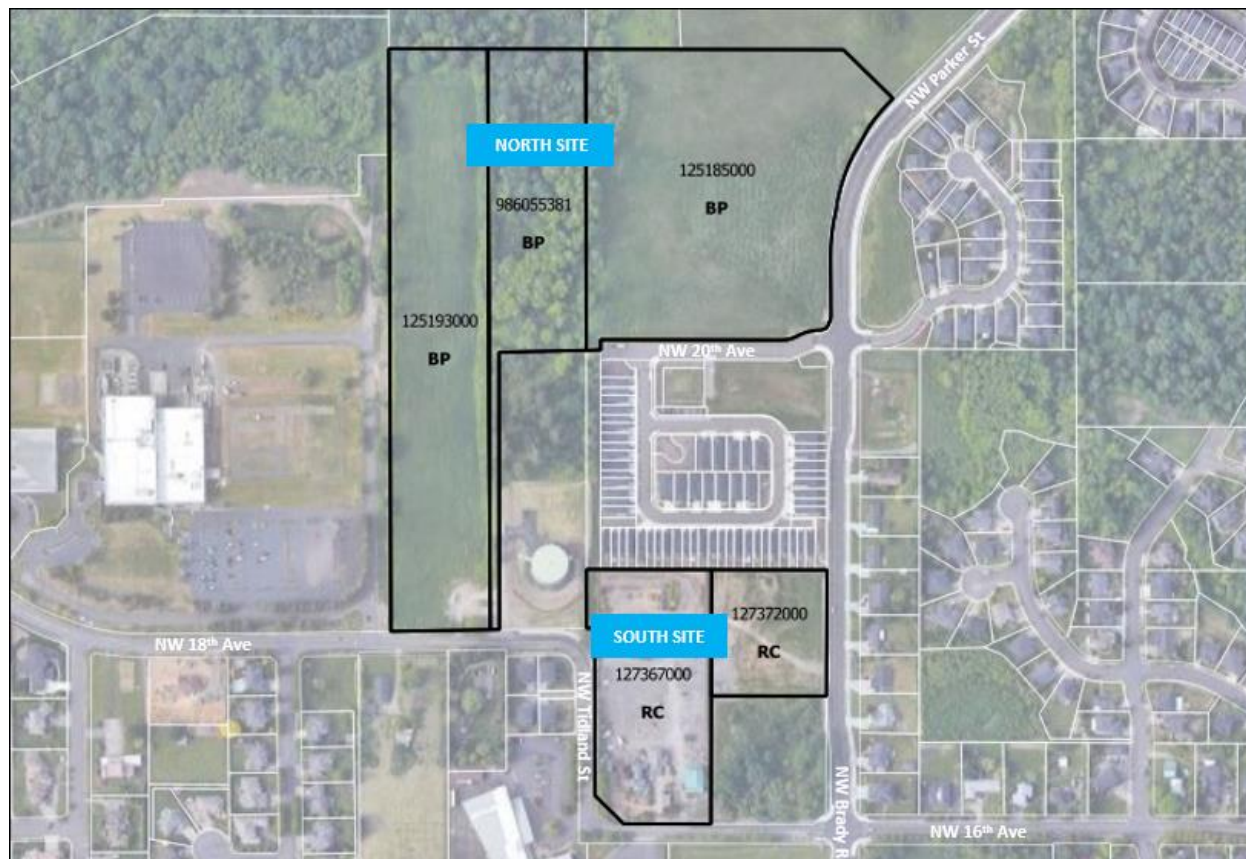
### THE SUBJECT SITES

The two subject sites are both flag-shaped, made up of two and three tax parcels, respectively. The north site is the largest, measuring 24.4 acres across three parcels – all with industrial comp plan designation and Business Park (BP) zoning. Most of the acreage is open fields, while some is forested. The site has frontage along NW 18<sup>th</sup> Avenue, 16<sup>th</sup> Avenue, and Brady Road/Parker Street. The site slopes to the north and east, with the south portion being steepest.

The south site is 6.6 acres in size, across two tax parcels, with commercial comp plan designation and Regional Commercial (RC) zoning. The site was previously used for a nursery, but most of it is currently vacant. It has frontage along NW 16<sup>th</sup> Avenue, Tidland Street, and Brady Road. The highest point is at the southwest corner, as the site slopes to the northeast. The steepest part is the east portion, sloping down to Brady Road.

The area surrounding the sites is mostly residential, though the former Sharp campus is located to the west, currently occupied in part by the headquarters of nLight, as well as Odyssey Middle School and Discovery High School. The conversion of business park space to other uses observed at the Sharp campus is part of a broader trend, also seen at the former HP campus in East Vancouver. Prune Hill Elementary and Prune Hill Sports Park are located to the south of the sites. The land between the two sites is occupied by a water tower and attached housing. The area to the north and west is zoned for business park, while the small site located at the northwest corner of NW 16<sup>th</sup> Avenue and Brady Road is zoned Community Commercial (CC).

FIGURE 2.1: MAP OF SUBJECT SITES



SOURCE: Clark County, Google, Johnson Economics





The following map displays the sites in their local context, showing their situation at the boundary of residential and employment neighborhoods. Areas to the south and east are predominantly residential, while areas to the west and north – much of which is vacant – are zoned for industrial and commercial uses. An overview of development in this area to the west and north is included on the next page.

FIGURE 2.2: LOCAL CONTEXT



SOURCE: Clark County, Google, Johnson Economics

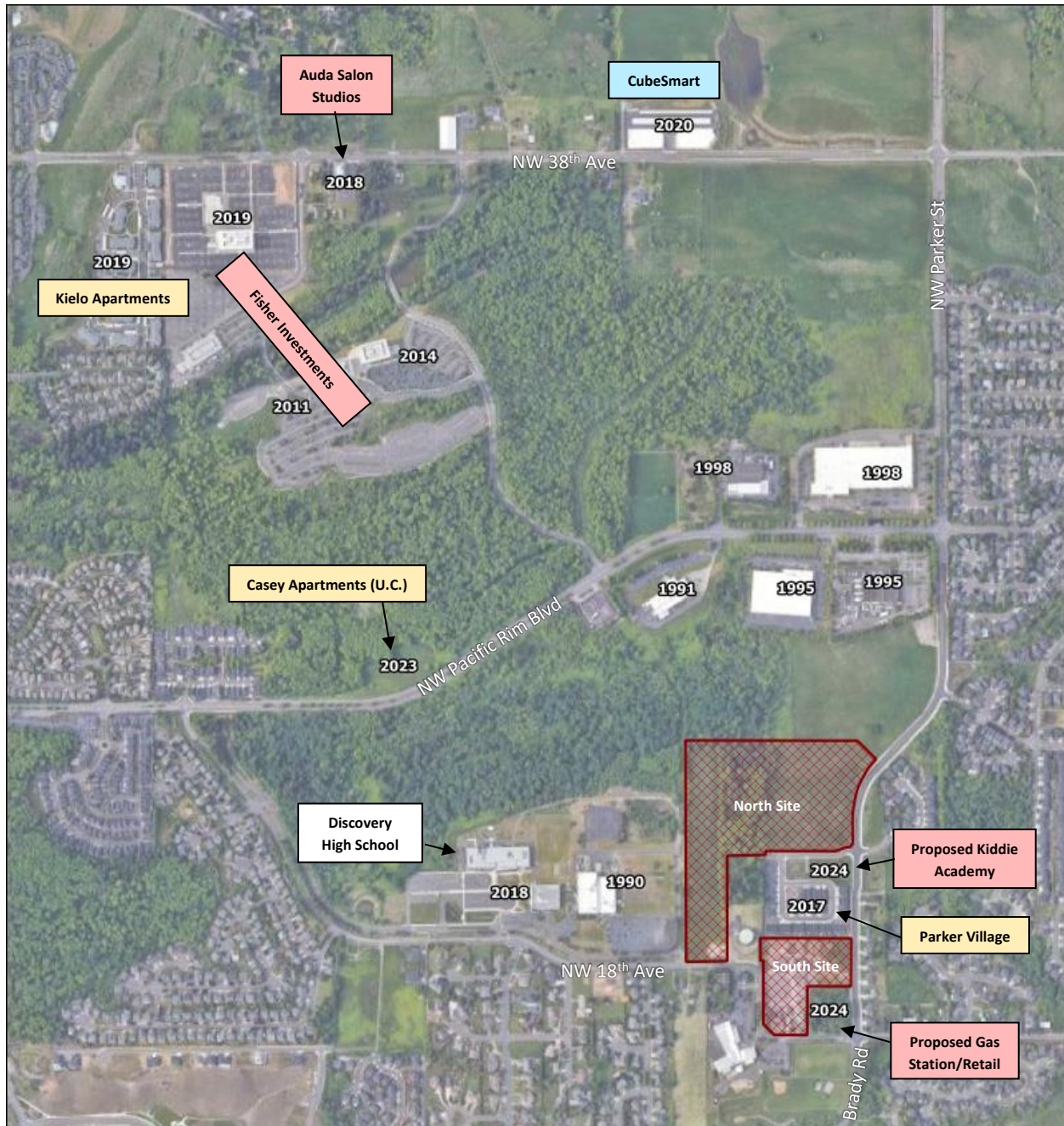
The following map shows recent and proposed development in the Grass Valley commercial/industrial area north and west of the sites. Building years for previously constructed commercial and industrial buildings are also included. Most of the industrial buildings in this area were built in the 1990s, predominantly along NW Pacific Rim Boulevard. The Sharp campus directly west of the subject sites is also in this category. The only project of recent date that can be classified as industrial is CubeSmart Self Storage on NW 38<sup>th</sup> Avenue (blue fill), representing very little employment.





Commercial development (pink fill) has also been limited. The Fisher Investments campus, representing 375,000 square feet built out over a 10-year period, is the only large project. A 15,000-square-foot medical/personal service building (Auda Salon Studios) on NW 38<sup>th</sup> Avenue is the only other commercial project in recent years. However, two projects of smaller scale along Brady Road near the subject sites are proposed, including a daycare (Kiddie Academy, 11,000 SF) and a convenience/retail project (Camas Station, 14,000 SF). Two mid/high-density residential projects have also been built in this area: Kielo Apartments (276 units, completed 2020-21) and Parker Village (60 units, completed 2017-18). Additionally, the Casey Apartments (125 units) is currently under construction.

FIGURE 2.3: DEVELOPMENT IN THE GRASS VALLEY AREA



SOURCE: Clark County, Google, Johnson Economics





## PROPOSED ALTERNATIVE USES

The north site currently has Industrial comp plan designation and Business Park zoning, while the south site has Commercial designation and Regional Commercial zoning. The proposed comp plan amendment and zone change would give both sites a Multifamily High designation and Multifamily-18 zoning (MF-18). As noted, the sites sit at the boundary of employment and residential zones.

### **BUSINESS PARK (BP)**

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

*This zone provides for employment growth in the city by protecting industrial areas for future employment. Design of business park facilities in this district will be campus-style, with landscaped buffers, and architectural features compatible with surrounding areas. (Chapter 18.05.050)*

As discussed on the previous page, there has been no new development of this format in Business Park or other industrial zones north and west of the subject sites in recent years. The industrial land in this area that has been developed in recent years has been built out with a high school and a self storage facility, with very limited industrial employment.

### **REGIONAL COMMERCIAL (RC)**

The purpose of the Regional Commercial (RC) zone according to the Code is:

*This zone provides apparel, home furnishings, and general merchandise in depth and variety, as well as providing services for food clusters and some recreational activities. Regional commercial is the largest of the commercial zones and is designed to serve the region or a significant portion of the region's population. (Chapter 18.05.050)*

As with the Business Park zone, there has been no new development of the intended Regional Commercial format in the area north and west of the subject sites in recent years. There has, however, been a successful and important office project of a headquarter/campus format (Fisher Investments) as well as a smaller office project with a service format. Additionally, a proposed daycare (Kiddie Academy) and a retail project with a neighborhood/convenience format and a fueling station (Camas Station) have been approved adjacent to the sites, in a CC (Community Commercial) zone.

### **MULTIFAMILY-18 (MF-18)**

The purpose of the Multifamily-18 (MF-18) zone according to the Code is:

*These zones are intended to provide for dwellings such as rowhouses and apartment complexes. It is desirable for these zones to be adjacent to parks and multi-modal transportation systems. These zones also serve as a transition between commercial and residential zones. (Chapter 18.05.040)*

Three developments of this format have taken place in the Grass Valley area over the past five years, representing both rowhouses (Parker Village) and apartments, with mid-rise (the Casey) as well as a low-rise (Kielo) formats in the apartment category.



## SITE SUITABILITY FOR ALTERNATIVE USES

The following is a general discussion of the suitability of the two sites for the alternative uses based on market considerations, physical characteristics, and access.

### NORTH SITE: BUSINESS PARK (BP)

The Business Park (BP) zone allows for a wide range of commercial and industrial uses, many of which could technically be accommodated on the north site. However, the site's physical and locational attributes render many of these uses infeasible, while other uses are unrealistic due to weak market conditions.

- Compatibility:** Some industrial uses dependent on frequent or heavy inbound or outbound freight may not be compatible with the surrounding residential and educational uses, due to congestion in the morning and afternoon. This is most problematic at the beginning and the end of the school day, when students arriving or departing by foot are crossing roads, and parents are delivering or picking up students by car. Moreover, the visual compatibility with industrial buildings, as well as large office buildings, may be an issue on the main (north) portion of the site, which is in the view of homes along NW Brady Road. Deep setbacks and landscaping might improve the visual compatibility to some extent, though this would also reduce the usable portion of the site.
- Scale/Configuration:** In terms of acreage, the site has adequate scale for most business park uses. However, the configuration renders the narrow south portion of the site unusable for the campus-style projects envisioned in this zone, though smaller commercial buildings could be accommodated. As such, only the northern portion of the site is suitable for industrial business park use from a configuration standpoint.
- Topography:** The sloping topography makes industrial development of the narrow south portion of the site difficult from an economic standpoint. It might also be an obstacle to large industrial users on parts of the north portion, as it makes it more costly to accommodate large buildings. As industrial users pay the least of the major uses for land and buildings, narrow buildings (higher construction costs per square foot) in a terraced development (higher development costs) are generally infeasible. Moreover, slopes are generally viewed negatively from a freight standpoint, while also being seen as unattractive for employee parking. The topography would present less of a challenge to a business park offering more standard office space, though user demand for such space is currently concentrated in areas with extensive commercial amenities (see below).
- Traffic/Access:** The site's regional access via Highway 14, 192<sup>nd</sup> Avenue and Brady Road is likely adequate for most business park uses. Local arterial access via Payne Road/18<sup>th</sup> Avenue, 16<sup>th</sup> Avenue, and Parker Street/Brady Road is also likely adequate. However, these arterials are two-lane roads, and congestion around the schools during the beginning and end of the school day effectively reduces the access, especially from 18<sup>th</sup> Avenue. Steep elevation change further complicates the access from 18<sup>th</sup> Avenue. Brady Road is thus the best access point.
- Market Conditions:** The industrial market is currently dominated by demand for distribution and e-commerce fulfillment space, concentrated in areas with good inter-regional freeway access. Outside these areas, much of the demand is for heavy/durable goods manufacturing spaces and construction storage. Apart from the Intel campus in Hillsboro, there has been very limited demand for flex buildings of a tech/R&D format, like the buildings from the 1990s north and west of the site. Suburban business park users with more of a professional/office format generally seek locations near commercial amenities (e.g., Columbia Tech Center).



In Camas, absorption of industrial space has averaged 25,000 square feet, or roughly 1.7 acres, annually in recent years (see Market Analysis section). Office space absorption has averaged 15,000 square feet, or 1.4 acres annually. Given the site's lack of suitability (and entitlement) for heavy manufacturing, and its lack of proximity to commercial areas, only a small portion of the current industrial and office space demand can realistically be captured on the site, representing absorption of less than one acre annually on average.

#### **SOUTH SITE: REGIONAL COMMERCIAL (RC)**

The Regional Commercial (RC) zone is intended for establishments with regional trade areas, but allows for a wide range of commercial uses. The most suitable uses at the subject site are those with small footprints and a neighborhood orientation, though the development of a convenience center for this specific segment on an adjacent site (Camas Station) will make it difficult to find adequate support for similar establishments on the subject site.

- **Compatibility:** The regional establishments intended for the Regional Commercial (RC) zone include many “big-box” stores dependent on large scale in order to attract demand from a regional trade area. The traffic generated by such stores would not be compatible with the residential and educational uses around the site. However, the RC zone also allows for many smaller business formats with a neighborhood or community orientation. These would in general be compatible with surrounding uses.
- **Scale/Configuration:** At 6.6 acres, the site does not have adequate scale for a regional commercial center. The flag-shaped configuration of the site makes it difficult to accommodate even a smaller grocery-anchored community center. The most likely commercial format is a non-grocer neighborhood center.
- **Topography:** The east portion of the site has a relatively steep slope to the east (Brady Road), which requires significant, costly site work in order to be usable. Buildings will sit well above the road, which will reduce the signage effect, making this part of the site less marketable for commercial users. Steep uphill access from Brady Road might also be a challenge. The west portion is adequately flat for commercial development.
- **Traffic/Access:** From a capacity standpoint, the two-lane roads to the site are inadequate for the type of shopping traffic associated with regional commercial centers. As discussed, there is already congestion on the roads around the site at the beginning and end of the school day. From a demand standpoint, the roads around the site do not currently have the traffic volume required to sustain most types of commercial activity. Johnson Economics has conducted extensive research on commercial development in the Portland Metro Area over the past decade, and found very few examples of suburban development along roads with a daily traffic volume below 15,000. The current volume is 7,600 on Brady Road and 2,800 at 16<sup>th</sup> Avenue/Tidland Street, according to TrafficMetrix. The adjacent site at the corner of 16<sup>th</sup> and Brady, where Camas Station has been proposed, has the additional exposure to traffic on the east leg of 16<sup>th</sup> Avenue (6,100), which puts it close to the threshold for neighborhood/convenience centers.
- **Market Conditions:** In general, the market for commercial space has been weak in recent years, due to the shift to online retail. Most new development is taking place in areas with substantial population growth. In Camas, absorption of retail space has averaged 3,600 square feet, or 0.3 acres, annually since 2016. Much of the resident demand flows out of the city to the large commercial area around the Columbia Tech Center. Some of this demand can likely be captured in neighborhood centers with a convenience format, like the proposed Camas Station project. However, with this center providing 14,000 square feet of convenience, gas, coffee, and additional retail and service, we regard the potential for additional establishments at this location to be very limited – especially taking into account the limited traffic exposure.



### **BOTH SITES: MULTIFAMILY 18 (MF-18)**

The MF-18 zone is intended for multifamily and attached single-family housing. The two sites are suitable for these housing formats, as indicated by the adjacent Parker Village. The sites are located at the transition between employment and residential areas – where this type of housing is encouraged – and possess strong residential qualities, including good views and pedestrian access to schools and parks.

- **Compatibility:** Multifamily and attached single-family housing on the sites are generally compatible with surrounding housing, schools, and park. The only possible exception is tall mid-rise buildings located across from detached single-family homes along 18<sup>th</sup> Avenue and Brady Road. Without adequate setbacks, such buildings might feel too massive near detached homes. However, the most likely development format on these sites in the current market are two- and three-story structures (four-story structures are typically only feasible closer to commercial amenities, where pricing is higher). We also regard the residential uses to be compatible with the nLight building west of the north site, as this building is set back quite far from the property line, and screened by a row of trees. We therefore find the proposed residential use on both sites to be fully compatible with surrounding uses.
- **Topography:** Multi-family and attached-home development is typically feasible on uneven topography due to the ability to locate buildings and parking areas at different elevations. The relatively small footprints of the buildings also allow for terraced development, which is an advantage in terms of capturing pricing premiums for views. No portion of the sites appears to steep for this type of development.
- **Traffic/Access:** The sites have adequate access for the proposed residential uses, and the pedestrian access to schools, park, and commercial amenities at the proposed Camas Station enhances the residential marketability of the sites. Though the traffic will increase compared to the current undeveloped state, the uses represent lower intensity and peak-hour traffic than typical commercial and industrial uses. Moreover, the adjacent schools and proposed commercial center within walking distance will allow for trip reductions at these sites. Given the many Camas residents who commute to the west, the sites would also offer shorter commutes and reduced traffic compared to other buildable multifamily land in the city.
- **Market Conditions:** The market for affordable housing forms, including rental apartments and attached homes, is strong all across the region, and the recent increase in mortgage rates is likely to shift additional housing demand to these housing formats. Though Camas has traditionally been a low-density housing market, its residential appeal – created by good schools, safe neighborhoods, outdoor recreation opportunities, and a quaint, vibrant downtown – extends into attached-home and multifamily markets as well. This was recently demonstrated by the rapid absorption of the 276-unit Kielo at Grass Valley apartment project, which leased up at a rate of 31 units per month, representing roughly 20 acres annually.

Our modeling of residential demand over the coming five years in Camas indicate a need for nearly 400 additional multifamily units and around 150 additional attached homes. We regard the subject sites to be well positioned to capture this demand, due to their views, access to schools and park, and relative proximity to employment and commercial areas to the west and in Downtown Camas.



### III. LAND CAPACITY ANALYSIS

#### 2015-35 COMPREHENSIVE PLAN

The following figure presents the estimated buildable acres of commercial, industrial and residential land in Camas as identified in the City's most recently adopted Camas 2035 Comprehensive 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, 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 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 NEED AND CAPACITY, CITY OF CAMAS COMPREHENSIVE PLAN (2015-35)

Land Use Category	Density	Land Need (2015-35)			Land Supply / Capacity		Surplus Supply / Capacity	
		Jobs	Units	Acres	Net Acres (CP) <sup>1</sup>	Capacity (jobs/units)	Net Acres (CP)	Capacity (jobs/units)
Commercial	20.0 jobs/ac	6,744		337	464	9,280	127	2,536
Industrial	9.0 jobs/ac	4,438		493	660	5,940	167	1,502
<i>Employment</i>	<i>13.5 jobs/ac</i>	<i>11,182</i>		<i>830</i>	<i>1,124</i>	<i>15,220</i>	<i>294</i>	<i>4,038</i>
Residential	6.0 units/ac		3,868	645	876	5,256	231	1,388

<sup>1</sup> 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)

#### 2021 CLARK COUNTY BUILDABLE LANDS REPORT

##### CURRENT LAND SUPPLY

The most up-to-date land capacity estimates for Camas are found in the 2021 Clark County Buildable Lands Report, which was finalized in June 2022. This updated VBLM found a diminished supply of net buildable lands in the commercial and residential categories, but a slight increase in the industrial category:

- 296 acres of Commercial Land (down from 464 ac. in 2015)
- 667 acres of Industrial Land (up from 660 ac.)
- 710 acres of Residential Land (down from 876 ac.)

##### CURRENT LAND CAPACITY VS. RECENT ABSORPTION

The Buildable Lands Report provides estimates of development pace from the 2016-2020 period. According to the report, land absorption in Camas over the 2016-20 period represented 60 acres of residential land annually, 6 acres of commercial land annually, and 1.6 acres of industrial land annually. At this pace, the residential category is the most likely to exhaust its supply of land by 2035. The current land supply represents:

- Over 50 years of Commercial Land (5.8 acres/year)
- Over 400 years of Industrial Land (1.6 acres/year)
- 12 years of Residential Land (59.6 acres/year)





### ABILITY TO MEET COMP PLAN TARGETS WITH CURRENT LAND CAPACITY

The Camas 2035 Comp Plan adopted an employment growth target of 11,182 jobs over the 20-year period. In 2015, the total employment land (commercial and industrial) had capacity for 15,220 jobs, at the assumed employment densities of 20 jobs per commercial acre and 9 jobs per industrial acre (13 jobs/ac. weighted average). The current supply of employment land (963 ac. total) has capacity for 11,923 jobs at these densities, thus exceeding the original 20-year target.

The growth target of 11,182 jobs adopted in 2015 was very high compared to actual employment at the time (7,469 in 2015). This was likely because it was erroneously based on the number of employed workers residing in the city (9,093 in 2013) rather than the number of jobs in the city. Between 2015 and mid-2022, 2,058 jobs were created in Camas, according to the Washington Employment Security Department (June 2022 estimates used for 2022). This represents only 18% of the target, requiring the current buildable land to accommodate the remaining 82%. Still, the current capacity for 11,923 jobs is more than adequate to accommodate the 9,124 jobs that remain of the 2035 target, representing a surplus of 286 acres.

For residential use, the Comp Plan has a target population growth of 11,255, or 3,868 new households. Over the 2015-22 period, 1,996 new housing units were completed in Camas, according to the Washington Office of Financial Management, representing 52% of the growth target, while 1,872 units remain to reach the 2035 target. In 2015, the residential land capacity in Camas could accommodate 5,256 units at the assumed six units per acre. As of the 2021 Buildable Lands Report, the 710 acres of net buildable residential land can accommodate 4,260 units at the same density. In other words, the current residential capacity is more than enough to accommodate the entire 20-year growth target, and more than twice the needed amount to accommodate the 1,872 units remaining of the 2035 target. The current residential surplus is roughly 400 acres.

**FIGURE 3.2: CURRENT LAND CAPACITY VS. REMAINING GROWTH TARGETS**

	<b>Target Growth</b> 2015-35	<b>Actual Growth</b> 2015-22 <sup>1</sup>	<b>Remaining Growth</b>			<b>Current Capacity</b> 2022-35	<b>Surplus Capacity</b> 2022-35
			Target 2022-35	Density 2022-35	Land Need 2022-35		
Employment	11,182 jobs	2,058 jobs	9,124 jobs	13.5 jobs/ac. <sup>2</sup>	677 ac.	963 ac.	286 ac.
Population/Housing <sup>3</sup>	3,868 units	1,996 units	1,872 units	6.0 units/ac.	312 ac.	710 ac.	398 ac.

<sup>1</sup> Using June 2022 employment data; <sup>2</sup> Weighted average density (20.0 jobs/ac for commercial and 9.0 for industrial); <sup>3</sup> 11,255 population target.

SOURCE: Camas 2035; 2021 Clark County Buildable Lands Report, WA ESD, WA OFM, Johnson Economics

### ABILITY TO MEET COMP PLAN TARGETS WITH PROPOSED AMENDMENT

The proposed comp plan amendment will reduce the amount of employment land by 31 acres (24 ac. industrial and 7 ac. commercial). This will only have a minor impact on the surplus capacity of employment land, which will be reduced from 286 to 255 acres. Conversely, the residential capacity will increase by 31 acres, to 429 acres.

**FIGURE 3.3: PROPOSED LAND CAPACITY VS. REMAINING GROWTH TARGETS**

	<b>Remaining Growth</b>	<b>Current Capacity</b>	<b>Proposed Capacity</b>		<b>Surplus Capacity</b> Net of Change
	Land Need		Change	New Capacity	
Employment	677 ac.	963 ac.	-31 ac.	932 ac.	255 ac.
Population/Housing	312 ac.	710 ac.	31 ac.	741 ac.	429 ac.

SOURCE: Camas 2035; 2021 Clark County Buildable Lands Report, WA ESD, WA OFM, Johnson Economics



### **IMPACT OF THE PROPOSED AMENDMENT ON LAND SUPPLY**

Relative to the adopted growth targets, the proposed comp plan amendment will increase the imbalance in the surplus of residential vs. employment land. However, the actual absorption pace presented in the Buildable Lands Report indicates that the residential category will exhaust its supply of land first. Thus, relative to actual development patterns and community needs, the proposed amendment will contribute to greater balance in the land supply. As mentioned, the adopted growth target for employment was based on modeling workers residing in, rather than working in, Camas in 2013. Instead of the intended 3.7% annual growth rate, the adopted target effectively assumes 4.2% annual growth. In comparison, employment growth over the 2015-21 period has averaged 3.0% annually. Thus, the comp plan's unrealistic employment growth assumptions result in artificially low estimates of surplus employment land currently. In other words, the current actual surplus of employment land is likely much greater than the indicated 286 acres.

### **CAMAS HOUSING ACTION PLAN (2021)**

The Housing Action Plan (HAP) completed for the City of Camas in 2021 includes a thorough analysis of housing availability and needs in the city. The plan identifies a need for additional multifamily and attached single-family housing, and recommends strategies that can encourage additional development in these categories. These strategies include rezoning employment land to multifamily residential land. Again, though this would increase the imbalance of surplus land relative to adopted growth targets, it would help reduce the imbalance in the actual development patterns and needs in the city.

According to the HAP report, there is only around 70 acres of developable multifamily-zoned land within the Camas UGA after the City recently acquired 24 buildable acres for a park. At the achieved densities assumed for future buildout of high-density residential land in Camas in the Buildable Lands Report, this represents 600 housing units. Some of this land is located in the North Shore area, without current access to infrastructure. These sites are unlikely to develop over the near term, as they are dependent on other sites developing first and bringing the infrastructure closer (some of these sites also have significant topographical challenges). Thus, the near-term capacity for this type of housing is likely well below this figure. The proposed comp plan amendment and zone change would contribute additional multifamily land with near-term development potential.

The HAP report also includes an analysis of commute times for residents in the city. Camas has a large share of commuters, most of whom commute to the west via Highway 14. The location of the subject sites means that they would provide housing closer to this employment than the other major tracts of buildable multifamily land in the city. Moreover, the sites would also provide housing close to new employment in the Grass Valley area. Thus, with residential use, the sites would contribute less new traffic and shorter commutes than the other buildable multifamily sites in the city.



## IV. MARKET ANALYSIS

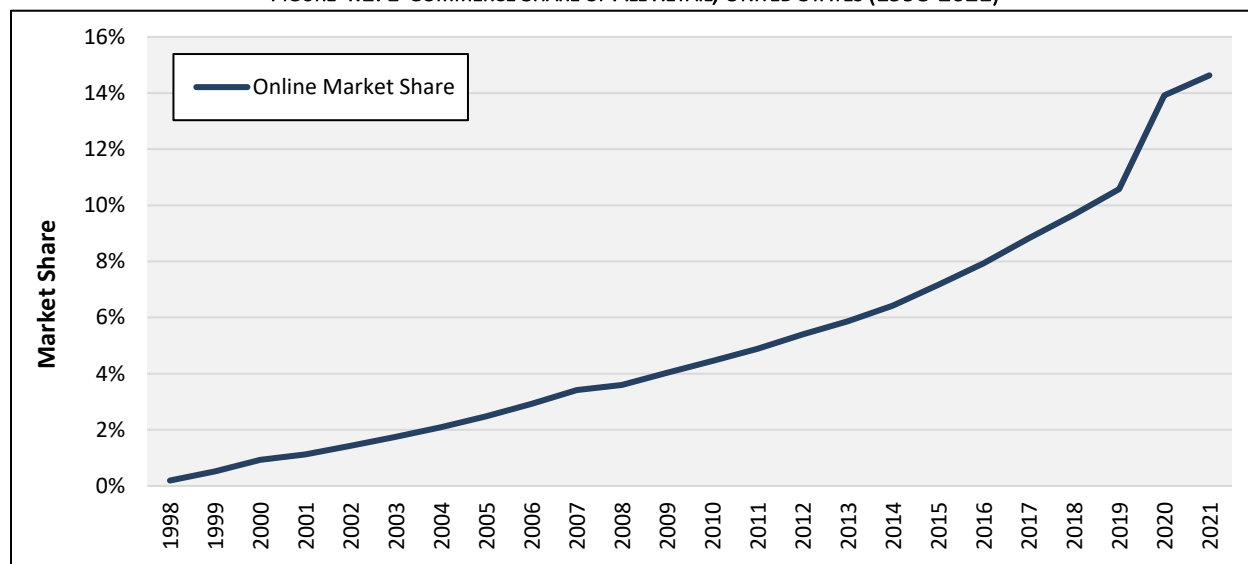
In this section, we evaluate market trends and future demand prospects for commercial, industrial, and residential uses in Camas. For context, we include broader trends of importance observed on the national or regional level.

### COMMERCIAL

#### RETAIL TRENDS

The commercial real estate market has undergone dramatic changes over the past decade. Within the retail segment, the shift to online shopping has reduced the need for brick-and-mortar space, especially from retailers selling physical goods. Pre-COVID, online retailing accounted for around 10% of all retail spending – after gaining roughly one percentage point per year over the last few years. During COVID, the online market share jumped to 15%.

FIGURE 4.1: E-COMMERCE SHARE OF ALL RETAIL, UNITED STATES (1998-2021)



SOURCE: U.S. Dept. of Commerce, JOHNSON ECONOMICS

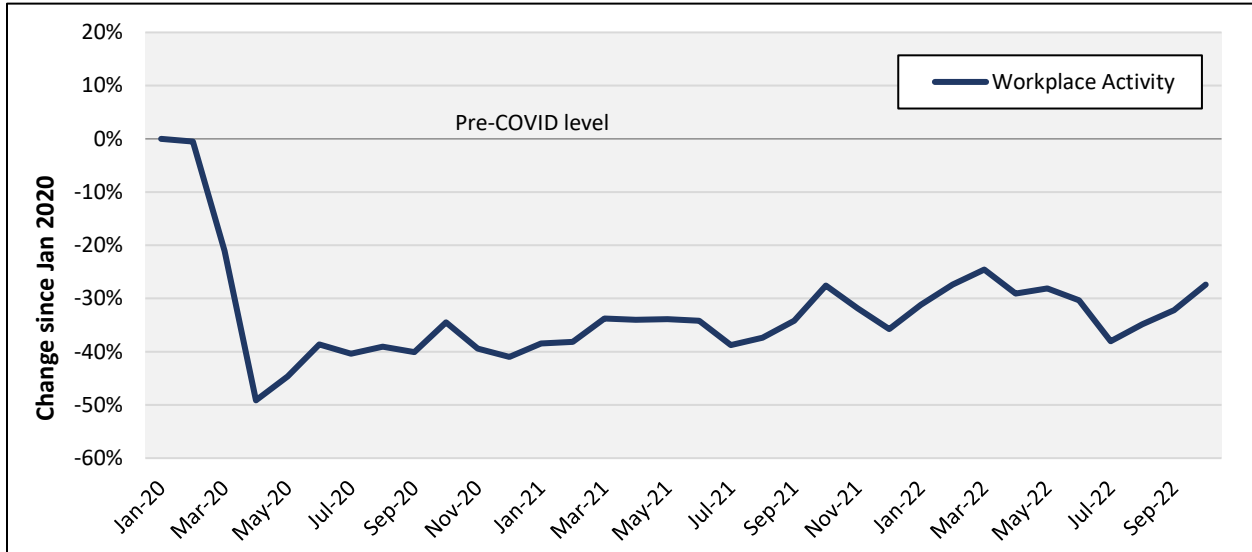
An older trend, which continues to change the retail market, is the shift from goods to services. Since the middle of the last century, the share of personal spending on physical goods has declined from over 60% to around 30%. Commercial tenants that benefit from this shift include restaurants, coffee shops, healthcare providers, beauty salons, and financial advisors. This has led to increased demand for smaller spaces while demand for large spaces has declined due to online competition. Over the past decade, only one-fifth of the net absorption of retail space has been driven by physical goods retailers, as service providers and eating/drinking places have dominated.

#### OFFICE TRENDS

Within the office segment, there already was a declining trend in the use of space per worker during the past decade, reflecting the increasing use of open floor plans without individual offices. COVID-19 led to further reductions as many workers began working from home. Though many have returned to the office as the pandemic has subsided, high rates of remote work are expected to continue going forward, as the systems are now in place and many workers show a preference for this arrangement. In Clark County, the number of workers at workplaces (mon-fri) remains 27% below the pre-COVID level as of October 2022 (see next page, workplaces are places of employment identified by Google, not including residences). The activity level has hovered around the current level over the past year, and thus does not indicate a return to pre-COVID levels any time soon.



FIGURE 4.2: WORKPLACE ACTIVITY COMPARED TO PRE-COVID (JANUARY 2020) LEVELS, CLARK COUNTY

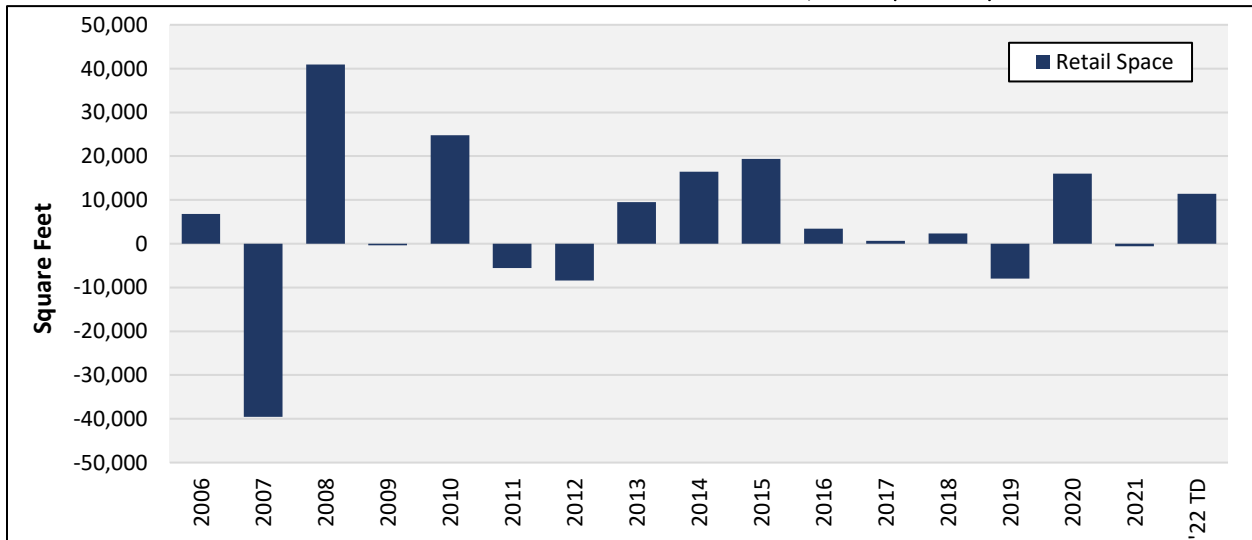


SOURCE: Google, JOHNSON ECONOMICS

**HISTORICAL RETAIL SPACE ABSORPTION**

The recent weakness in the retail market has been evident in Camas as well. Since 2016, only 22,000 square feet of retail space has been absorbed in the city on a net basis, including food/beverage space. This represents 3,600 square feet annually, or 0.3 acres assuming a typical suburban floor area ratio (FAR). In Clark County, retail space absorption has averaged 127,000 square feet annually over the same period, down from 285,000 per year over the prior 10 years.

FIGURE 4.3: HISTORICAL NET ABSORPTION OF RETAIL SPACE, CAMAS (2006-22)



SOURCE: CoStar

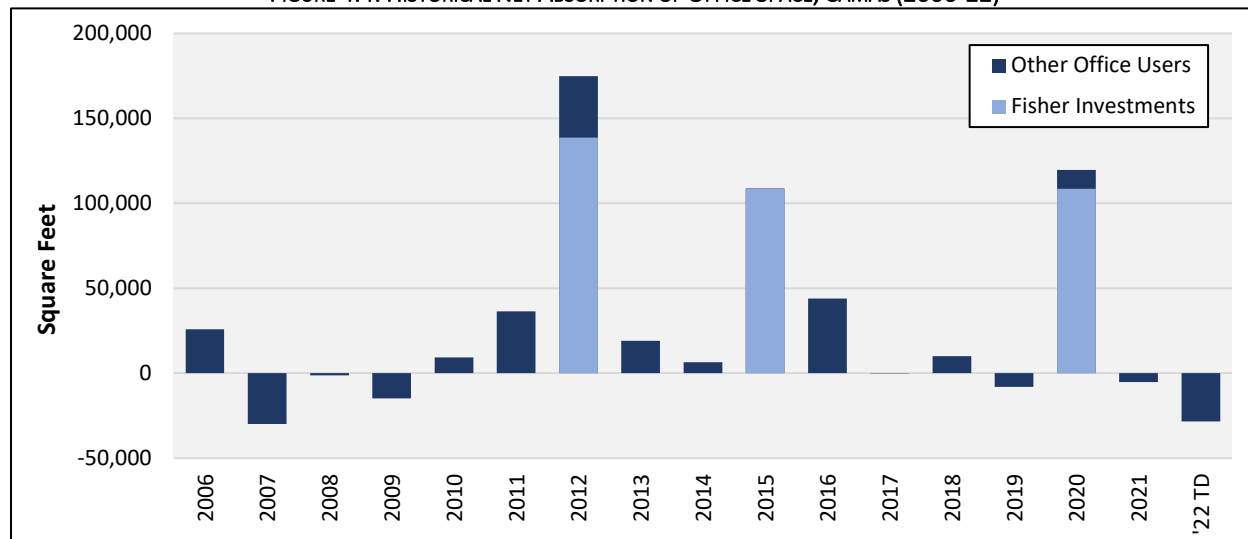
**HISTORICAL OFFICE SPACE ABSORPTION**

The office market in Camas has also shown a weak trend in recent years, at least if we ignore the 2020 expansion at Fisher Investments, which represented 108,000 square feet. With the latter included, the city has averaged 15,000 square feet of net absorption annually since 2016, representing just over one acre per year with typical FARs.



Combined with the retail absorption, this indicates 1.3 acres of annual absorption. With the Fisher expansion excluded, the office market has seen negative absorption (loss of occupied space), representing -3,400 square feet (-0.2 ac) annually. Note that the CoStar data does not capture all owner-user activity. The following chart includes manual adjustments to correct the absorption years for Fisher Investments in 2012, 2015, and 2020.

FIGURE 4.4: HISTORICAL NET ABSORPTION OF OFFICE SPACE, CAMAS (2006-22)



SOURCE: CoStar

#### FUTURE RETAIL SPACE DEMAND

Due to the large retail concentrations west of Camas, much of the retail demand from Camas residents is met by establishments outside the city. According to Environics, retail sales (including food/beverage) in Camas is only 48% of resident demand in 2022. The sales leakage is greatest for big-ticket items. The following table compares estimates of sales inside the city to demand from households residing within the city. The demand estimates are based on local demographics and the Census Bureau's Consumer Expenditures Survey. Sales estimates are derived from the Census Bureau's Retail Sales Survey.

FIGURE 4.5: RETAIL SUPPLY AND DEMAND, CAMAS (2022)

RETAIL SUPPLY-DEMAND, CAMAS 2022	2022 Demand (Consumer Spending)	2022 Supply (Retail Sales)	Demand Gain/Leakage (Total \$) (%)	
Retail Category (NAICS)				
Motor Vehicle and Parts Dealers-441	\$133,212,543	\$33,842,041	(\$99,370,502)	-75%
Furniture and Home Furnishings Stores-442	\$13,585,021	\$3,370,938	(\$10,214,083)	-75%
Electronics and Appliance Stores-443	\$7,937,200	\$1,821,572	(\$6,115,628)	-77%
Building Material, Garden Equip Stores -444	\$45,983,770	\$17,248,741	(\$28,735,029)	-62%
Food and Beverage Stores-445	\$85,886,445	\$49,136,544	(\$36,749,901)	-43%
Health and Personal Care Stores-446	\$33,224,227	\$12,125,205	(\$21,099,022)	-64%
Gasoline Stations-447	\$42,803,167	\$19,146,114	(\$23,657,053)	-55%
Clothing and Clothing Accessories Stores-448	\$24,739,059	\$7,644,275	(\$17,094,784)	-69%
Sporting Goods, Hobby, Book, Music Stores-451	\$9,731,411	\$5,055,633	(\$4,675,778)	-48%
General Merchandise Stores-452	\$75,026,228	\$63,287,650	(\$11,738,578)	-16%
Miscellaneous Store Retailers-453	\$13,180,762	\$10,366,955	(\$2,813,807)	-21%
Foodservice and Drinking Places-722	\$72,981,794	\$43,197,835	(\$29,783,959)	-41%
<b>Total Including Food/Drinking Places</b>	<b>\$558,291,627</b>	<b>\$266,243,503</b>	<b>(\$292,048,124)</b>	<b>-52%</b>

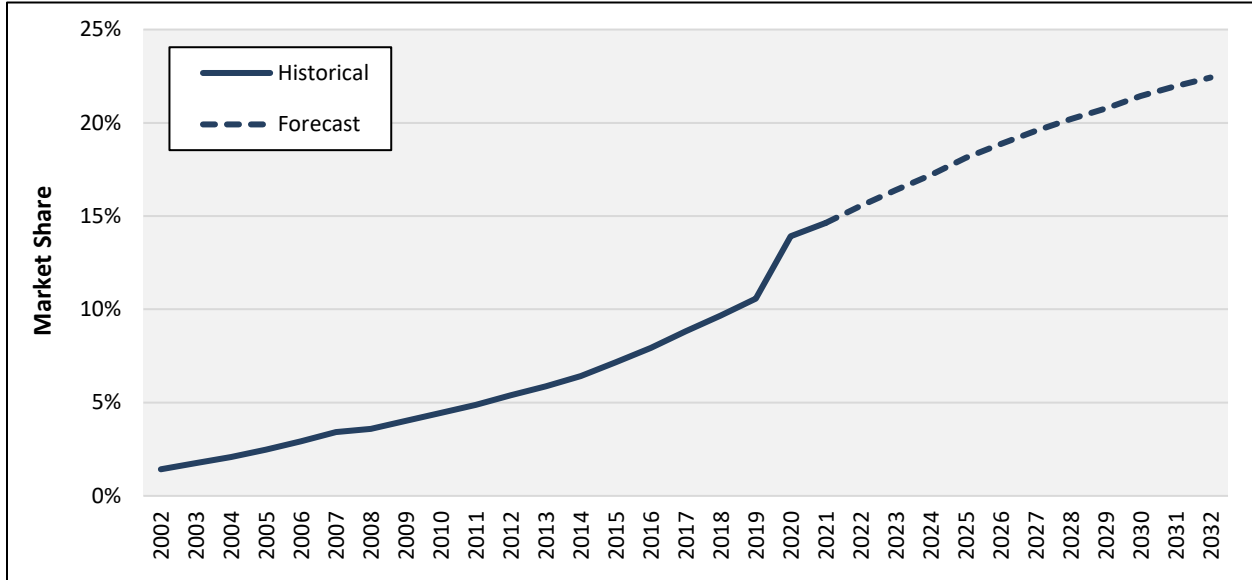
SOURCE: Environics/Claritas, JOHNSON ECONOMICS





JOHNSON ECONOMICS models future retail sales via population forecasts, net of the anticipated continued shift to online shopping. Current demand from Camas residents is escalated assuming the residential forecast presented later in this section, which estimates 2.5% annual growth over the next years. Loss in demand to online retail is estimated using a nationwide forecast of market share by FTI Consulting. The forecast for all retail, including vehicles and gasoline, but excluding food and drinking places, is displayed below. The forecast indicates an online market share of 22% by 2032.

FIGURE 4.6: ONLINE RETAIL MARKET SHARE FORECAST, UNITED STATES



SOURCE: FTI Consulting, JOHNSON ECONOMICS

When modeling future retail space demand, we combine sales estimates for food/drinking places and true retailers, with online retail subtracted from the latter. Given the assumed shift to online retail, the modeled household growth is only expected to generate an increase of \$2.6 million in physical retail sales in Camas over the 2022-27 period. However, the food/drinking places are projected to see a sales increase of \$5.6 million. At a typical \$325 per square foot (annual average, according to CoStar) the total sales growth represents an increase in retail space demand of 26,000 square feet, or 2.4 acres at a standard 0.25 FAR. This reflects roughly 5,000 square feet and 0.5 acres on an annual basis, which is 40% greater than the average annual absorption since 2016 reported by CoStar.

FIGURE 4.7: FORECAST OF RETAIL SPACE DEMAND, CAMAS (2022-27, 2022 DOLLARS)

CHANGE IN RETAIL LAND NEED, 2022-27		CAMAS SALES				
		at 2.5% annual household growth		2022 Sales	Share	2027 Sales
<b>2022</b>	Retail, Physical Stores	\$223,045,668	84.4%	\$225,728,024	75.6%	\$2,682,356
	Retail, Online Stores	\$41,070,160	15.6%	\$72,893,795	24.4%	\$31,823,636
	Food/Drinking Places	\$43,197,835	100.0%	\$48,841,511	100.0%	\$5,643,676
<b>2022-27</b>	Physical Retail + Food/Drinking Places	\$266,243,503		\$274,569,534		\$8,326,031
	Change in Occupied Space (at \$325/SF)					25,619 sqft.
	<b>Change in Land Need (at 0.25 FAR)</b>					<b>2.4 Ac.</b>

SOURCE: JOHNSON ECONOMICS



### FUTURE OFFICE SPACE DEMAND

We model demand for office space in Camas via employment projections in the typical office industries. We then apply industry-specific rates of office utilization to this job growth. Our job growth assumptions are in part based on pre-COVID growth in Camas (2015-19) and projections from the Washington Employment Security Department (ESD) for Southwest Washington. The ESD forecasts are conservative in nature and underestimated the growth pre-COVID. On the other hand, the historical growth rates from the 2015-19 period likely overestimate the long-term future growth potential, as this was a period of strong suburban expansion after weakness following the 2008-09 recession. When establishing future assumptions for Camas, we therefore reconcile these data sources and also consider our regional industry expectations. We also consider specifics in the Camas market, for instance the impact of Fisher Investments in the financial sector. The annual growth rates assumed in our forecast are displayed in column C below.

**FIGURE 4.8: ASSUMED ANNUAL EMPLOYMENT GROWTH RATES, CAMAS (2022-27)**

<b>Growth Assumptions</b>		<b>Annual Growth Rates</b>		
<b>NAICS</b>	<b>Industry</b>	A) Historical AAGR, 2015-19	B) Projected AAGR (ESD), Long-Term	C) Assumed AAGR (JE), 2022-27
51	Information	13.0%	3.2%	4.1%
52-53	Financial Activities	12.1%	1.4%	3.4%
54-56	Prof./Biz Services	2.6%	2.3%	2.5%
61-62	Education & Health	4.4%	2.3%	3.3%
81	Other Services	4.7%	2.3%	3.2%
92	Public Administration	0.3%	1.2%	0.7%

SOURCE: WA ESD, U.S. Census Bureau, JOHNSON ECONOMICS (JE)

After projecting employment in 2022 and 2027, we apply typical rates of office utilization within each industry. For this, we rely on figures from E. D. Hovee & Co., used in the 2014 Urban Growth Report for the Portland Metro region. However, we apply an upward adjustment to the financial sector due to Fisher Investments' large share of this sector. Finally, we apply square footage factors per employee to the projected office employment, generally assuming averages of 200-300 square feet, depending on industry. For this determination, we rely on several employment density analyses conducted by JOHNSON ECONOMICS over the past decade. However, we make a downward adjustment to the financial sector reflecting the higher density of Fisher Investments.

With the outlined assumptions, the model indicates growth in office employment of roughly 100 workers annually over the next five years. This represents around 20,000 square feet of space, or 100,000 over a five-year period. With an FAR or 0.33, this translates into land demand of 6.9 acres over five years, or 1.4 acres annually. Combining this with the modeled retail demand, we arrive at an estimated need for 1.9 acres of commercial land annually. This represents 9.5 acres over five years and 38 acres over a 20-year planning period.

**FIGURE 4.9: FORECAST OF OFFICE SPACE DEMAND, CAMAS (2022-27)**

<b>Office Space Demand</b>	<b>Total Jobs</b>		<b>Office Share</b>	<b>Office Jobs</b>			<b>Avg. SqFt. Per Job</b>	<b>Office Space Demand</b>		
	<b>2022</b>	<b>2027</b>		<b>2022</b>	<b>2027</b>	<b>2022-27</b>		<b>2022</b>	<b>2027</b>	<b>2022-27</b>
Information	128	156	25%	32	39	7	200	6,400	7,824	1,424
Financial Activities	2,234	2,640	87%	1,944	2,297	354	175	340,127	402,016	61,889
Prof./Biz Services	1,186	1,342	76%	895	1,013	118	225	201,472	227,947	26,475
Education & Health	569	669	30%	171	201	30	275	46,943	55,216	8,274
Other Services	89	104	32%	28	33	5	300	8,544	10,001	1,457
Government	208	215	43%	89	93	3	250	22,360	23,154	794
<b>Total, Office Sectors</b>	<b>4,414</b>	<b>5,128</b>		<b>3,160</b>	<b>3,676</b>	<b>517</b>		<b>625,845</b>	<b>726,158</b>	<b>100,313</b>

SOURCE: WA Employment Security Department, U.S. Census Bureau, Hovee & Co., JOHNSON ECONOMICS



**INDUSTRIAL**

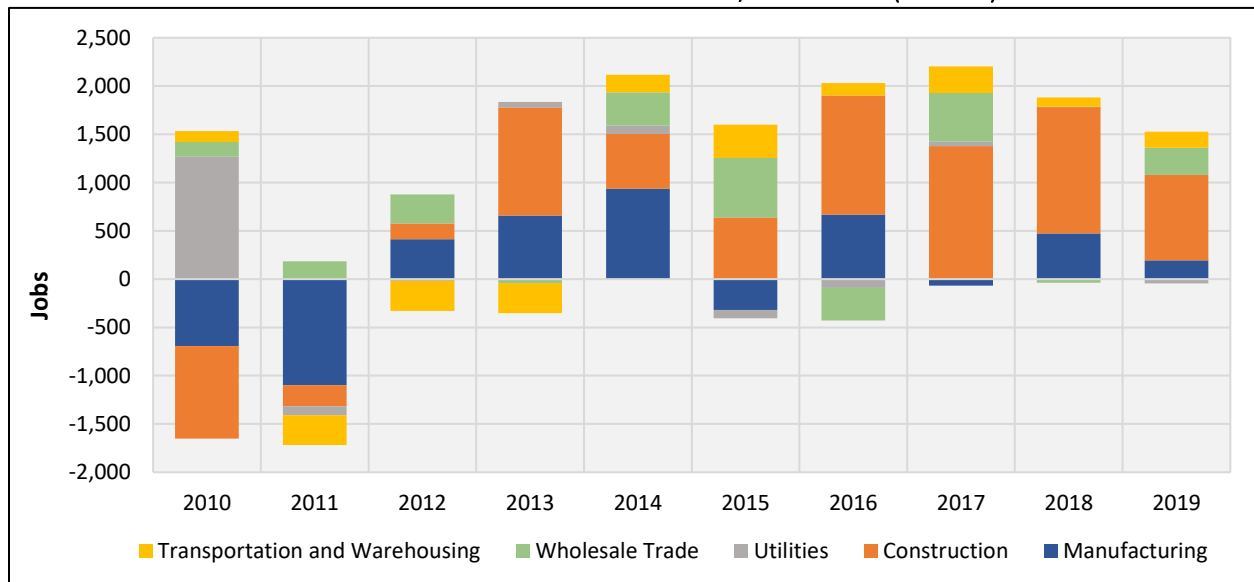
**BROAD INDUSTRIAL TRENDS**

The market for industrial space has also undergone major changes in recent years, reflecting technological advances and shifts in the economy. Demand for warehouse and distribution space has been boosted by e-commerce, which has moved storage needs from retail stores to warehouses. At the same time, the growth of high-tech supply chain management systems that require investments and expertise have caused a consolidation within the warehousing and distribution industry, with increasing reliance on larger third-party operators. New and large buildings that can more efficiently accommodate modern logistics operations have therefore been in high demand. With distribution driving much of the demand, there has been a particular need for sites with good freeway access.

Manufacturing has seen some improvement over the past decade, after a long period of declines. High-tech manufacturing was a major driver of growth in the Portland Metro Area in the 1990s, led by Intel, but experienced stagnation and declines over the next decades due to competition from locations in the southern states and Asia. The industry has seen modest growth in Clark County over the past decade. Stronger gains have been seen in other durable goods categories.

In Clark County, these shifts have led to development of large distribution centers at the Port of Vancouver and in Ridgefield. New manufacturing buildings have also been built, but in smaller numbers and sizes, mostly on port properties. Clark County has also seen an increase in the demand for smaller warehouses due to rapid growth in the construction industry. The following chart shows Clark County job growth in the sectors that dominate the industrial market. In the last five year before COVID, construction accounted for two-thirds of the job growth, while manufacturing represented 12%.

**FIGURE 4.10: JOB GROWTH IN INDUSTRIAL SECTORS, CLARK COUNTY (2010-19)**



SOURCE: U.S. Dept. of Commerce, JOHNSON ECONOMICS

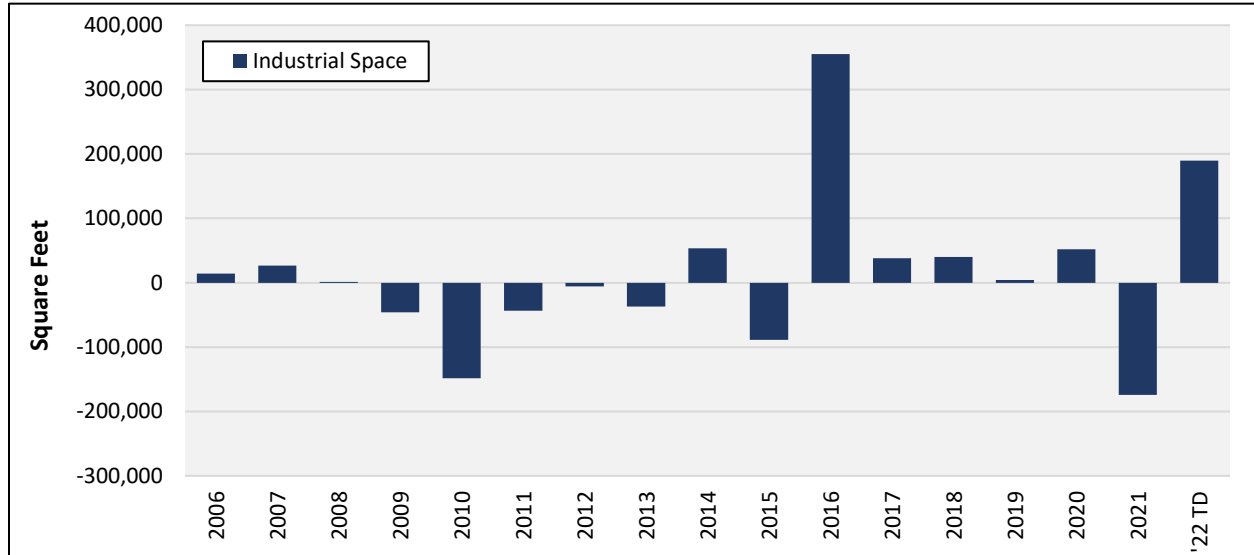
**HISTORICAL INDUSTRIAL SPACE DEMAND**

In Camas, occupancy of industrial space, including flex and specialty buildings, declined by 320,000 square feet between the 2008-09 recession and 2015. According to CoStar, much of the space was re-occupied in 2016, when the net absorption was 350,000 square feet, with WaferTech being the main contributor. Since then, the market has



averaged 25,000 square feet (~1.4 ac.) of positive absorption annually. More than half of this was CubeSmart Self Storage on 38<sup>th</sup> Avenue. The market lost industrial occupancy in 2021, when Karcher moved out of its building on Pacific Rim Boulevard, but regained most of this in 2022 as Northwest Paper Box moved in. Note that the Mill property is considered fully occupied.

**FIGURE 4.11: HISTORICAL NET ABSORPTION OF INDUSTRIAL SPACE, CAMAS (2006-22)**



SOURCE: CoStar

**FUTURE INDUSTRIAL DEMAND**

For estimating future industrial demand, we use the same approach as for office space, by modeling employment growth. However, we use the growth rates achieved over the 2017-22 period for historical reference points, rather than the pre-COVID 2015-19 period, as the industrial sectors have been less impacted by remote work than the office sectors in the wake of COVID. As with the office industries, our assumptions for future growth are generally between the conservative ESD regional forecasts and the recent averages from Camas. In the manufacturing industry, we assume moderate growth in coming years, after winddown of Mill operations caused declines in recent years (preliminary 2022 data indicates positive growth). The strongest growth is anticipated in the transportation and warehousing industry, which is benefitting from e-commerce growth.

**FIGURE 4.12: ASSUMED ANNUAL EMPLOYMENT GROWTH RATES, CAMAS (2022-27)**

Growth Assumptions		Annual Growth Rates		
NAICS	Industry	A) Historical AAGR, 2017-22	B) Projected AAGR (ESD), Long-Term	C) Assumed AAGR (JE), 2022-27
23	Construction	9.4%	2.0%	3.6%
31-33	Manufacturing	-1.0%	0.8%	0.2%
42	Wholesale Trade	3.3%	0.7%	2.2%
22,48-49	Transp., Wareh., Utilities	24.8%	0.1%	11.0%

SOURCE: WA ESD, U.S. Census Bureau, JOHNSON ECONOMICS

Assumptions for space utilization are again largely derived the Portland Metro 2014 Urban Growth Report, with per-employee floor areas of 600-1,850 square feet. With the projected growth of roughly 20 new jobs annually taking



place in industrial buildings, this results in a projected need for 93,000 square feet over five years, or nearly 20,000 square feet annually. At an FAR of 0.4, this represents 1.1 acres annually. Note that these are expectations for annual averages. Industrial development typically takes place in few large projects rather than small annual increments. Moreover, certain storage or warehousing projects can be realized with limited associated job growth. At 1.1 acres annually, the modeled demand growth represents 5.5 acres over five years and 22 acres over 20 years.

**FIGURE 4.13: FORECAST OF INDUSTRIAL SPACE DEMAND, CAMAS (2022-27)**

Industrial Space Demand Employment Sector	Total Jobs		Industrial Share	Industrial Jobs			Avg. SqFt. Per Job	Industrial Space Demand		
	2022	2027		2022	2027	2022-27		2022	2027	2022-27
Construction	369	440	58%	214	255	41	600	128,412	153,251	24,839
Manufacturing	2,074	2,095	68%	1,410	1,424	14	600	846,192	854,688	8,496
Wholesale Trade	457	510	64%	292	326	34	800	233,984	260,880	26,896
Transport., Wareh., Util.	34	57	78%	27	45	18	1,850	49,062	82,672	33,610
<b>Total, Ind. Sectors</b>	<b>7,749</b>	<b>8,605</b>		<b>1,943</b>	<b>2,051</b>	<b>107</b>		<b>1,257,650</b>	<b>1,351,491</b>	<b>93,841</b>

SOURCE: WA Employment Security Department, U.S. Census Bureau, Hovee & Co., JOHNSON ECONOMICS

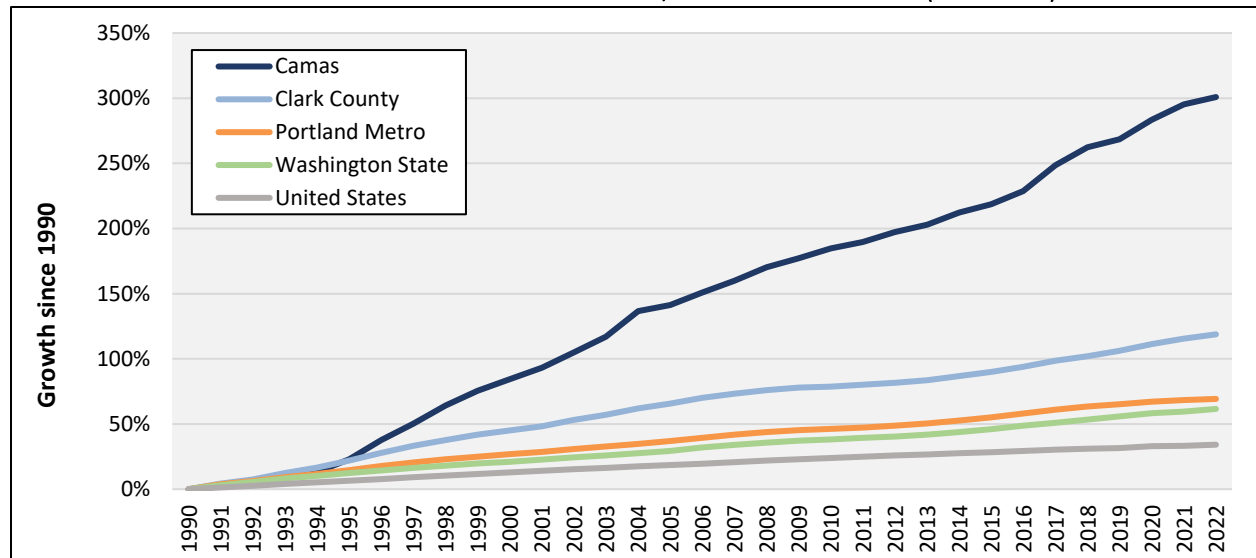
## RESIDENTIAL

### BROAD RESIDENTIAL TRENDS

Clark County has experienced strong population growth in recent decades, outpacing the other counties in the region. Since 1990, the population has grown by 119%, which is nearly twice as fast as the Portland Metro Area (+69%) and 3.5 times as fast as the nation as a whole. Financial and quality of life considerations have been among the factors often cited by new residents, including housing affordability, the lack of a state income tax, good schools, and outdoor recreation opportunities. The in-migration accelerated during COVID, as people moved out of Portland and other large cities.

Camas has been among the fastest growing cities in the County, tripling in size since 1990, growing at more than twice the Clark County rate. Between 2010 and 2022, the city grew from 19,400 to 27,300, adding 7,900 residents. This represents an increase of 41%, or 2.9% per year on average.

**FIGURE 4.14: POPULATION GROWTH SINCE 1990, GEOGRAPHIC COMPARISON (1990-2022)**



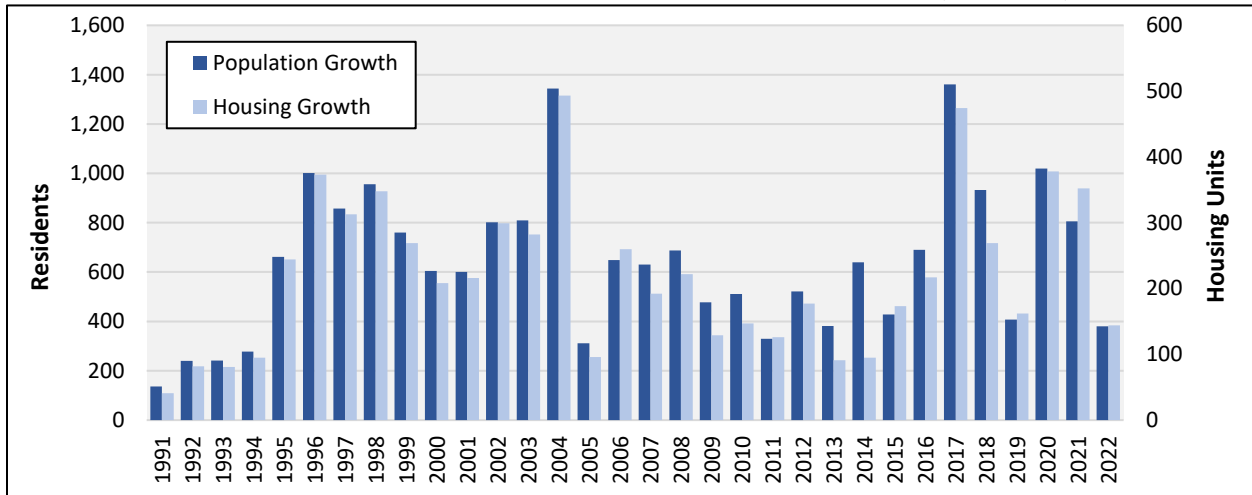
SOURCE: WA OFM, PSU PRC, JOHNSON ECONOMICS





The city’s growth was strongest in the late 1990s, when the annual growth rate averaged roughly 10.0% per year. The weakest growth was after the 2008-09 recession, when the rate hovered around 2.0% per year. This is still strong – the long-term regional growth rate is 1.2% – and indicates considerable demand pressures. The growth gained momentum over the last decade, averaging 3.8% per year over the 2017-2021 period, when the city added 4,500 residents. This increase was accommodated by increased housing supply, which totaled 1,600 units over the five years.

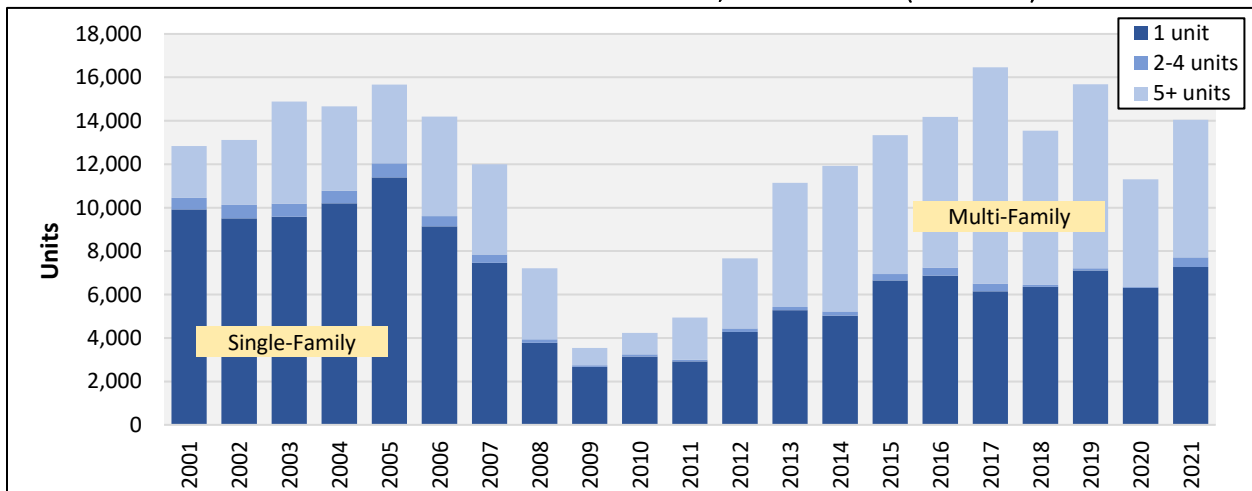
FIGURE 4.15: POPULATION GROWTH AND HOUSING INVENTORY GROWTH, CAMAS (1991-2022)



SOURCE: WA OFM, JOHNSON ECONOMICS

Regionally, there has been a shift in demand over the past two decades, from single-family ownership homes to multi-family rental units. The shift was catalyzed by the foreclosure crisis and ensuing recession at the end of the 2000s, which led to stricter credit requirements for homebuyers. The recession also caused an increase in college enrollment, at rapidly growing tuition costs, something that in tandem with rapidly rising rent levels made it difficult to save up for downpayments. Rental apartments became the only viable housing form for many young households, which in turn led to a shift in housing construction, from single- to multi-family units. Rapid price gains in the single-family market has continued to sustain demand for the more affordable multi-family homes in recent years.

FIGURE 4.15: RESIDENTIAL BUILDING PERMITS BY TYPE, PORTLAND METRO (2001-2022)

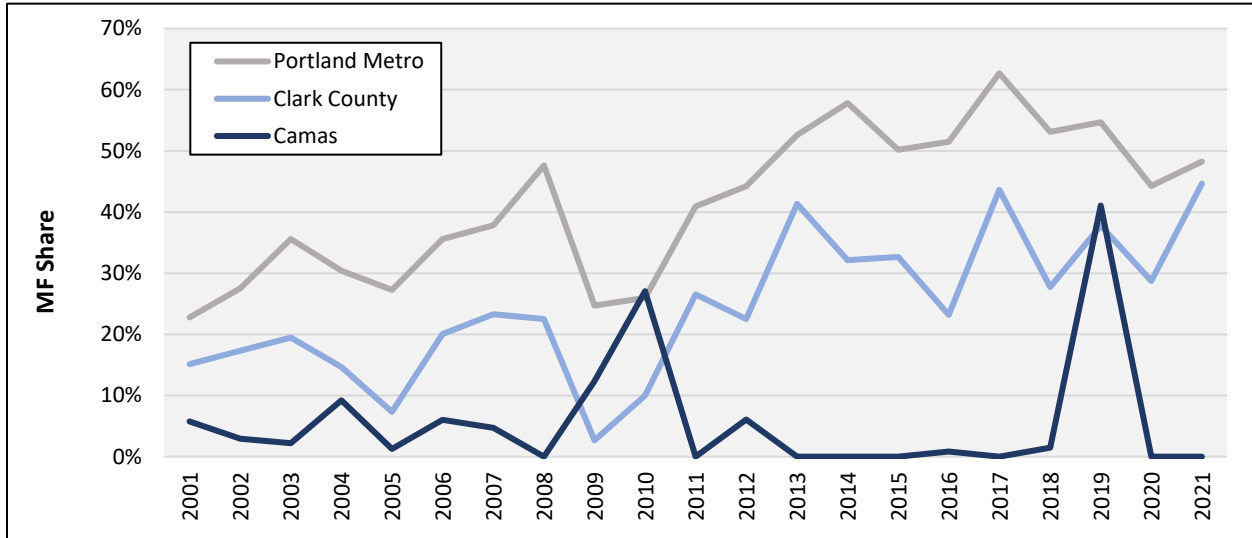


SOURCE: U.S. Census Bureau, Johnson Economics



The same shift has taken place in Clark County, where the multi-family share of new housing production went from 15% in the early 2000s to 45% by 2021. Camas has not participated in this shift to the same degree. If we exclude the 276-unit Kielo at Grass Valley in 2019 (and the Casey in 2022), the share of issued multifamily building permits has remained around 0% over the past 10 years.

**FIGURE 4.16: MULTI-FAMILY SHARE OF ISSUED RESIDENTIAL BUILDING PERMITS, GEOGRAPHIC COMPARISON (2001-21)**

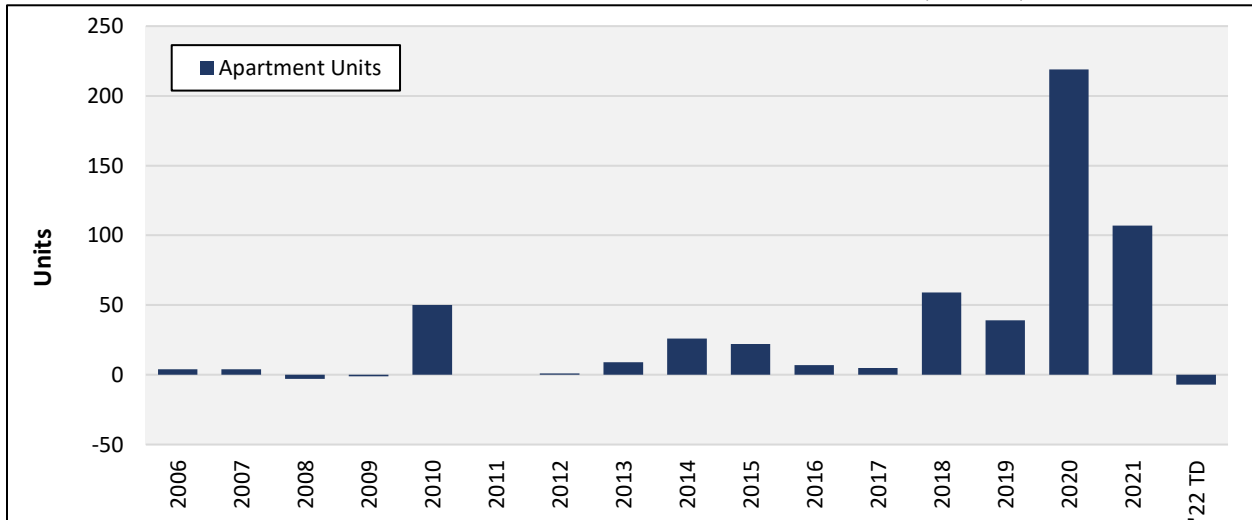


SOURCE: HUD, JOHNSON ECONOMICS

**HISTORICAL MULTI-FAMILY DEMAND**

Reflecting the very limited supply of new units, market absorption of apartments in Camas was very modest until 2018-19, when roughly 50 units were absorbed annually, and 2020-21, when the absorption averaged more than 160 units annually due to lease-up of Kielo at Grass Valley. In isolation, Kielo achieved absorption of 31 units per month on average (~20 ac./yr). This is unusually high, indicating strong demand. Thus, Camas would likely have absorbed many more units with additional supply.

**FIGURE 4.17: HISTORICAL NET ABSORPTION OF APARTMENT UNITS, CAMAS (2006-22)**



SOURCE: CoStar



**RESIDENTIAL DEMAND FORECAST – HOUSEHOLD GROWTH**

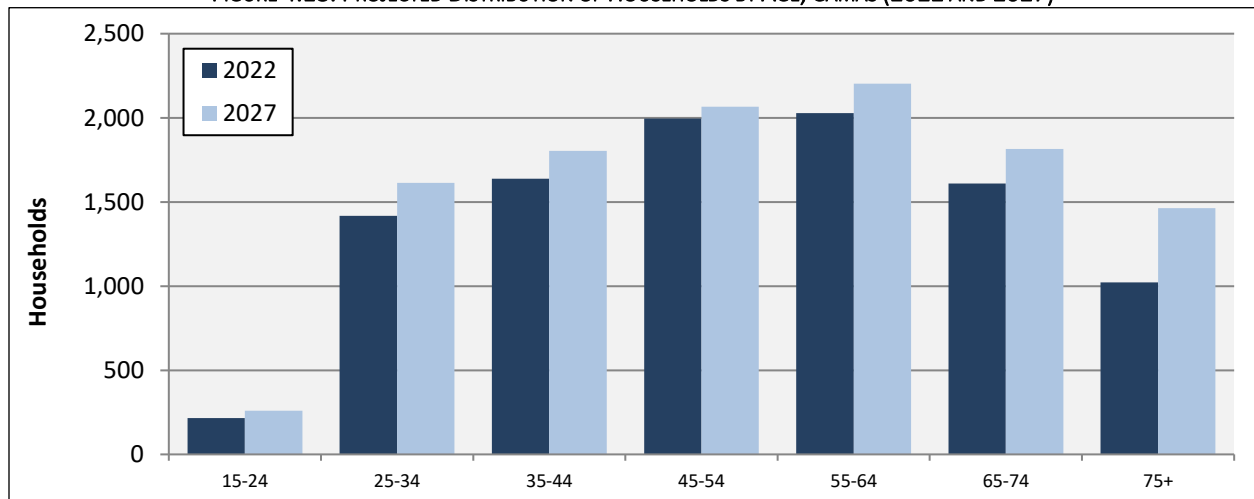
Since 2010, the population growth in Camas has averaged 2.9% per year. Over the same period, the housing inventory has increased 2.7% per year on average. The latter serves as a proxy for household growth, and is in line with extrapolated household estimates from the Census Bureau. These growth rates correlate well with the pre-COVID job growth in the areas where Camas residents work.<sup>1</sup> The weighted average job growth for these areas (weighted by number of Camas residents working in each area) over the last decade was 2.9% – identical to the population growth in Camas. Applying Johnson Economics’ expectations for annual job growth in the same areas over the next five years (3.1% weighted average) indicates growth in housing demand of 2.9% per year in Camas, or 1,500 new households over five years. Taking into account the impact of the current slowdown in the housing market due to high interest rates, we would assume 1,300 new households over the five-year period, for an annual growth rate of 2.5%. Note that this projection is based on the historical relationship between housing absorption and surrounding job growth. The underlying demand (preference) for housing in Camas regardless of financial ability is likely much higher.

**PROJECTED HOUSING DEMAND**

Johnson Economics has developed a housing demand model that allocates anticipated household growth into demand for housing of different forms. Our model begins with a segmentation of the existing household base by age and income, as these are the variables that best predict housing preferences. The model accounts for aging and mortality, as well as migration patterns related to surrounding job growth (by age and wage) and retiree migration. For this segmentation, we rely in part on trended census estimates provided by Neustar. Local, segment-specific propensity rates calculated from census microdata are used to allocate the new growth to different types of housing. Some adjustments are made to account for financing hurdles in the ownership market (e.g., the high mortgage rates anticipated over the near term are modeled to result in a 17% shift from ownership to rental demand).

The following chart displays the anticipated distribution of housing demand across age segments over the forecast period. The projections indicate growth across many age groups, including at the early family stage (millennials, age 25-44), among empty nesters (age 55-64) and among seniors (baby boomers, 65+). The growth among seniors is primarily due to aging-in-place, while the growth among millennials is more reflective of in-migration.

**FIGURE 4.18: PROJECTED DISTRIBUTION OF HOUSEHOLDS BY AGE, CAMAS (2022 AND 2027)**



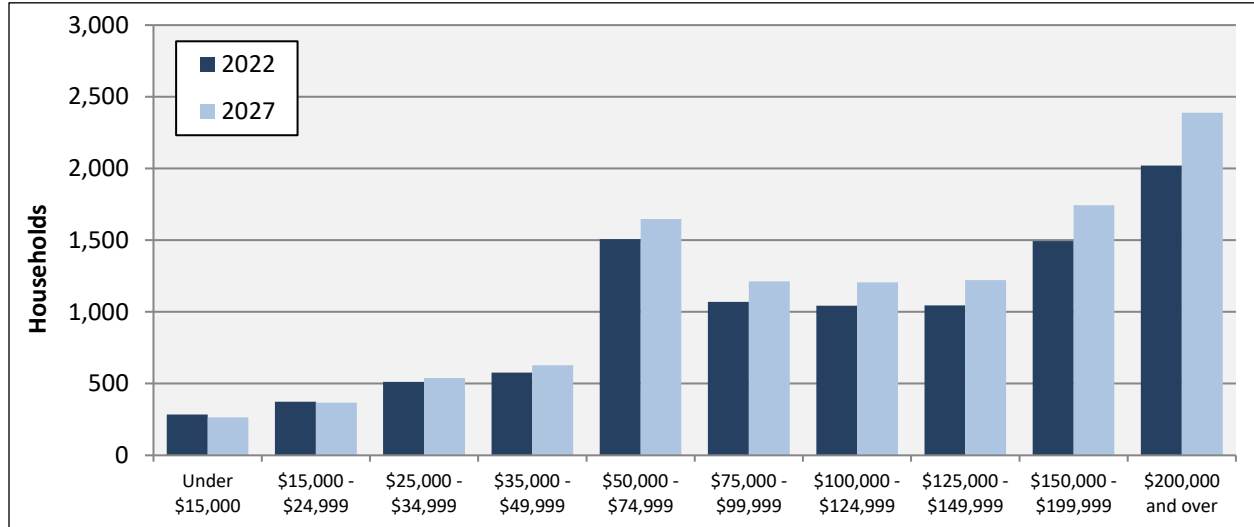
SOURCE: Neustar, Johnson Economics

<sup>1</sup> In 2019: 16.9% in Camas; 45.2% in other parts of Clark County; 36% in other parts of Portland Metro. Excludes tele-commuters. Data from U.S. Census Bureau.



With respect to income, the demand growth is anticipated to be concentrated among middle- and upper-income segments, with declines at the lowest income levels. This is in keeping with recent trends, reflecting the appeal of Camas to affluent households.

**FIGURE 4.9: PROJECTED DISTRIBUTION OF HOUSEHOLDS BY INCOME, CAMAS (2022 AND 2027)**



SOURCE: Neustar, Johnson Economics

The following table summarizes our estimates of demand growth by housing type, both for the five years and annually. Detached single-family ownership homes dominate the projected demand, representing a net increase of roughly 700 units over five years. If we include detached rental homes, which typically come from the existing housing stock, there is an estimated net need for 760 new detached homes. Attached homes are projected to represent a total need for roughly 150 homes. Rental apartments are projected to see the strongest demand growth in relative terms, for an estimated 365 units. If we include condominiums, the net need for new multifamily units is estimated to 385.

At an assumed density of 18 units per acre, the multifamily demand represents land absorption of 4.3 acres annually. Assuming 10 units per acre for the attached single-family homes, these represent 3.1 acres of annual absorption. Together the multifamily and attached homes represent 7.4 acres of projected annual absorption, or 37 acres over five years and 148 acres over a 20-year planning period.

Again, this forecast is based on the historical job/housing relationship and existing single-/multifamily splits in the city. It may underestimate the preference for housing among low- and middle-income households, who are currently underrepresented. Additional housing at appropriate price points would thus likely accommodate additional growth.

**FIGURE 4.20: RESIDENTIAL DEMAND FORECAST, CAMAS (2022-27)**

RES. DEMAND 2022-27	5-YEAR DEMAND GROWTH			ANNUAL DEMAND GROWTH		
	Owners	Renters	Total	Owners	Renters	Total
Single-family detached	688	70	758	138	14	152
Single-family attached	129	25	154	26	5	31
Multi-family	20	365	385	4	73	77
<b>Total</b>	<b>836</b>	<b>461</b>	<b>1,297</b>	<b>167</b>	<b>92</b>	<b>259</b>

SOURCE: JOHNSON ECONOMICS



## V. CONCLUSIONS

### LAND CAPACITY

The City of Camas currently has adequate land capacity to accommodate the population and employment growth assumed in the 2015-2035 Comprehensive Plan. There is a surplus of 398 acres of residential land and 286 acres of employment land. The proposed comprehensive plan amendment will only have minor impact on the land capacity, increasing the residential surplus to 429 acres and reducing the employment surplus to 255 acres.

The actual growth that has taken place in the city since the comp plan was adopted has been stronger than assumed for residential growth, but weaker than assumed for employment growth. The residential growth over the 2015-22 period represents 52% of the adopted 20-year growth target, while the employment growth represents 18%.

According to the 2021 Clark County Buildable Lands Report, land absorption in Camas over the 2016-20 period represented absorption of 60 acres of residential land per year on average, 6 acres of commercial land annually, and 1.6 acres of industrial land annually. At these rates, the current land supply represents over 50 years of commercial land and over 400 years of industrial land, while the residential land represents only 12 years of absorption. From a land capacity standpoint, the proposed re-allocation of commercial and industrial land to residential land would thus improve the balance in the land supply.

### MARKET TRENDS

Part of the reason for the weaker than expected employment growth in Camas in recent years is the relative weakness of the high-tech manufacturing sector, which expanded rapidly in Camas in the 1990s. The winddown of operations at the Mill has also played a part. Recent industrial development in Clark County has been concentrated at the ports (especially heavy industries) and along interstate freeways (distribution). Development of new office space has been concentrated in locations with extensive commercial amenities (e.g., Columbia Tech Ctr.), though with recent headwinds from increased at-home work in the wake of COVID. Commercial development continues to be slowed by the ongoing shift to online retail.

Residential growth has been stronger than expected in Camas, reflecting strong county-wide in-migration. Much of the growth in Camas can be attributed to job growth in Camas and East Vancouver. The increased demand for safe and attractive suburban housing during COVID has also played a role.

All across the region, there has been a shift in demand from single- to multifamily housing in recent years, as single-family homes have become financially unattainable for a growing share of the population. While the housing production in Clark County has evolved to match the new pattern, Camas has only to a limited degree shifted its housing production, and thus likely has some pent-up demand for multifamily housing. This is corroborated by the Camas Housing Action Plan (2021), which includes a detailed analysis of current and future housing needs in the city. The analysis finds a particular need for additional multi-family and attached single-family homes that can accommodate low- and middle-income households. Additional housing in these categories will likely help employment growth in the city by providing workforce housing that brings needed labor closer to Camas employment.

The most recent large-scale apartment project in Camas (Kielo, 2020-21) also appears to confirm the strong demand for multifamily housing. It leased up at an average rate of 31 units per month, which represents land absorption of roughly 20 acres per year. Our demand forecast for the next five years indicates absorption of 7.4 acres annually, including attached homes. This represents 37 acres over five years and 148 acres over 20 years. However, the forecast is partly based on existing single-/multi-family splits in the city, and may thus underestimate multifamily demand.





The markets for commercial and industrial space have seen moderate demand in recent years, averaging floor area absorption typically equivalent to 1.3 acres annually in the commercial segment and 1.4 acres annually in the industrial segment. Our forecasts for the next five years, based on anticipated employment and population growth, indicate absorption of 1.9 acres of commercial land annually and 1.1 acres of industrial land annually.

Given the limited need for employment land reflected in these market-based forecasts, the proposed re-allocation of industrial and commercial land to residential land is unlikely to have negative impact on employment growth, while it can alleviate pressures in the residential market. By accommodating needed workforce housing in the city, the re-allocation may in fact have a positive impact on employment growth.

### **SUITABILITY FOR DEVELOPMENT**

The north site, which is currently zoned for business park use (BP), faces several obstacles to business park development, and we regard only the north portion of the site to be suitable for the campus-style format this zone is intended for. However, there is limited demand for buildings of this format in locations without extensive commercial amenities, as indicated by the lack of campus development around the site since the 1990s. There are also issues related to compatibility and congestion, especially around the beginning and end of the school day. The south portion of the site is both too narrow and has too much slope to be feasible for campus projects or other industrial developments of some scale.

The south site is zoned for regional commercial use (RC), intended for larger commercial establishments with regional trade areas. This is a segment of the retail market with excess capacity currently, and very little new development due to the rise of e-commerce. The site does not have the scale, configuration, or access needed to accommodate a retail center of this format. The most suitable commercial format on the site is a neighborhood/ convenience center with smaller buildings. However, the site does not have the traffic exposure typically needed to make this type of development feasible. Moreover, we expect demand for this type of space to be met by the retail center proposed on the adjacent site (Camas Station), which enjoys stronger traffic exposure. Additionally, the topography makes the eastern (Brady Rd) portion of the site difficult/costly to utilize, while access from the south or west raises questions of safety, congestion, and compatibility with the adjacent elementary school.

We regard both sites to be suitable for the proposed multifamily residential (MF-18) zoning, which is intended for multifamily and attached single-family housing. The sites are located at the transition between residential and employment land, where these housing forms are encouraged. Moreover, these uses are compatible with surrounding housing and schools, and do not face the issues related to scale, configuration, or topography that would complicate commercial or industrial development. On the contrary, the sloping topography represents an amenity in the form of views. Furthermore, the sites would provide housing within walking distance of schools, parks, and the proposed Camas Station commercial center, thus generating limited auto traffic. Given the many Camas residents who commute to the west, the sites would also offer shorter commutes and relatively less traffic compared to other buildable multifamily land in the city. A strong indication of the suitability for the proposed residential use is provided by Parker Village, a recent attached-home development located between the subject sites.

In conclusion, we regard the subject sites to represent desirable locations for housing, both from a community standpoint and from the perspective of renters, buyers, and developers. The sites are less suitable for employment uses, and less likely to be developed in light of current and anticipated market conditions. These findings are supportive of the proposed comp plan amendment and zone change.

Item 2.

SEPA Checklist with Lancaster  
Mobley Traffic Memo



# SEPA ENVIRONMENTAL CHECKLIST

## Purpose of checklist

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization, or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

## Instructions for applicants

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. **You may use “not applicable” or “does not apply” only when you can explain why it does not apply and not when the answer is unknown.** You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to **all parts of your proposal**, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

## Instructions for lead agencies

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

## Use of checklist for nonproject proposals

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B, plus the [Supplemental Sheet for Nonproject Actions \(Part D\)](#). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in “Part B: Environmental Elements” that do not contribute meaningfully to the analysis of the proposal.

**A. Background** [Find help answering background questions](#)

1.

**2. Name of proposed project, if applicable:**

Mackay Family Properties Comprehensive Plan Amendment and Rezone

**3. Name of applicant:**

Dan MacKay

**4. Address and phone number of applicant and contact person:**

Applicant: Dan MacKay, 4041 NW Sierra Drive, Camas WA, phone: (360) 921-0134

Contact Person: Marty Snell, MacKay Sposito, 18405 SE Mill Plain Blvd. Suite 100  
Vancouver, WA 98683, phone: (360) 823-1358

**5. Date checklist prepared:**

January 30, 2023

**6. Agency requesting checklist:**

City of Camas

**7. Proposed timing or schedule (including phasing, if applicable):**

City staff review by June, 2023; Planning Commission review summer/fall 2023; City Council review fall 2023. Decision made by December 31, 2023.

**8. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.**

No.

**9. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.**

Ecological Land Services (ELS) has conducted wetland delineations on some of the subject parcels, however it has been more than five (5) years since the work has been done.

**10. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.**

No other applications or approvals are required for this particular proposal.

**11. List any government approvals or permits that will be needed for your proposal, if known.**

The applicant needs Camas City Council approval of the request to amend the Comprehensive Plan and zoning map.

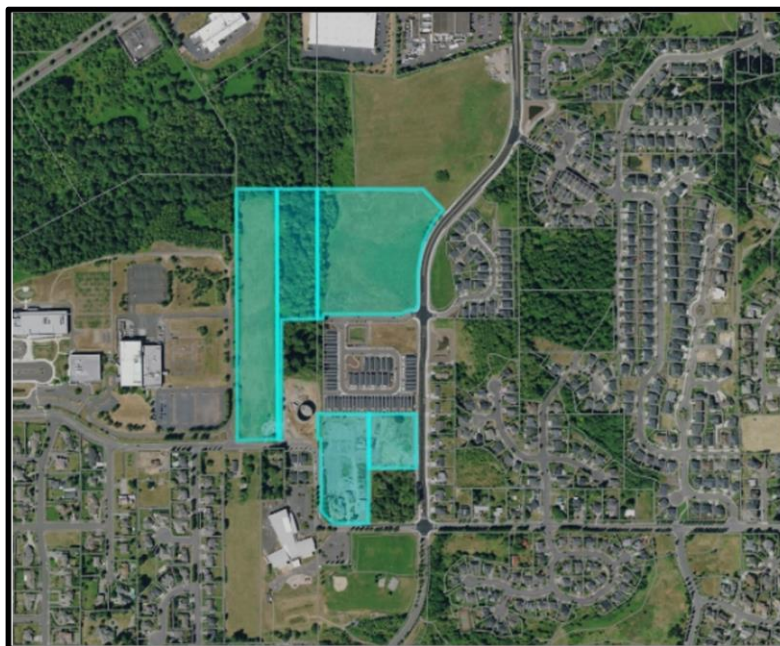
**12. Give a brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)**

The applicant is requesting to change the Comprehensive Plan designations of Industrial and Commercial to Multifamily High and the zoning districts from Business Park (BP) and Regional Commercial (RC) to Multifamily-18 (MF-18).

**13. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.**

The subject properties are located at 4511 NW 18<sup>th</sup> Avenue and 4245 NW 16<sup>th</sup> Avenue. Two properties, adjacent to each other, sit between NW Tidland Street and NW Brady Road while three other properties are located north of NW 18<sup>th</sup> Street and NW Tidland and extend to NW Brady Road. The tax lots for this application are: 125185000, 986055381, 125193000, 127367000, and 127372000. (See map below.)

Subject Parcels





## B. Environmental Elements

### 1. Earth [Find help answering earth questions](#)

#### a. General description of the site:

One of the subject properties, a former commercial nursery and landscape business, is a home site, which is relatively flat with some sloping topography (5-10%). The other properties are vacant, undeveloped lands. One property along NW Brady Road has varying slopes breaking both west to east and north to south (5-10% and 15-25%). Two adjacent properties along NW 18<sup>th</sup> Street have slopes breaking generally south to north. The largest lot has some slope (5-15%) with some relatively flat area on the north end.

Circle or highlight one: **Flat**, **rolling**, **hilly**, **steep slopes**, mountainous, other:

#### b. What is the steepest slope on the site (approximate percent slope)?

Per Clark County GIS, the steepest slope on one the properties is in the 15-25% range.

#### c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them, and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

Per Clark County GIS, the dominant soil type of the properties is Powell silt loam, 0 to 8 percent slopes (PoB).

#### d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

There are no surface indications or history of unstable soils in the immediate vicinity.

#### e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

The request would not trigger any fill, excavation, or grading of the site.

#### f. Could erosion occur because of clearing, construction, or use? If so, generally describe.

Yes, erosion could occur due to clearing and grading of the properties during future site construction.

#### g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

Not applicable to this application.

#### h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any.

Not applicable to this application.

## 2. Air [Find help answering air questions](#)

**a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.**

Not applicable to this application.

**b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.**

None known.

**c. Proposed measures to reduce or control emissions or other impacts to air, if any.**

Not applicable to this application.

## 3. Water [Find help answering water questions](#)

**a. Surface Water: [Find help answering surface water questions](#)**

**1. Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.**

There are no surface water or surface water bodies on the site or in the vicinity.

**2. Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.**

Not applicable.

**3. Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.**

Not applicable.

**4. Will the proposal require surface water withdrawals or diversions? Give a general description, purpose, and approximate quantities if known.**

Not applicable.

**5. Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.**

No.

**6.**

7. Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

No.

**b. Ground Water:** [Find help answering ground water questions](#)

1. Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give a general description, purpose, and approximate quantities if known.

No.

2. Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (domestic sewage; industrial, containing the following chemicals...; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

Not applicable.

**c. Water Runoff (including stormwater):**

1. Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Not applicable.

2. Could waste materials enter ground or surface waters? If so, generally describe.

No.

3. Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

No.

4. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any.

Not applicable to this application.

**4. Plants** [Find help answering plants questions](#)

- a. Check the types of vegetation found on the site:

deciduous tree: alder, maple, aspen, other

evergreen tree: fir, cedar, pine, other

- shrubs
- grass
- pasture
- crop or grain
- orchards, vineyards, or other permanent crops.
- wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- water plants: water lily, eelgrass, milfoil, other
- other types of vegetation

**b. What kind and amount of vegetation will be removed or altered?**

No vegetation will be removed or altered with this application.

**c. List threatened and endangered species known to be on or near the site.**

None known.

**d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any.**

None proposed at this time.

**e. List all noxious weeds and invasive species known to be on or near the site.**

None known.

**5. Animals** [Find help answering animal questions](#)

**a. List any birds and other animals that have been observed on or near the site or are known to be on or near the site.**

Examples include:

- Birds: hawk, heron, eagle, songbirds, other:
- Mammals: deer, bear, elk, beaver, other:
- Fish: bass, salmon, trout, herring, shellfish, other:

**b. List any threatened and endangered species known to be on or near the site.**

None known.

**c. Is the site part of a migration route? If so, explain.**

The area is within the Pacific Flyway for migratory waterfowl.

**d. Proposed measures to preserve or enhance wildlife, if any.**

Not applicable with this application.

- e. List any invasive animal species known to be on or near the site.

None known.

## 6. Energy and Natural Resources [Find help answering energy and natural resource questions](#)

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Not applicable with this application. This is a Comprehensive Plan Amendment and Rezone request.

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

No.

- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any.

Not applicable with this application. This is a Comprehensive Plan Amendment and Rezone request.

## 7. Environmental Health [Find help with answering environmental health questions](#)

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur because of this proposal? If so, describe.

No.

1. Describe any known or possible contamination at the site from present or past uses.

- a. Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

None known.

- b. Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

Not applicable.

- c. Describe special emergency services that might be required.

Not applicable with this application. This is a Comprehensive Plan Amendment and Rezone request.



**d. Proposed measures to reduce or control environmental health hazards, if any.**

None needed.

**b. Noise****1. What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?**

There are no known noise generating impacts emanating from other land uses in the area that affect this project.

**2. What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site)?**

Not applicable with this application. This is a Comprehensive Plan Amendment and Rezone request.

**3. Proposed measures to reduce or control noise impacts, if any.**

Not applicable with this application.

**8. Land and Shoreline Use** [Find help answering land and shoreline use questions](#)**a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.**

The subject properties are surrounded by a variety of uses. The northern three parcels are bounded by vacant industrial land to the north (with the larger property adjacent to Analog Devices, Inc. to use for its own potential expansion), an attached housing development and a city water reservoir to the south, industrial and educational uses (nLIGHT, Inc. and the Odyssey Middle School/Discovery High School campus) to the east, and NW Brady Road to the west.

The southern two properties are bounded by an attached housing development to the north, NW 16<sup>th</sup> Avenue and an approved commercial development (Camas Station) to the south, NW Brady Road to the east, and NW Tidland Street to the west. The southern two parcels are also across NW 16<sup>th</sup> Avenue from Prune Hill Sports Park and Prune Hill Elementary School. The southern and northern parcels are separated by a city reservoir located on 4 acres, on property purchased by the City of Camas from the MacKay family.

The proposal will not affect land uses nearby as the request for this Comprehensive Plan Amendment and Rezone is in keeping with residential use rather than commercial or industrial uses.

**b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses because of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?**

No.

- 1. Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how?**

No.

- c. Describe any structures on the site.**

One parcel contains a residential structure, accessory structures to residential use, and accessory structures from the historic commercial nursery and landscape business.

- d. Will any structures be demolished? If so, what?**

Not with this proposal. However, all structures would be demolished at a later date.

- e. What is the current zoning classification of the site?**

Two parcels are zoned Regional Commercial (RC) and three parcels are zoned Business Park (BP).

- f. What is the current comprehensive plan designation of the site?**

Two parcels are planned Commercial and three parcels are planned Industrial.

- g. If applicable, what is the current shoreline master program designation of the site?**

Not applicable.

- h. Has any part of the site been classified as a critical area by the city or county? If so, specify.**

Per Clark County GIS, one parcel presents indicators of wetlands and the other four parcels present indicators of slope greater than 5%.

- i. Approximately how many people would reside or work in the completed project?**

Not applicable at this time.

- j. Approximately how many people would the completed project displace?**

None with this proposal.

- k. Proposed measures to avoid or reduce displacement impacts, if any.**

None.

**l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any.**

Approving the request would provide the opportunity for the property to develop as residential uses, rather than commercial or industrial. With most of the properties surrounded by residential development and educational facilities, changing the zoning to residential would advance compatibility of future land uses with the surrounding area. Compliance with the City of Camas' residential zoning districts would ensure compatibility of uses as well.

**m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any.**

None needed.

**9. Housing** [Find help answering housing questions](#)

**a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.**

This application is for a Comprehensive Plan Amendment and Rezone only. However, if approved, there is the possibility of seeing 300-400 dwelling units under subsequent development applications. The units would likely be for middle to middle-high income households with the opportunity for some low-income households. The latter income group is dependent on a builder and the marketability of lower income housing in this area of Camas.

**b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.**

None at this time. However, one housing unit would be eliminated upon future development.

**c. Proposed measures to reduce or control housing impacts, if any.**

None needed.

**10. Aesthetics** [Find help answering aesthetics questions](#)

**a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?**

Not applicable.

**b. What views in the immediate vicinity would be altered or obstructed?**

Not applicable.

**c. Proposed measures to reduce or control aesthetic impacts, if any.**

Not applicable with this application.

**11. Light and Glare** [Find help answering light and glare questions](#)

**a. What type of light or glare will the proposal produce? What time of day would it mainly occur?**

Not applicable.

**b. Could light or glare from the finished project be a safety hazard or interfere with views?**

Not applicable.

**c. What existing off-site sources of light or glare may affect your proposal?**

None known.

**d. Proposed measures to reduce or control light and glare impacts, if any.**

Not applicable with this application.

**12. Recreation** [Find help answering recreation questions](#)

**a. What designated and informal recreational opportunities are in the immediate vicinity?**

Prune Hill Sports Park is across the street from one of the parcels. The northern more parcels are accessible to NW Brady/Parker Road. Ash Creek Park, which has not been developed, will be within walking distance ( $\frac{1}{4}$  to  $\frac{1}{3}$  of a mile) of the northern parcels. Grass Valley Park is within biking distance (1 mile) of the northern parcels.

**b. Would the proposed project displace any existing recreational uses? If so, describe.**

No.

**c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any.**

Not applicable with this application.

**13. Historic and Cultural Preservation** [Find help answering historic and cultural preservation questions](#)

**a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.**

No.

- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.**

No.

- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.**

Per Clark County GIS, there are no mapping indicators of historic sites, although GIS shows low, moderate, and moderate-high archaeological probabilities and an affirmative archaeological site buffer.

- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.**

Not applicable with this application

#### **14. Transportation** [Find help with answering transportation questions](#)

- a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.**

The properties access NW 18<sup>th</sup> and 16<sup>th</sup> Avenues and NW Tidland Street and NW Brady Road. NW Brady Road links to State Route 14 (SR-14) less than three (3) miles from the intersection of NW 16<sup>th</sup> Avenue and NW Brady Road. The streets also feed to Pacific Rim Boulevard which feeds SE 192<sup>nd</sup> Avenue in east Vancouver. SE 192<sup>nd</sup> Avenue leads to SR-14 on the south.

- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?**

No. C-TRAN's closest transit stop is located at SE 192<sup>nd</sup> Avenue and SE 34<sup>th</sup> Street in east Vancouver, which is approximately 1.2 miles away.

- c. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle, or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).**

Not applicable with this application.



- d. **Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.**

No.

- e. **How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?**

This is an application for a Comprehensive Plan and Rezone request. However, the applicant hired Lancaster Mobley to conduct traffic generation analyses for development scenarios under commercial and business park use (current zoning) and under multifamily residential use (proposed zoning). Under current zoning, buildout could generate 11,490 weekday trips with 900 AM peak hour trips and 1,116 PM peak hour trips. Under the proposed zoning, a 'worst case' buildout scenario of 446 dwelling units could generate 3,006 weekday trip with 178 AM peak hour trips and 227 PM peak hour trips. The difference between the proposed zoning and current zoning could mean 8,484 fewer weekday trips and 722 fewer AM and 889 fewer PM peak hour trips. Lancaster Mobley did not analyze commercial vehicle and truck traffic impacts. That said, it stands to reason that buildout under current zoning would generate more commercial vehicle and truck trips than if the properties were built out as residential. The Lancaster Mobley traffic memo is attached to the SEPA checklist.

- f. **Will the proposal interfere with, affect, or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.**

No.

g.

**Proposed measures to reduce or control transportation impacts, if any.**

Not with this application. However, future development of the site would comply with the City of Camas' development standards for transportation impacts, including the payment of Traffic Impact Fees.

**15. Public Services** [Find help answering public service questions](#)

- a. **Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.**

If the zone change is approved and the property develops, residential development does increase the need for all public services. Depending on the mix of housing types the demands for services will be variable. If the development attracts single headed households or 'empty nesters', the need for schools will be less than a traditional single family residential development.

- b. **Proposed measures to reduce or control direct impacts on public services, if any.**

None at this time.

**16. Utilities** [Find help answering utilities questions](#)

- a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other:

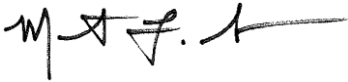
Not applicable with this application. However, the utilities underlined above serve the occupied parcel and are available to serve the other properties.

- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

Electricity is provided by Clark Public Utilities, natural gas is provided by Northwest Natural, telephone service is provided by multiple carriers, and water, sewer, and garbage service is provided by the City of Camas.

**C. Signature** [Find help about who should sign](#)

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.




---

SEPA Responsible Official

**Type name of signee:**

Martin L. Snell for Applicant Dan MacKay

**Position and agency/organization:** Planning Services Manager/MacKay Sposito

**Date submitted:** 1/30/2023

## D. Supplemental sheet for nonproject actions [Find help for the nonproject actions worksheet](#)

**IT IS NOT REQUIRED** to use this section for project actions.

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

### 1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

The request to amend the Comprehensive Plan and zoning district, in and of itself, will not increase discharges to water or emissions to that air, nor will it result in the production, storage, or release of toxic or hazardous substances. It will also not produce noise.

- **Proposed measures to avoid or reduce such increases are:**

If the request is approved and development of the properties moves forward, it is anticipated the developer will comply with the City of Camas' rules and regulations to avoid or reduce discharges outlined about, including the production of noise. If developed as residential, it is highly unlikely that there will be toxic or hazardous substances on the properties, which cannot be said if the current zoning of industrial and commercial remains.

### 2. How would the proposal be likely to affect plants, animals, fish, or marine life?

The request to amend the Comprehensive Plan and zoning district, in and of itself, will not affect plants, animals, fish, or marine life, which the last item is moot due to the location of the properties.

- **Proposed measures to protect or conserve plants, animals, fish, or marine life are:**

If the request is approved and development of the properties moves forward, it is anticipated the developer will comply with the City of Camas' rules and regulations to protect or conserve plants and animals.

### 3. How would the proposal be likely to deplete energy or natural resources?

The request to amend the Comprehensive Plan and zoning district, in and of itself, will not deplete energy or natural resources.

- **Proposed measures to protect or conserve energy and natural resources are:**

If the request is approved and development of the properties moves forward, it is anticipated the developer will comply with the City of Camas' rules and regulations to protect or conserve energy and natural resources. Any residential development will comply with the Washington State Energy Code, which has some of the nation's most protective rules and standards in place regarding energy conservation.

**4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection, such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?**

The request to amend the Comprehensive Plan and zoning district, in and of itself, will not use or affect environmentally sensitive areas or areas eligible or under study for government protection.

- **Proposed measures to protect such resources or to avoid or reduce impacts are:**

If the request is approved and development of the properties moves forward, it is anticipated the developer will comply with the City of Camas' critical areas rules and regulations. Due to the location of the properties, potential impacts to floodplains or prime farmlands is moot.

**5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?**

The request to amend the Comprehensive Plan and zoning district does have a potential impact on land use but not shorelines. Approving the request and rezoning the properties from commercial and industrial to residential improves the compatibility of the properties to the surrounding area. As noted elsewhere and with one exception, the surrounding area is largely developed with residential, educational, and recreational uses. Given these surrounding uses, the properties developing as residential has a more positive affect on land use compatibility than if it were to develop as commercial and industrial.

- **Proposed measures to avoid or reduce shoreline and land use impacts are:**

If the request is approved and development of the properties moves forward, it is anticipated the developer will comply with the City of Camas' zoning rules, regulations, and standards, including with any design review guidelines that are adopted and effective at the time of development application.

**6. How would the proposal be likely to increase demands on transportation or public services and utilities?**

The request to amend the Comprehensive Plan and zoning district, in and of itself, will not increase the demands to transportation or public services and utilities. As noted, development of the properties for residential use will result in less demand on the transportation infrastructure and public services than that of commercial and industrial development.

- **Proposed measures to reduce or respond to such demand(s) are:**

If the request is approved and development of the properties moves forward, it is anticipated the developer will comply with the City of Camas' development standards, including pertinent transportation and utilities (e.g. water, sewer, storm water) infrastructure requirements and payment of impact fees such as traffic, park and open space, fire and school impact fees. Residential development also pays system development charges (SDC's) and connection fees to offset the impact to the city's water and sewer systems.

- 7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.**

The request does not conflict with any local, state, or federal laws or requirements protecting the environment.



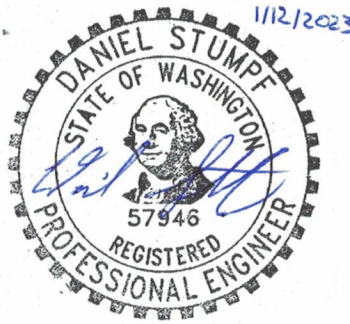


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 Portland, OR 97204  
 503.248.0313  
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Item 2.

## Memorandum

To: Dan MacKay  
 From: Daniel Stumpf, PE  
 Date: January 12, 2023  
 Subject: Brady Road Comprehensive Plan Amendment  
 Trip Generation Analysis



### Introduction

This memorandum reports and evaluates the potential transportation impacts related to a proposed comprehensive plan amendment/zone change of five properties (assessor parcels 125185000, 125193000, 127367000, 127372000, and 986055381) located at/near 4345 NW 16<sup>th</sup> Avenue in Camas, Washington. The proposal will rezone the five properties from *Community Commercial* (CC) and *Business Park* (BP) to *Multifamily-18* (MF-18).

The purpose of this memorandum is to examine and address potential transportation-related impacts from the proposed zone change. This study reviews the site's trip generation potential under both the existing and proposed zoning designations.

### Location Description

The project site is located north of NW 16<sup>th</sup>/18<sup>th</sup> Avenue, south of NW Pacific Rim Boulevard, and west of NW Brady Road in Camas, Washington. The subject site is located in a developing mixed-use area of the City, with undeveloped & commercial/industrial uses to the north, Prune Hill Elementary School & single-family residential uses to the south, single-family residential uses to the east, and Discovery High School to the west.

The site includes five properties which encompass an approximate total of 30.99 acres. Each parcel is currently zoned and developed with the following:

- Assessor Parcel 125185000: BP, Undeveloped (11.15 acres)
- Assessor Parcel 125193000: BP, Undeveloped (8.56 acres)
- Assessor Parcel 127367000: CC, Nursery/Single-Family Residence (4.19 acres)
- Assessor Parcel 127372000: CC, Undeveloped/Outdoor Storage (2.39 acres)
- Assessor Parcel 986055381: BP, Undeveloped (4.7 acres)

Figure 1 presents an aerial image of the nearby vicinity with the project site outlined in yellow.



Figure 1: Aerial Photo of Site Vicinity (Image from Google Earth)

## Site Trips

To determine the potential impacts of the proposed change in zoning, reasonable worst-case development scenarios for the existing and proposed zones were determined utilizing data for the most traffic-intensive uses permitted within each zone.

## Existing CC and BP Zone

To determine a reasonable worst-case development scenario under the existing zoning, City of Camas Code Section 18.07.030, *Table 1 – Commercial and Industrial Land Uses*, was referenced and compared to a variety of land uses provided in the *Trip Generation Manual*<sup>1</sup>. Land uses outright permitted in each zone were compared to land uses provided in the *Trip Generation Manual*. Based on this assessment, data from the following land use codes were used:

- CC Zone: 822, *Shopping Plaza (40-150k)*, based on the square footage of gross building floor area.
- BP Zone: 770, *Business Park*, based on the square footage of gross building floor area.

The existing CC zone area encompasses approximately 6.58 acres (i.e. approximately 286,600 square feet) of developable space while the existing BP zone area encompasses approximately 24.41 acres (i.e. approximately 1,063,300 square feet) of developable space. Per Camas Code Section 18.09.030, *Density and Dimensions – Commercial and Industrial Zones*, the CC zone does not have a maximum lot coverage whereas the BP zone has a maximum building lot coverage of 50%. Although the CC zone does not have a maximum lot coverage

<sup>1</sup> Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 11<sup>th</sup> Edition, 2021.

standard, it is assumed that any potentially proposed retail/commercial buildings would cover approximately 30% of the developable area while the remaining 70% of space would be dedicated to parking, public space, ROW improvements, etc. Assuming all buildings in each zone will be single story structures, the following may be constructed in each zone:

- CC Zone: Approximately 86,000 square feet of commercial building space.
- BP Zone: Approximately 531,700 square feet of commercial building space.

The reasonable worst-case development under the existing CC zone (i.e. ITE code 821) is expected to attract pass-by trips to the site. Pass-by trips are trips that leave adjacent roadways to patronize a land use and then continue in their original direction of travel. They do not add additional vehicles to the surrounding transportation system; however, they do add additional turning movements at site access intersections. A pass-by trip rate of 40 percent during the evening peak hour was determined using data from ITE code 821 of the *Trip Generation Manual*. For the purposes of this analysis, it is assumed that the morning peak hour and daily pass-by trip rates will approximately match the evening peak hour pass-by trip rate.

## Proposed MF-18 Zone

To determine a reasonable worst-case development scenario under the proposed MF-18 zone, Camas Code Section 18.07.040, *Table 2 – Residential and Multifamily Land Uses*, was referenced and compared to a variety of land uses provided in the *Trip Generation Manual*. Based on an assessment of permitted uses that could reasonably be developed within the approximate 30.99-acre site, data from land use code 220, *Multifamily Housing (Low-Rise)*, was referenced to estimate the trip generation potential of the site based on the number of dwelling units.

To determine a dwelling unit count within the site, the maximum unit per net acre density rate from City code was referenced from Section 18.09.050, *Density and Dimensions – Multifamily Residential Zones*. Under an MF-18 zone a maximum 18 dwelling units per net acre of developable space can be constructed. For the purposes of this analysis it is assumed that a reasonable 20 percent reduction in site buildable area will be necessary to accommodate streets/right-of-way improvements, public space, etc. When considering the units per net acre density and the total site acreage, the reasonable worst-case development scenario of the proposed MF-18 zone may include the construction of 446 multifamily dwelling units over 24.79 net acres of developable space.

## Trip Generation Comparison

The trip generation calculations show that under the existing CC and BP zones the subject site could reasonably generate up to 900 net new morning peak hour trips, 1,116 net new evening peak hour trips, and 11,490 net new average weekday trips. Under the proposed MF-18 zone the site could reasonably generate up to 178 morning peak hour trips, 227 evening peak hour trips, and 3,006 average weekday trips. Accordingly, the net change in trip generation potential of the site after the proposed rezone is projected to decrease by 722 morning peak hour trips, 889 evening peak hour trips, and 8,484 average weekday trips.

The trip generation estimates are summarized in Table 1. Detailed trip generation calculations are included as an attachment to this memorandum.



Table 1: Zone Change Trip Generation Summary

ITE Code	Size/Rate	AM Peak Hour			PM Peak Hour			Weekday Total	
		Enter	Exit	Total	Enter	Exit	Total		
<b>Existing CC Zone</b>									
Shopping Plaza (40-150k)	821	86,000 SF	188	116	304	373	404	777	8,126
<i>Pass-by Trips</i>	821	40%	61	61	122	155	155	310	3,250
Primary Trip Generation			127	55	182	218	249	467	4,876
<b>Existing BP Zone</b>									
Business Park	770	531,700 SF	610	108	718	169	480	649	6,614
<b>Proposed MF-18 Zone</b>									
Multifamily Housing (Low-Rise)	220	446 units	43	135	178	143	84	227	3,006
<b>Net Change In Site Trip Generation Potential</b>									
Existing Conditions (Primary Trips)			737	163	900	387	729	1,116	11,490
Proposed Conditions (Primary Trips)			43	135	178	143	84	227	3,006
<b>Net Change in Trip Generation Potential</b>			<b>-694</b>	<b>-28</b>	<b>-722</b>	<b>-244</b>	<b>-645</b>	<b>-889</b>	<b>-8,484</b>

Based on the trip generation analysis the proposed zone change is expected to result in a decrease in the trip generation potential of the site for both the morning and evening peak hours as well as for a typical weekday. Since the proposal is expected to nominally impact the surrounding transportation facilities, it's recommended that no transportation impact analysis will be necessary to capture the impacts of the proposal and no specific intersection will require study. Instead the preparation of this trip generation memorandum is sufficient to report the projected impacts of the comprehensive plan amendment/zone change.

If you have any questions or concerns regarding this analysis or need further assistance, please don't hesitate to contact us.

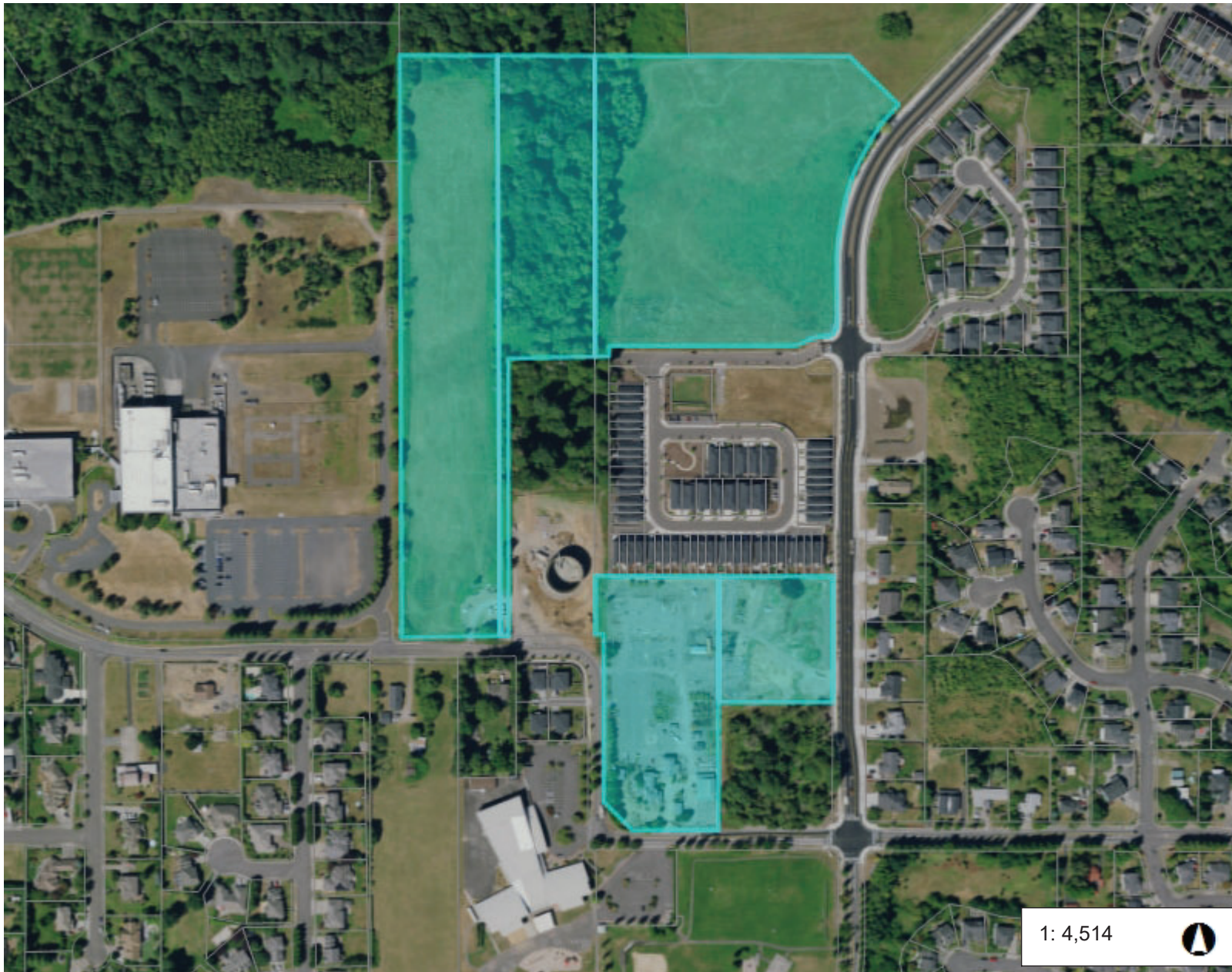






# Mackay Properties - 2023 CPA

Item 2.



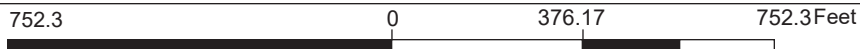
### Legend

Taxlots

### Notes:

Five properties planned and zoned Comm. or LI, LI/BP

1: 4,514



WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere  
Clark County, WA. GIS - <http://gis.clark.wa.gov>

This map was generated by Clark County's "MapsOnline" website. Clark County does not warrant the accuracy, reliability or timeliness of any information on this map, and shall not be held liable for losses caused by using this information.





TRIP GENERATION CALCULATIONS  
 Source: Trip Generation Manual, 11th Edition  
 Existing CC Zone

Land Use: Shopping Plaza (40-150k)  
 Land Use Code: 821  
 Land Use Subcategory: All Sites  
 Setting/Location: General Urban/Suburban  
 Variable: 1000 SF GFA  
 Trip Type: Vehicle  
 Variable Quantity: **86**

AM PEAK HOUR

Trip Rate: 3.53

	Enter	Exit	Total
Directional Split	62%	38%	
Trip Ends	<b>188</b>	<b>116</b>	<b>304</b>

PM PEAK HOUR

Trip Rate: 9.03

	Enter	Exit	Total
Directional Split	48%	52%	
Trip Ends	<b>373</b>	<b>404</b>	<b>777</b>

WEEKDAY

Trip Rate: 94.49

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	<b>4,063</b>	<b>4,063</b>	<b>8,126</b>

SATURDAY

Trip Rate: 116.15

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	<b>4,994</b>	<b>4,994</b>	<b>9,988</b>



TRIP GENERATION CALCULATIONS  
 Source: Trip Generation Manual, 11th Edition  
 Existing BP Zone

*Land Use:* Business Park  
*Land Use Code:* 770  
*Land Use Subcategory:* All Sites  
*Setting/Location:* General Urban/Suburban  
*Variable:* 1000 SF GFA  
*Trip Type:* Vehicle  
*Variable Quantity:* **531.7**

AM PEAK HOUR

*Trip Rate:* 1.35

	Enter	Exit	Total
Directional Split	85%	15%	
Trip Ends	<b>610</b>	<b>108</b>	<b>718</b>

PM PEAK HOUR

*Trip Rate:* 1.22

	Enter	Exit	Total
Directional Split	26%	74%	
Trip Ends	<b>169</b>	<b>480</b>	<b>649</b>

WEEKDAY

*Trip Rate:* 12.44

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	<b>3,307</b>	<b>3,307</b>	<b>6,614</b>

SATURDAY

*Trip Rate:* 2.56

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	<b>681</b>	<b>681</b>	<b>1,362</b>



TRIP GENERATION CALCULATIONS  
 Source: Trip Generation Manual, 11th Edition  
 Proposed MF-18 Zone

Land Use: Multifamily Housing (Low-Rise)  
 Land Use Code: 220  
 Land Use Subcategory: Not Close to Rail Transit  
 Setting/Location: General Urban/Suburban  
 Variable: Dwelling Units  
 Trip Type: Vehicle  
 Variable Quantity: **446**

AM PEAK HOUR

Trip Rate: 0.4

	Enter	Exit	Total
Directional Split	24%	76%	
Trip Ends	43	135	178

PM PEAK HOUR

Trip Rate: 0.51

	Enter	Exit	Total
Directional Split	63%	37%	
Trip Ends	143	84	227

WEEKDAY

Trip Rate: 6.74

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	1,503	1,503	3,006

SATURDAY

Trip Rate: 4.55

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	1,015	1,015	2,030

Caution: Small Sample Size

Vehicle Pass-By Rates by Land Use									
Source: ITE Trip Generation Manual , 11th Edition									
Land Use Code	821								
Land Use	Shopping Plaza (40 - 150k)								
Setting	General Urban/Suburban								
Time Period	Weekday PM Peak Period								
# Data Sites	15								
Average Pass-By Rate	40%								
	Pass-By Characteristics for Individual Sites								
GLA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
45	Florida	1992	844	56	24	20	44	—	30
50	Florida	1992	555	41	41	18	59	—	30
52	Florida	1995	665	42	33	25	58	—	30
53	Florida	1993	162	59	—	—	41	—	30
57.23	Kentucky	1993	247	31	53	16	69	2659	34
60	Florida	1995	1583	40	38	22	60	—	30
69.4	Kentucky	1993	109	25	42	33	75	1559	34
77	Florida	1992	365	46	—	—	54	—	30
78	Florida	1991	702	55	23	22	45	—	30
82	Florida	1992	336	34	—	—	66	—	30
92.857	Kentucky	1993	133	22	50	28	78	3555	34
100.888	Kentucky	1993	281	28	50	22	72	2111	34
121.54	Kentucky	1993	210	53	30	17	47	2636	34
144	New Jersey	1990	176	32	44	24	68	—	24
146.8	Kentucky	1993	—	36	39	25	64	—	34

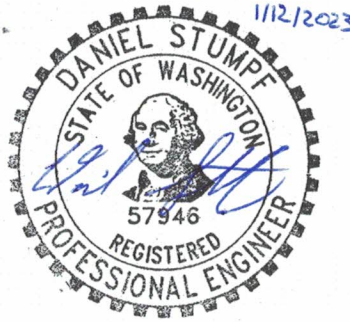


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Item 2.

## Memorandum

To: Dan MacKay  
 From: Daniel Stumpf, PE  
 Date: January 12, 2023  
 Subject: Brady Road Comprehensive Plan Amendment  
 Trip Generation Analysis



### Introduction

This memorandum reports and evaluates the potential transportation impacts related to a proposed comprehensive plan amendment/zone change of five properties (assessor parcels 125185000, 125193000, 127367000, 127372000, and 986055381) located at/near 4345 NW 16<sup>th</sup> Avenue in Camas, Washington. The proposal will rezone the five properties from *Community Commercial* (CC) and *Business Park* (BP) to *Multifamily-18* (MF-18).

The purpose of this memorandum is to examine and address potential transportation-related impacts from the proposed zone change. This study reviews the site's trip generation potential under both the existing and proposed zoning designations.

### Location Description

The project site is located north of NW 16<sup>th</sup>/18<sup>th</sup> Avenue, south of NW Pacific Rim Boulevard, and west of NW Brady Road in Camas, Washington. The subject site is located in a developing mixed-use area of the City, with undeveloped & commercial/industrial uses to the north, Prune Hill Elementary School & single-family residential uses to the south, single-family residential uses to the east, and Discovery High School to the west.

The site includes five properties which encompass an approximate total of 30.99 acres. Each parcel is currently zoned and developed with the following:

- Assessor Parcel 125185000: BP, Undeveloped (11.15 acres)
- Assessor Parcel 125193000: BP, Undeveloped (8.56 acres)
- Assessor Parcel 127367000: CC, Nursery/Single-Family Residence (4.19 acres)
- Assessor Parcel 127372000: CC, Undeveloped/Outdoor Storage (2.39 acres)
- Assessor Parcel 986055381: BP, Undeveloped (4.7 acres)

Figure 1 presents an aerial image of the nearby vicinity with the project site outlined in yellow.



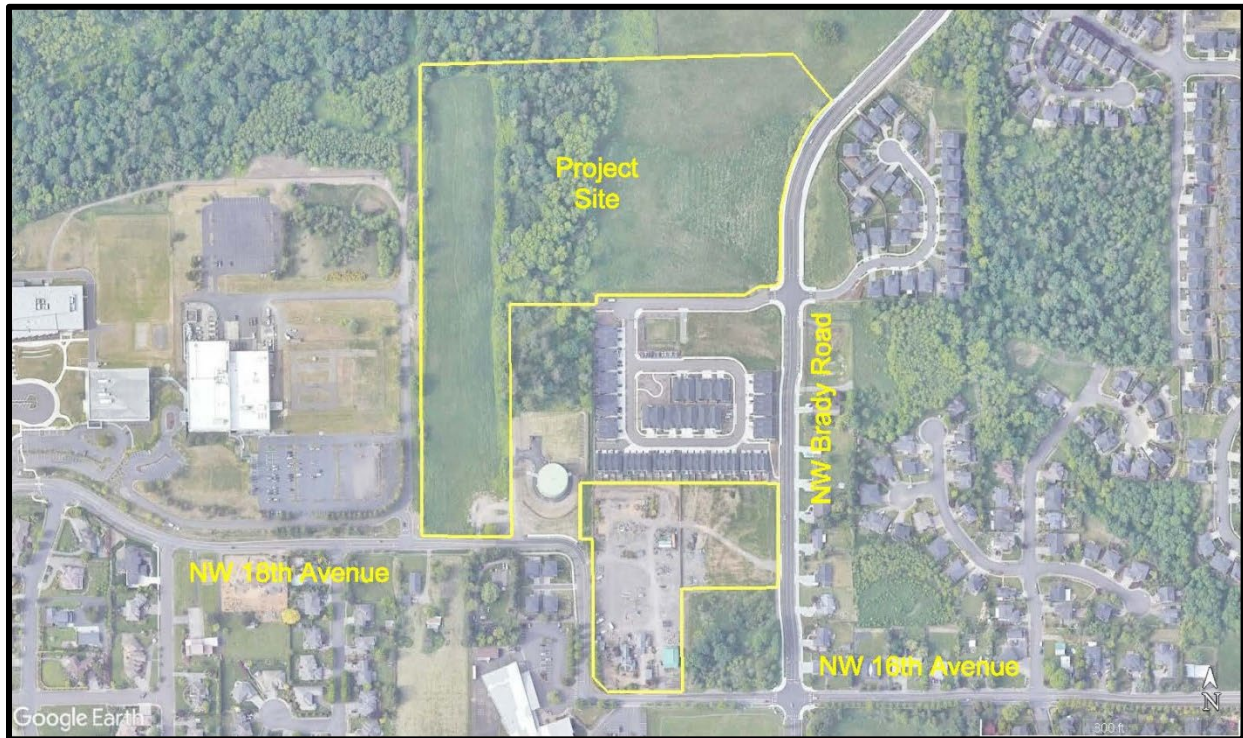


Figure 1: Aerial Photo of Site Vicinity (Image from Google Earth)

## Site Trips

To determine the potential impacts of the proposed change in zoning, reasonable worst-case development scenarios for the existing and proposed zones were determined utilizing data for the most traffic-intensive uses permitted within each zone.

## Existing CC and BP Zone

To determine a reasonable worst-case development scenario under the existing zoning, City of Camas Code Section 18.07.030, *Table 1 – Commercial and Industrial Land Uses*, was referenced and compared to a variety of land uses provided in the *Trip Generation Manual*<sup>1</sup>. Land uses outright permitted in each zone were compared to land uses provided in the *Trip Generation Manual*. Based on this assessment, data from the following land use codes were used:

- CC Zone: 822, *Shopping Plaza (40-150k)*, based on the square footage of gross building floor area.
- BP Zone: 770, *Business Park*, based on the square footage of gross building floor area.

The existing CC zone area encompasses approximately 6.58 acres (i.e. approximately 286,600 square feet) of developable space while the existing BP zone area encompasses approximately 24.41 acres (i.e. approximately 1,063,300 square feet) of developable space. Per Camas Code Section 18.09.030, *Density and Dimensions – Commercial and Industrial Zones*, the CC zone does not have a maximum lot coverage whereas the BP zone has a maximum building lot coverage of 50%. Although the CC zone does not have a maximum lot coverage

<sup>1</sup> Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 11<sup>th</sup> Edition, 2021.

standard, it is assumed that any potentially proposed retail/commercial buildings would cover approximately 30% of the developable area while the remaining 70% of space would be dedicated to parking, public space, ROW improvements, etc. Assuming all buildings in each zone will be single story structures, the following may be constructed in each zone:

- CC Zone: Approximately 86,000 square feet of commercial building space.
- BP Zone: Approximately 531,700 square feet of commercial building space.

The reasonable worst-case development under the existing CC zone (i.e. ITE code 821) is expected to attract pass-by trips to the site. Pass-by trips are trips that leave adjacent roadways to patronize a land use and then continue in their original direction of travel. They do not add additional vehicles to the surrounding transportation system; however, they do add additional turning movements at site access intersections. A pass-by trip rate of 40 percent during the evening peak hour was determined using data from ITE code 821 of the *Trip Generation Manual*. For the purposes of this analysis, it is assumed that the morning peak hour and daily pass-by trip rates will approximately match the evening peak hour pass-by trip rate.

## Proposed MF-18 Zone

To determine a reasonable worst-case development scenario under the proposed MF-18 zone, Camas Code Section 18.07.040, *Table 2 – Residential and Multifamily Land Uses*, was referenced and compared to a variety of land uses provided in the *Trip Generation Manual*. Based on an assessment of permitted uses that could reasonably be developed within the approximate 30.99-acre site, data from land use code 220, *Multifamily Housing (Low-Rise)*, was referenced to estimate the trip generation potential of the site based on the number of dwelling units.

To determine a dwelling unit count within the site, the maximum unit per net acre density rate from City code was referenced from Section 18.09.050, *Density and Dimensions – Multifamily Residential Zones*. Under an MF-18 zone a maximum 18 dwelling units per net acre of developable space can be constructed. For the purposes of this analysis it is assumed that a reasonable 20 percent reduction in site buildable area will be necessary to accommodate streets/right-of-way improvements, public space, etc. When considering the units per net acre density and the total site acreage, the reasonable worst-case development scenario of the proposed MF-18 zone may include the construction of 446 multifamily dwelling units over 24.79 net acres of developable space.

## Trip Generation Comparison

The trip generation calculations show that under the existing CC and BP zones the subject site could reasonably generate up to 900 net new morning peak hour trips, 1,116 net new evening peak hour trips, and 11,490 net new average weekday trips. Under the proposed MF-18 zone the site could reasonably generate up to 178 morning peak hour trips, 227 evening peak hour trips, and 3,006 average weekday trips. Accordingly, the net change in trip generation potential of the site after the proposed rezone is projected to decrease by 722 morning peak hour trips, 889 evening peak hour trips, and 8,484 average weekday trips.

The trip generation estimates are summarized in Table 1. Detailed trip generation calculations are included as an attachment to this memorandum.



Table 1: Zone Change Trip Generation Summary

ITE Code	Size/Rate	AM Peak Hour			PM Peak Hour			Weekday Total	
		Enter	Exit	Total	Enter	Exit	Total		
<b>Existing CC Zone</b>									
Shopping Plaza (40-150k)	821	86,000 SF	188	116	304	373	404	777	8,126
<i>Pass-by Trips</i>	821	40%	61	61	122	155	155	310	3,250
Primary Trip Generation			127	55	182	218	249	467	4,876
<b>Existing BP Zone</b>									
Business Park	770	531,700 SF	610	108	718	169	480	649	6,614
<b>Proposed MF-18 Zone</b>									
Multifamily Housing (Low-Rise)	220	446 units	43	135	178	143	84	227	3,006
<b>Net Change In Site Trip Generation Potential</b>									
Existing Conditions (Primary Trips)			737	163	900	387	729	1,116	11,490
Proposed Conditions (Primary Trips)			43	135	178	143	84	227	3,006
<b>Net Change in Trip Generation Potential</b>			<b>-694</b>	<b>-28</b>	<b>-722</b>	<b>-244</b>	<b>-645</b>	<b>-889</b>	<b>-8,484</b>

Based on the trip generation analysis the proposed zone change is expected to result in a decrease in the trip generation potential of the site for both the morning and evening peak hours as well as for a typical weekday. Since the proposal is expected to nominally impact the surrounding transportation facilities, it's recommended that no transportation impact analysis will be necessary to capture the impacts of the proposal and no specific intersection will require study. Instead the preparation of this trip generation memorandum is sufficient to report the projected impacts of the comprehensive plan amendment/zone change.

If you have any questions or concerns regarding this analysis or need further assistance, please don't hesitate to contact us.

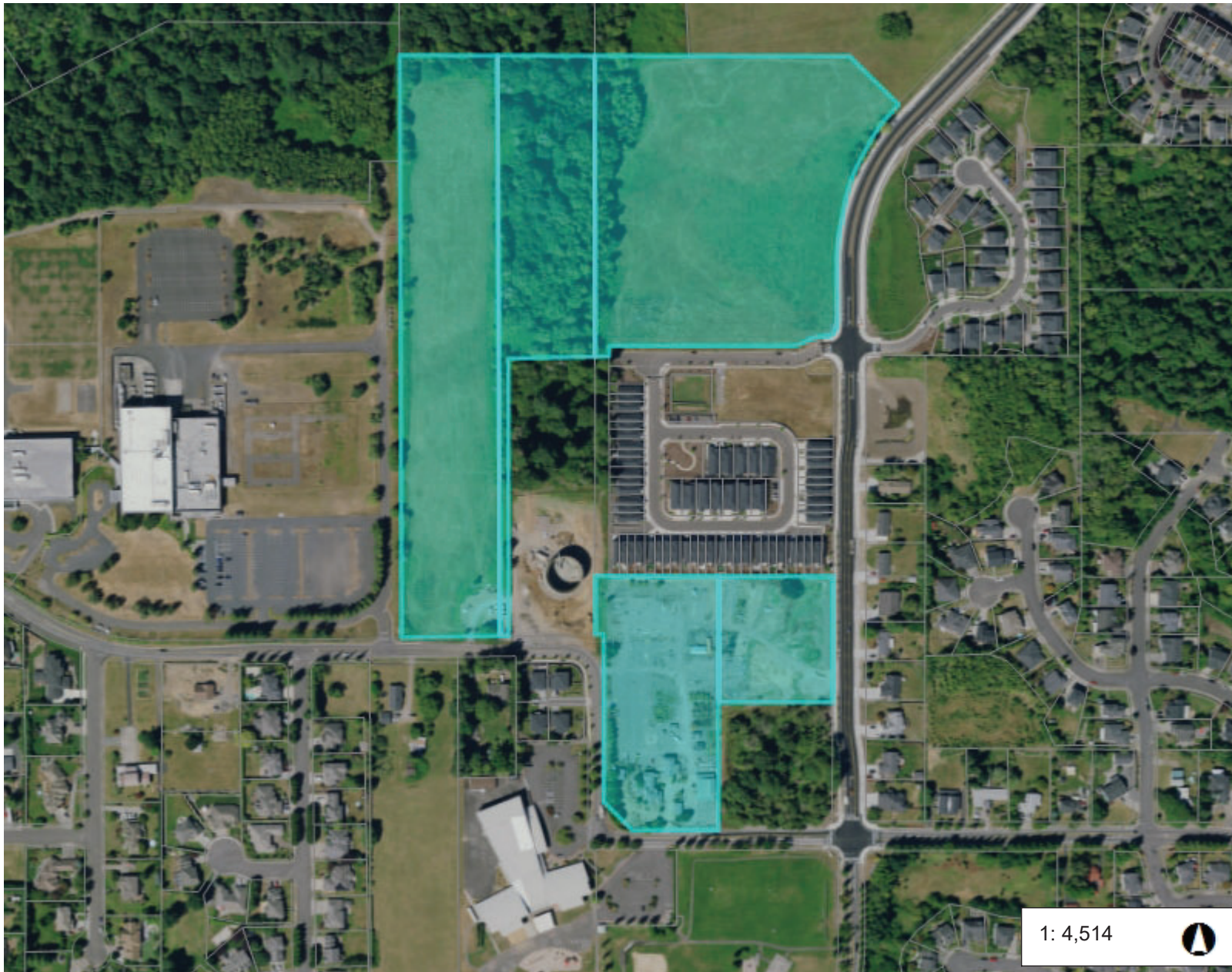






# MacKay Properties - 2023 CPA

Item 2.



### Legend

Taxlots

### Notes:

Five properties planned and zoned Comm. or LI, LI/BP

1: 4,514

752.3 0 376.17 752.3 Feet

WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere  
Clark County, WA. GIS - <http://gis.clark.wa.gov>

This map was generated by Clark County's "MapsOnline" website. Clark County does not warrant the accuracy, reliability or timeliness of any information on this map, and shall not be held liable for losses caused by using this information.



TRIP GENERATION CALCULATIONS  
 Source: Trip Generation Manual, 11th Edition  
 Existing CC Zone

Land Use: Shopping Plaza (40-150k)  
 Land Use Code: 821  
 Land Use Subcategory: All Sites  
 Setting/Location: General Urban/Suburban  
 Variable: 1000 SF GFA  
 Trip Type: Vehicle  
 Variable Quantity: **86**

AM PEAK HOUR

Trip Rate: 3.53

	Enter	Exit	Total
Directional Split	62%	38%	
Trip Ends	<b>188</b>	<b>116</b>	<b>304</b>

PM PEAK HOUR

Trip Rate: 9.03

	Enter	Exit	Total
Directional Split	48%	52%	
Trip Ends	<b>373</b>	<b>404</b>	<b>777</b>

WEEKDAY

Trip Rate: 94.49

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	<b>4,063</b>	<b>4,063</b>	<b>8,126</b>

SATURDAY

Trip Rate: 116.15

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	<b>4,994</b>	<b>4,994</b>	<b>9,988</b>





TRIP GENERATION CALCULATIONS  
 Source: Trip Generation Manual, 11th Edition  
 Existing BP Zone

*Land Use:* Business Park  
*Land Use Code:* 770  
*Land Use Subcategory:* All Sites  
*Setting/Location:* General Urban/Suburban  
*Variable:* 1000 SF GFA  
*Trip Type:* Vehicle  
*Variable Quantity:* **531.7**

AM PEAK HOUR

*Trip Rate:* 1.35

	Enter	Exit	Total
Directional Split	85%	15%	
Trip Ends	<b>610</b>	<b>108</b>	<b>718</b>

PM PEAK HOUR

*Trip Rate:* 1.22

	Enter	Exit	Total
Directional Split	26%	74%	
Trip Ends	<b>169</b>	<b>480</b>	<b>649</b>

WEEKDAY

*Trip Rate:* 12.44

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	<b>3,307</b>	<b>3,307</b>	<b>6,614</b>

SATURDAY

*Trip Rate:* 2.56

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	<b>681</b>	<b>681</b>	<b>1,362</b>



TRIP GENERATION CALCULATIONS  
 Source: Trip Generation Manual, 11th Edition  
 Proposed MF-18 Zone

Land Use: Multifamily Housing (Low-Rise)  
 Land Use Code: 220  
 Land Use Subcategory: Not Close to Rail Transit  
 Setting/Location: General Urban/Suburban  
 Variable: Dwelling Units  
 Trip Type: Vehicle  
 Variable Quantity: **446**

AM PEAK HOUR

Trip Rate: 0.4

	Enter	Exit	Total
Directional Split	24%	76%	
Trip Ends	43	135	178

PM PEAK HOUR

Trip Rate: 0.51

	Enter	Exit	Total
Directional Split	63%	37%	
Trip Ends	143	84	227

WEEKDAY

Trip Rate: 6.74

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	1,503	1,503	3,006

SATURDAY

Trip Rate: 4.55

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	1,015	1,015	2,030

Caution: Small Sample Size

Vehicle Pass-By Rates by Land Use									
Source: ITE Trip Generation Manual , 11th Edition									
Land Use Code	821								
Land Use	Shopping Plaza (40 - 150k)								
Setting	General Urban/Suburban								
Time Period	Weekday PM Peak Period								
# Data Sites	15								
Average Pass-By Rate	40%								
Pass-By Characteristics for Individual Sites									
GLA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
45	Florida	1992	844	56	24	20	44	—	30
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69.4	Kentucky	1993	109	25	42	33	75	1559	34
77	Florida	1992	365	46	—	—	54	—	30
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144	New Jersey	1990	176	32	44	24	68	—	24
146.8	Kentucky	1993	—	36	39	25	64	—	34

**Key Takeaways of:**

***‘Market and Land Need Analysis for a Proposed Comprehensive Plan Amendment and Rezone Request in Camas, Washington’***

**Johnson Economics**

**December 2022**

**Mackay Family Properties Comprehensive Plan Amendment  
and Rezone Request**

**City of Camas 2023 Annual Review Cycle**

The MacKay's Johnson Economics, LLC of Portland, OR, to analyze market and land needs and to report on said items in support of a request to change the Comprehensive Plan land use designations and zoning districts. The analysis and report is part and parcel of what is required when requesting that land for employment uses be changed to residential uses.

The Johnson Economics (JE) report comprises five sections: introduction, site analysis, land capacity analysis, market analysis, and conclusions. With the site analysis section, it is broken out into a discussion of the subject sites, proposed alternative uses, and site suitability for alternative uses. The land capacity analysis looks at the 2015-2035 Comprehensive Plan and the 2021 Clark County Buildable Lands Report. Regarding the market analysis, the discussion is broken out into three areas: commercial, industrial, and residential. The three (3) analysis sections lead to the conclusions of the report.

## Section II Site Analysis

### Site Suitability for Alternative Analysis

The report breaks out the subject sites by the north site (BP) and south site (RC). Both sites are looked at in terms of compatibility, scale/configuration, topography, traffic/access, and market conditions.

**Key takeaways** for the north site for BP uses are:

- **Compatibility:** *"Some industrial uses dependent on frequent or heavy inbound or outbound freight may not be compatible with the surrounding residential and educational uses, due to congestion in the morning and afternoon."* (p. 7)
- **Scale/Configuration:** *"In terms of acreage, the site has adequate scale for most business park uses. However, the configuration renders the narrow south portion of the site unusable for the campus-style projects envisioned in this zone, though smaller commercial buildings could be accommodated."* (p. 7)
- **Topography:** *"The sloping topography makes industrial development of the narrow south portion of the site difficult from an economic standpoint."* (p. 7)
- **Traffic/Access:** *"Local arterial access via Payne Road/18th Avenue, 16th Avenue, and Parker Street/Brady Road is also likely adequate. However, these arterials are two-lane roads, and congestion around the schools during the beginning and end of the school day effectively reduces the access, especially from 18th Avenue."* (p. 7)
- **Market Conditions:** *"Apart from the Intel campus in Hillsboro, there has been very limited demand for flex buildings of a tech/R&D format, like the buildings from the 1990s north and west of the site. Suburban business park users with more of a professional/office format generally seek locations near commercial amenities (e.g., Columbia Tech Center)".* (p. 7)  
*"Office space absorption has averaged 15,000 square feet, or 1.4 acres annually. Given the site's lack of suitability (and entitlement) for heavy manufacturing, and its lack of proximity to commercial areas, only a small portion of the current industrial and office space demand can realistically be captured on the site, representing absorption of less than one acre annually on average."* (p. 8)

**Key takeaways** for the south site for RC uses are:



- Compatibility: “The regional establishments intended for the Regional Commercial (RC) zone include many “big-box” stores dependent on large scale in order to attract demand from a regional trade area. **The traffic generated by such stores would not be compatible with the residential and educational uses around the site.**” (p. 8)
- Scale/Configuration: “**At 6.6 acres, the site does not have adequate scale for a regional commercial center. The flag-shaped configuration of the site makes it difficult to accommodate even a smaller grocery-anchored community center.** The most likely commercial format is a non-grocer neighborhood center.” (p. 8)
- Topography: “**The east portion of the site has a relatively steep slope to the east (Brady Road), which requires significant, costly site work in order to be usable.**” (p. 8)  
Traffic/Access: “**From a capacity standpoint, the two-lane roads to the site are inadequate for the type of shopping traffic associated with regional commercial centers. As discussed, there is already congestion on the roads around the site at the beginning and end of the school day.**” (p. 8)
- Market Conditions: “**Some of this demand can likely be captured in neighborhood centers with a convenience format, like the proposed Camas Station project. However, with this center providing 14,000 square feet of convenience, gas, coffee, and additional retail and service, we regard the potential for additional establishments at this location to be very limited – especially taking into account the limited traffic exposure.**” (p. 8)

**Key takeaways** for both sites for MF-18 uses are:

- Compatibility: “**Multifamily and attached single-family housing on the sites are generally compatible with surrounding housing, schools, and park.**” (p. 9)  
However, the **most likely development format on these sites in the current market are two- and three-story structures** (four-story structures are typically only feasible closer to commercial amenities, where pricing is higher). We also regard the residential uses to be compatible with the nLight building west of the north site, as this building is set back quite far from the property line, and screened by a row of trees. **We therefore find the proposed residential use on both sites to be fully compatible with surrounding uses.**” (p. 9)
- Topography: “**Multi-family and attached-home development is typically feasible on uneven topography due to the ability to locate buildings and parking areas at different elevations.**” (p. 9)
- Traffic/Access: “The sites **have adequate access for the proposed residential uses, and the pedestrian access to schools, park, and commercial amenities at the proposed Camas Station enhances the residential marketability of the sites.** Though the traffic will increase compared to the current undeveloped state, **the uses represent lower intensity and peak-hour traffic than typical commercial and industrial uses.** Moreover, the adjacent schools and proposed commercial center within walking distance will allow for trip reductions at these sites. Given the many Camas residents who commute to the west, the sites **would also offer shorter commutes and reduced traffic compared to other buildable multifamily land in the city.**” (p. 9)
- Market Conditions: “**The market for affordable housing forms, including rental apartments and attached homes, is strong all across the region, and the recent increase in mortgage rates is likely to shift additional housing demand to these housing formats.**”

***“Our modeling of residential demand over the coming five years in Camas indicate a need for nearly 400 additional multifamily units and around 150 additional attached homes. We regard the subject sites to be well positioned to capture this demand, due to their views, access to schools and park, and relative proximity to employment and commercial areas to the west and in Downtown Camas.”*** (p. 9)

## Section III Land Capacity Analysis

### Ability to Meet Comp Plan Targets with Current Land Capacity

This section looks at the Camas 2035 Comp Plan as well as the 2021 Clark County Buildable Lands Report. The JE report notes, “After the projected 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).” It also notes the findings of the 2021 BLR. JE notes the June 2022 finalized BLR, “This updated VBLM found a diminished supply of net buildable lands in the commercial and residential categories, but a slight increase in the industrial category: **296 acres of Commercial Land (down from 464 ac. in 2015); 667 acres of Industrial Land (up from 660 ac.) and 710 acres of Residential Land (down from 876 ac.)**” (p. 10)

With a discussion of current land capacity vs. recent absorption (2016-2020), the JE report notes the land supply for commercial, industrial, and residential represents certain years of supply based on those absorption rates. Specifically, “According to the report, land absorption in Camas over the 2016-20 period represented 60 acres of residential land annually, 6 acres of commercial land annually, and 1.6 acres of industrial land annually. **At this pace, the residential category is the most likely to exhaust its supply of land by 2035. The current land supply represents: over 50 years of Commercial Land (5.8 acres/year); over 400 years of Industrial Land (1.6 acres/year); and 12 years of Residential Land (59.6 acres/year)**” (p. 10)

With respect to the ability to meet the Comp Plan targets with the current land capacity, **“The current supply of employment land (963 ac. total) has capacity for 11,923 jobs at these densities, thus exceeding the original 20-year target.”** (1<sup>st</sup> paragraph, p. 11)

It also concludes, “Still, the **current capacity for 11,923 jobs is more than adequate** to accommodate the 9,124 jobs that remain of the 2035 target, **representing a surplus of 286 acres.**” (2<sup>nd</sup> paragraph, p. 11)

For residential targets, “As of the 2021 Buildable Lands Report, the 710 acres of net buildable residential land can accommodate 4,260 units at the same density. In other words, the **current residential capacity is more than enough** to accommodate the entire 20-year growth target, and more than twice the needed amount to accommodate the 1,872 units remaining of the 2035 target. The **current residential surplus is roughly 400 acres.**” (3<sup>rd</sup> paragraph, p. 11)

### Impact of the Proposed Amendment on Land Supply

“Relative to the adopted growth targets, the proposed comp plan amendment will increase the imbalance in the surplus of residential vs. employment land. However, the actual absorption pace presented in the Buildable Lands Report indicates that the residential category will exhaust its supply of

land first. ***Thus, relative to actual development patterns and community needs, the proposed amendment will contribute to greater balance in the land supply.*** As mentioned, the adopted growth target for employment was based on modeling workers residing in, rather than working in, Camas in 2013. Instead of the intended 3.7% annual growth rate, the adopted target effectively assumes 4.2% annual growth. In comparison, employment growth over the 2015-21 period has averaged 3.0% annually. Thus, the comp plan's unrealistic employment growth assumptions result in artificially low estimates of surplus employment land currently. ***In other words, the current actual surplus of employment land is likely much greater than the indicated 286 acres.***" (p. 12)

### **Camas Housing Action Plan (2021)**

The JE report notes the Housing Action Plan (HAP) and comments on the thorough analysis. A key takeaway in the JE report states, "The plan identifies a need for additional multifamily and attached single-family housing, and recommends strategies that can encourage additional development in these categories. ***These strategies include rezoning employment land to multifamily residential land. Again, though this would increase the imbalance of surplus land relative to adopted growth targets, it would help reduce the imbalance in the actual development patterns and needs in the city.***" (1<sup>st</sup> paragraph, p. 12)

It notes the HAP reports around 70 acres of buildable multifamily zoned land in Camas and that 24 acres have been publicly acquired. It notes, "***Some of this land is located in the North Shore area, without current access to infrastructure.*** These sites are unlikely to develop over the near term, as they are dependent on other sites developing first and bringing the infrastructure closer (some of these sites also have significant topographical challenges). Thus, the near-term capacity for this type of housing is likely well below this figure. ***The proposed comp plan amendment and zone change would contribute additional multifamily land with near-term development potential.***" (2<sup>nd</sup> paragraph, p. 12)

## **Section IV Market Analysis**

This section evaluates market trends for commercial, industrial and residential uses in Camas. For commercial uses, retail and office trends are discussed along with historical retail and office space absorption rates.

### **Commercial**

"The office market in Camas has also shown a weak trend in recent years, at least if we ignore the 2020 expansion at Fisher Investments, which represented 108,000 square feet. With the latter included, the ***city has averaged 15,000 square feet of net absorption annually since 2016, representing just over one acre per year with typical FARs.***" (bottom of p. 14)

Looking at office space demand, with certain outlined assumptions, JE forecasts future office space growth "in office employment of roughly 100 workers annually over the next five years. This represents around 20,000 square feet of space, or 100,000 over a five-year period. ***With an FAR of 0.33, this translates into land demand of 6.9 acres over five years, or 1.4 acres annually. Combining this with the modeled retail demand, we arrive at an estimated need for 1.9 acres of commercial land annually. This represents 9.5 acres over five years and 38 acres over a 20-year planning period.***" (2<sup>nd</sup> paragraph, p. 16)

JE also forecasts retail office space demand, which is summarized in figure 4.7 of the report. It concludes with, “At a typical \$325 per square foot (annual average, according to CoStar) the total sales growth **represents an increase in retail space demand of 26,000 square feet, or 2.4 acres at a standard 0.25 FAR. This reflects roughly 5,000 square feet and 0.5 acres on an annual basis**, which is 40% greater than the average annual absorption since 2016 reported by CoStar.” (3<sup>rd</sup> paragraph, p. 17)

### Industrial

For industrial uses, JE reports a decline of 320,000 square feet of industrial space, including flex and specialty buildings, between the 2008-09 recession and 2015. The report notes that after re-occupied space in 2016 by WaferTech, “**Since then, the market has averaged 25,000 square feet (~1.4 ac.) of positive absorption annually**. More than half of this was CubeSmart Self Storage on 38th Avenue. The market lost industrial occupancy in 2021, when Karcher moved out of its building on Pacific Rim Boulevard, but regained most of this in 2022 as Northwest Paper Box moved in. Note that the Mill property is considered fully occupied.” (pp. 16-17)

JE uses the same approach in forecasting industrial demand as they do for office space. “With the projected growth of roughly 20 new jobs annually taking place in industrial buildings, **this results in a projected need for 93,000 square feet over five years, or nearly 20,000 square feet annually. At an FAR of 0.4, this represents 1.1 acres annually**. Note that these are expectations for annual averages. Industrial development typically takes place in few large projects rather than small annual increments. Moreover, certain storage or warehousing projects can be realized with limited associated job growth. At 1.1 acres annually, the modeled demand growth represents 5.5 acres over five years and 22 acres over 20 years.” (pp. 19-20)

### Residential

“Camas has been among the fastest growing cities in the County, tripling in size since 1990, **growing at more than twice the Clark County rate**. Between 2010 and 2022, the city grew from 19,400 to 27,300, adding 7,900 residents. This represents an increase of 41%, or **2.9% per year on average**.” Figure 4.14 is a graph representing these data. Furthermore, “The city’s growth was strongest in the late 1990s, when the annual growth rate averaged roughly 10.0% per year. **The weakest growth was after the 2008-09 recession, when the rate hovered around 2.0% per year**. This is still strong – the long-term regional growth rate is 1.2% – and indicates considerable demand pressures. The growth gained momentum over the last decade, averaging 3.8% per year over the 2017-2021 period, when the city added 4,500 residents. This increase was accommodated by increased housing supply, which totaled 1,600 units over the five years.” (pp. 20-21)

#### Residential Shift

“**Regionally, there has been a shift in demand over the past two decades, from single-family ownership homes to multi-family rental units**. The shift was catalyzed by the foreclosure crisis and ensuing recession at the end of the 2000s, which led to stricter credit requirements for homebuyers. The recession also caused an increase in college enrollment, at rapidly growing tuition costs, something that in tandem with rapidly rising rent levels made it difficult to save up for down payments. Rental apartments became the only viable housing form for many young households, which in turn led to a shift in housing construction, from single- to multi-family units. **Rapid price gains in the single-family**

**market has continued to sustain demand for the more affordable multi-family homes in recent years.”**  
(p. last paragraph, 21)

The report continues, **“The same shift has taken place in Clark County, where the multi-family share of new housing production went from 15% in the early 2000s to 45% by 2021. Camas has not participated in this shift to the same degree.** If we exclude the 276-unit Kiolo at Grass Valley in 2019 (and the Casey in 2022), the share of issued multifamily building permits has remained around 0% over the past 10 years.” (p. 1<sup>st</sup> paragraph, p.22)

#### *Historic Demand*

“Reflecting the very limited supply of new units, market absorption of apartments in Camas was very modest until 2018-19, when roughly 50 units were absorbed annually, and 2020-21, when the absorption averaged more than 160 units annually due to lease-up of Kiolo at Grass Valley. In isolation, Kiolo achieved absorption of 31 units per month on average (~20 ac./yr). **This is unusually high, indicating strong demand. Thus, Camas would likely have absorbed many more units with additional supply.**” (2<sup>nd</sup> paragraph, p. 22)

#### *Projected Housing Demand*

JE has developed a model that “allocates anticipated household growth into demand for housing of different forms.” The model takes into account household age and income levels, with the demand growth “anticipated to be concentrated among middle- and upper-income segments, with declines at the lowest income levels. This is in keeping with recent trends, reflecting the appeal of Camas to affluent households.”

Figure 4.20 of the JE Report shows a 5-year demand growth and an annual demand growth. In summary, the figure shows, “Detached single-family ownership homes dominate the projected demand, representing a net increase of roughly 700 units over five years. If we include detached rental homes, which typically come from the existing housing stock, there is an estimated net need for 760 new detached homes. Attached homes are projected to represent a total need for roughly 150 homes. **Rental apartments are projected to see the strongest demand growth in relative terms, for an estimated 365 units.** If we include condominiums, the net need for new multifamily units is estimated to 385.” (2<sup>nd</sup> paragraph, p. 24)

Again, this forecast is based on the historical job/housing relationship and existing single-/multifamily splits in the city. **It may underestimate the preference for housing among low- and middle-income households, who are currently underrepresented. Additional housing at appropriate price points would thus likely accommodate additional growth.**” (4<sup>th</sup> paragraph, p. 24)

## **Section V Conclusions**

### Land Capacity

According to the 2021 Clark County Buildable Lands Report, land absorption in Camas over the 2016-20 period represented absorption of 60 acres of residential land per year on average, 6 acres of commercial land annually, and 1.6 acres of industrial land annually. At these rates, the current land supply represents over 50 years of commercial land and over 400 years of industrial land, while the residential



land represents only 12 years of absorption. ***From a land capacity standpoint, the proposed re-allocation of commercial and industrial land to residential land would thus improve the balance in the land supply.*** (3<sup>rd</sup> paragraph, p. 25)

#### Market Trends

All across the region, there has been a shift in demand from single- to multifamily housing in recent years, as single-family homes have become financially unattainable for a growing share of the population. While the housing production in Clark County has evolved to match the new pattern, Camas has only to a limited degree shifted its housing production, and thus likely has some pent-up demand for multifamily housing. ***This is corroborated by the Camas Housing Action Plan (2021), which includes a detailed analysis of current and future housing needs in the city. The analysis finds a particular need for additional multi-family and attached single-family homes that can accommodate low- and middle-income households. Additional housing in these categories will likely help employment growth in the city by providing workforce housing that brings needed labor closer to Camas employment.*** (2<sup>nd</sup> paragraph, p. 25)

Given the limited need for employment land reflected in these market-based forecasts, ***the proposed re-allocation of industrial and commercial land to residential land is unlikely to have negative impact on employment growth, while it can alleviate pressures in the residential market.*** By accommodating needed workforce housing in the city, the re-allocation may in fact have a positive impact on employment growth. (2<sup>nd</sup> paragraph, p. 26)

#### Suitability for Development

***We regard both sites to be suitable for the proposed multifamily residential (MF-18) zoning, which is intended for multifamily and attached single-family housing. The sites are located at the transition between residential and employment land, where these housing forms are encouraged.*** Moreover, these uses are compatible with surrounding housing and schools, and do not face the issues related to scale, configuration, or topography that would complicate commercial or industrial development. On the contrary, the sloping topography represents an amenity in the form of views. Furthermore, the sites would provide housing within walking distance of schools, parks, and the proposed Camas Station commercial center, thus generating limited auto traffic. Given the many Camas residents who commute to the west, the sites would also offer shorter commutes and relatively less traffic compared to other buildable multifamily land in the city. A strong indication of the suitability for the proposed residential use is provided by Parker Village, a recent attached-home development located between the subject sites. (3<sup>rd</sup> paragraph, p. 26)

In conclusion, we regard the subject sites to represent desirable locations for housing, both from a community standpoint and from the perspective of renters, buyers, and developers. The sites are less suitable for employment uses, and less likely to be developed in light of current and anticipated market conditions. These findings are supportive of the proposed comp plan amendment and zone change. (last paragraph, p. 26)



**MARKET AND LAND NEED ANALYSIS  
FOR A PROPOSED COMPREHENSIVE PLAN AMENDMENT  
AND ZONE CHANGE REQUEST  
IN CAMAS, WASHINGTON**

PREPARED FOR  
MACKAY FAMILY PROPERTIES  
DECEMBER 2022

**JOHNSON ECONOMICS, LLC**  
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## TABLE OF CONTENTS

- I. INTRODUCTION.....**2**
- II. SITE ANALYSIS .....**3**
  - The Subject Sites..... 3
  - Proposed Alternative Uses..... 6
  - Site Suitability for Alternative Uses..... 7
- III. LAND CAPACITY ANALYSIS.....**10**
  - 2015-35 Comprehensive Plan..... 10
  - 2021 Clark County Buildable Lands Report..... 10
- IV. MARKET ANALYSIS.....**13**
  - Commercial..... 13
  - Industrial..... 18
  - Residential ..... 20
- V. CONCLUSIONS.....**25**



## I. INTRODUCTION

JOHNSON ECONOMICS was retained by MACKAY FAMILY PROPERTIES to conduct a land need analysis in support of an application for a comprehensive plan amendment and zone change for five tax parcels in northwest Camas (parcel #: 127372000, 127367000, 125185000, 125193000, 986055381). The parcels in question are currently designated for commercial and industrial uses, with Regional Commercial (RC) and Business Park (BP) zoning. This report assesses the appropriateness of redesignating and rezoning the parcels to residential land with Multi-Family High designation and Multi-Family 18 zoning (MF-18).

The analysis evaluates the impact of the proposed changes to the supply of residential, commercial, and industrial land in the Camas UGA. The analysis also surveys current trends in these respective markets, and estimates future demand in Camas based on current market trajectories. Moreover, the analysis evaluates the suitability and likelihood of development for each of these uses on the subject sites, based on market and planning criteria.

The main tasks completed as part of this analysis are the following:

- Review of the City of Camas' current relevant planning documents and evaluate, update, and/or modify forecasts and capacity estimates based on current information. These include current comprehensive plan and zoning maps, the Camas 2035 Comprehensive Plan, the 2021 Housing Action Plan, and the Clark County 2021 Buildable Lands Report (June 2022).
- Physical inspection of the subject sites and evaluation of their suitability for residential, commercial, and industrial uses.
- Land capacity analysis, reconciling the current land supply in the Camas UGA according to the Buildable Lands Report and to the land need projects adopted in the 2035 Comprehensive Plan.
- Analysis of ongoing market trends and future market demand for residential, commercial, and industrial uses in Camas.
- Reconciliation of findings from the above tasks to determine the need and suitability for additional multifamily vs. commercial and industrial land at the subject site, in light of city-wide land capacity and needs.



## II. SITE ANALYSIS

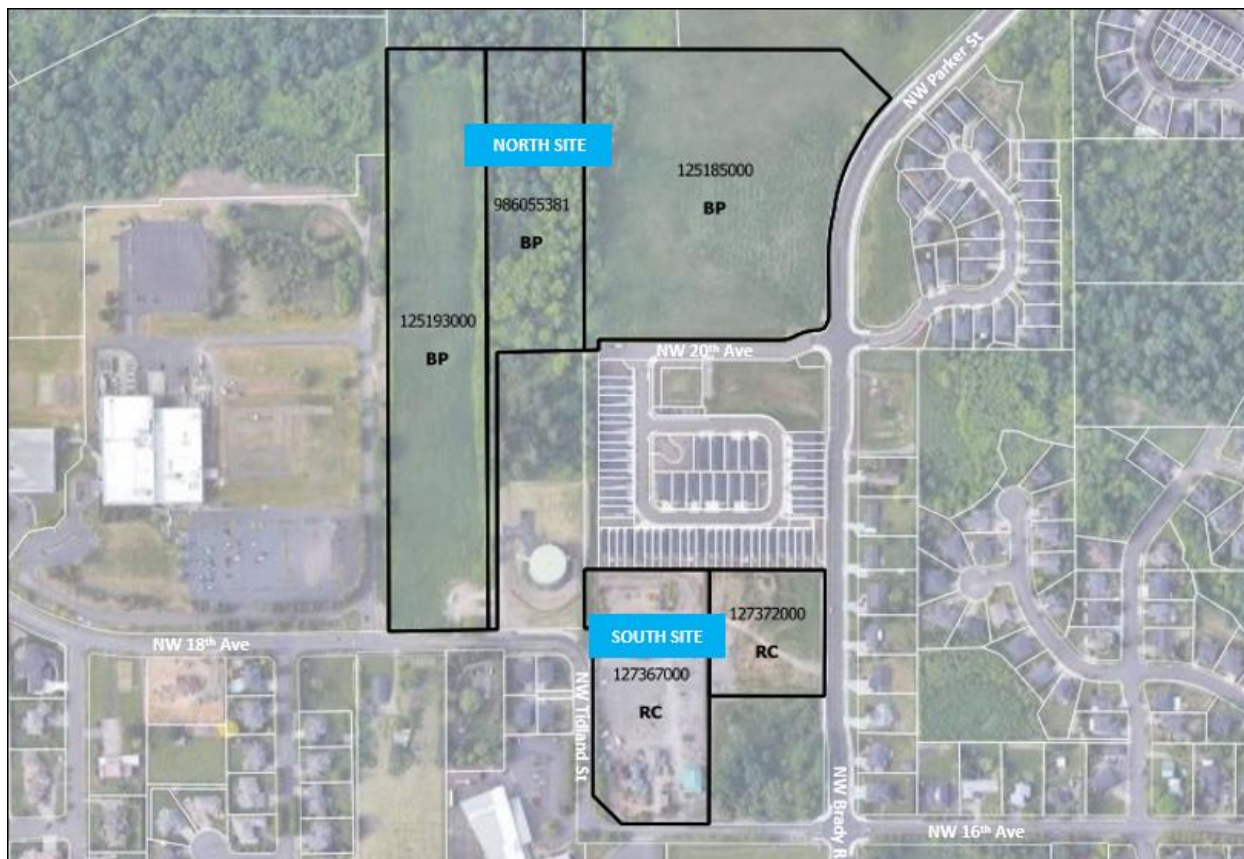
### THE SUBJECT SITES

The two subject sites are both flag-shaped, made up of two and three tax parcels, respectively. The north site is the largest, measuring 24.4 acres across three parcels – all with industrial comp plan designation and Business Park (BP) zoning. Most of the acreage is open fields, while some is forested. The site has frontage along NW 18<sup>th</sup> Avenue, 16<sup>th</sup> Avenue, and Brady Road/Parker Street. The site slopes to the north and east, with the south portion being steepest.

The south site is 6.6 acres in size, across two tax parcels, with commercial comp plan designation and Regional Commercial (RC) zoning. The site was previously used for a nursery, but most of it is currently vacant. It has frontage along NW 16<sup>th</sup> Avenue, Tidland Street, and Brady Road. The highest point is at the southwest corner, as the site slopes to the northeast. The steepest part is the east portion, sloping down to Brady Road.

The area surrounding the sites is mostly residential, though the former Sharp campus is located to the west, currently occupied in part by the headquarters of nLight, as well as Odyssey Middle School and Discovery High School. The conversion of business park space to other uses observed at the Sharp campus is part of a broader trend, also seen at the former HP campus in East Vancouver. Prune Hill Elementary and Prune Hill Sports Park are located to the south of the sites. The land between the two sites is occupied by a water tower and attached housing. The area to the north and west is zoned for business park, while the small site located at the northwest corner of NW 16<sup>th</sup> Avenue and Brady Road is zoned Community Commercial (CC).

FIGURE 2.1: MAP OF SUBJECT SITES



SOURCE: Clark County, Google, Johnson Economics





The following map displays the sites in their local context, showing their situation at the boundary of residential and employment neighborhoods. Areas to the south and east are predominantly residential, while areas to the west and north – much of which is vacant – are zoned for industrial and commercial uses. An overview of development in this area to the west and north is included on the next page.

FIGURE 2.2: LOCAL CONTEXT



SOURCE: Clark County, Google, Johnson Economics

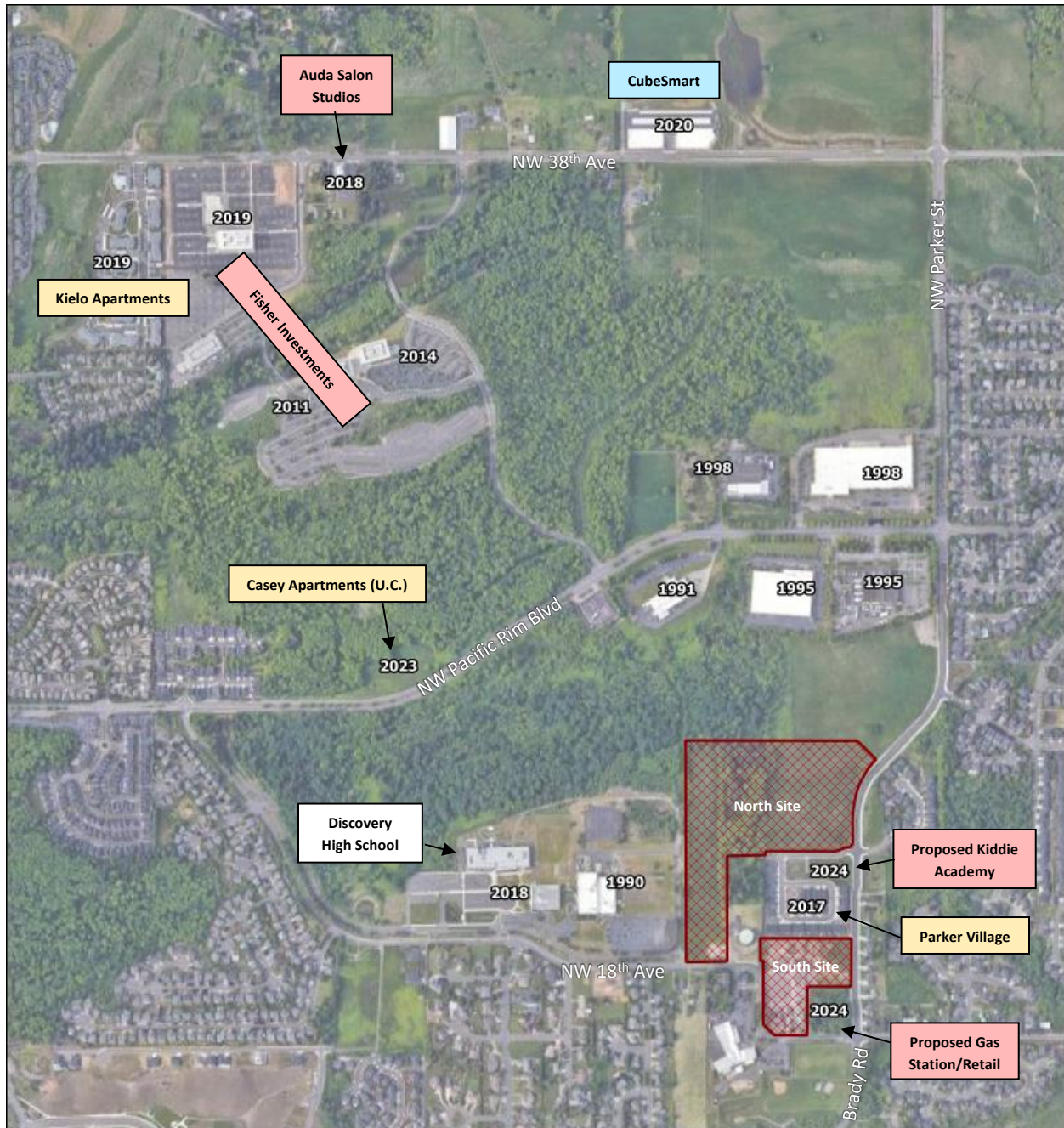
The following map shows recent and proposed development in the Grass Valley commercial/industrial area north and west of the sites. Building years for previously constructed commercial and industrial buildings are also included. Most of the industrial buildings in this area were built in the 1990s, predominantly along NW Pacific Rim Boulevard. The Sharp campus directly west of the subject sites is also in this category. The only project of recent date that can be classified as industrial is CubeSmart Self Storage on NW 38<sup>th</sup> Avenue (blue fill), representing very little employment.





Commercial development (pink fill) has also been limited. The Fisher Investments campus, representing 375,000 square feet built out over a 10-year period, is the only large project. A 15,000-square-foot medical/personal service building (Auda Salon Studios) on NW 38<sup>th</sup> Avenue is the only other commercial project in recent years. However, two projects of smaller scale along Brady Road near the subject sites are proposed, including a daycare (Kiddie Academy, 11,000 SF) and a convenience/retail project (Camas Station, 14,000 SF). Two mid/high-density residential projects have also been built in this area: Kielo Apartments (276 units, completed 2020-21) and Parker Village (60 units, completed 2017-18). Additionally, the Casey Apartments (125 units) is currently under construction.

FIGURE 2.3: DEVELOPMENT IN THE GRASS VALLEY AREA



SOURCE: Clark County, Google, Johnson Economics



## PROPOSED ALTERNATIVE USES

The north site currently has Industrial comp plan designation and Business Park zoning, while the south site has Commercial designation and Regional Commercial zoning. The proposed comp plan amendment and zone change would give both sites a Multifamily High designation and Multifamily-18 zoning (MF-18). As noted, the sites sit at the boundary of employment and residential zones.

### **BUSINESS PARK (BP)**

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

*This zone provides for employment growth in the city by protecting industrial areas for future employment. Design of business park facilities in this district will be campus-style, with landscaped buffers, and architectural features compatible with surrounding areas. (Chapter 18.05.050)*

As discussed on the previous page, there has been no new development of this format in Business Park or other industrial zones north and west of the subject sites in recent years. The industrial land in this area that has been developed in recent years has been built out with a high school and a self storage facility, with very limited industrial employment.

### **REGIONAL COMMERCIAL (RC)**

The purpose of the Regional Commercial (RC) zone according to the Code is:

*This zone provides apparel, home furnishings, and general merchandise in depth and variety, as well as providing services for food clusters and some recreational activities. Regional commercial is the largest of the commercial zones and is designed to serve the region or a significant portion of the region's population. (Chapter 18.05.050)*

As with the Business Park zone, there has been no new development of the intended Regional Commercial format in the area north and west of the subject sites in recent years. There has, however, been a successful and important office project of a headquarter/campus format (Fisher Investments) as well as a smaller office project with a service format. Additionally, a proposed daycare (Kiddie Academy) and a retail project with a neighborhood/convenience format and a fueling station (Camas Station) have been approved adjacent to the sites, in a CC (Community Commercial) zone.

### **MULTIFAMILY-18 (MF-18)**

The purpose of the Multifamily-18 (MF-18) zone according to the Code is:

*These zones are intended to provide for dwellings such as rowhouses and apartment complexes. It is desirable for these zones to be adjacent to parks and multi-modal transportation systems. These zones also serve as a transition between commercial and residential zones. (Chapter 18.05.040)*

Three developments of this format have taken place in the Grass Valley area over the past five years, representing both rowhouses (Parker Village) and apartments, with mid-rise (the Casey) as well as a low-rise (Kielo) formats in the apartment category.



## SITE SUITABILITY FOR ALTERNATIVE USES

The following is a general discussion of the suitability of the two sites for the alternative uses based on market considerations, physical characteristics, and access.

### NORTH SITE: BUSINESS PARK (BP)

The Business Park (BP) zone allows for a wide range of commercial and industrial uses, many of which could technically be accommodated on the north site. However, the site's physical and locational attributes render many of these uses infeasible, while other uses are unrealistic due to weak market conditions.

- Compatibility:** Some industrial uses dependent on frequent or heavy inbound or outbound freight may not be compatible with the surrounding residential and educational uses, due to congestion in the morning and afternoon. This is most problematic at the beginning and the end of the school day, when students arriving or departing by foot are crossing roads, and parents are delivering or picking up students by car. Moreover, the visual compatibility with industrial buildings, as well as large office buildings, may be an issue on the main (north) portion of the site, which is in the view of homes along NW Brady Road. Deep setbacks and landscaping might improve the visual compatibility to some extent, though this would also reduce the usable portion of the site.
- Scale/Configuration:** In terms of acreage, the site has adequate scale for most business park uses. However, the configuration renders the narrow south portion of the site unusable for the campus-style projects envisioned in this zone, though smaller commercial buildings could be accommodated. As such, only the northern portion of the site is suitable for industrial business park use from a configuration standpoint.
- Topography:** The sloping topography makes industrial development of the narrow south portion of the site difficult from an economic standpoint. It might also be an obstacle to large industrial users on parts of the north portion, as it makes it more costly to accommodate large buildings. As industrial users pay the least of the major uses for land and buildings, narrow buildings (higher construction costs per square foot) in a terraced development (higher development costs) are generally infeasible. Moreover, slopes are generally viewed negatively from a freight standpoint, while also being seen as unattractive for employee parking. The topography would present less of a challenge to a business park offering more standard office space, though user demand for such space is currently concentrated in areas with extensive commercial amenities (see below).
- Traffic/Access:** The site's regional access via Highway 14, 192<sup>nd</sup> Avenue and Brady Road is likely adequate for most business park uses. Local arterial access via Payne Road/18<sup>th</sup> Avenue, 16<sup>th</sup> Avenue, and Parker Street/Brady Road is also likely adequate. However, these arterials are two-lane roads, and congestion around the schools during the beginning and end of the school day effectively reduces the access, especially from 18<sup>th</sup> Avenue. Steep elevation change further complicates the access from 18<sup>th</sup> Avenue. Brady Road is thus the best access point.
- Market Conditions:** The industrial market is currently dominated by demand for distribution and e-commerce fulfillment space, concentrated in areas with good inter-regional freeway access. Outside these areas, much of the demand is for heavy/durable goods manufacturing spaces and construction storage. Apart from the Intel campus in Hillsboro, there has been very limited demand for flex buildings of a tech/R&D format, like the buildings from the 1990s north and west of the site. Suburban business park users with more of a professional/office format generally seek locations near commercial amenities (e.g., Columbia Tech Center).



In Camas, absorption of industrial space has averaged 25,000 square feet, or roughly 1.7 acres, annually in recent years (see Market Analysis section). Office space absorption has averaged 15,000 square feet, or 1.4 acres annually. Given the site's lack of suitability (and entitlement) for heavy manufacturing, and its lack of proximity to commercial areas, only a small portion of the current industrial and office space demand can realistically be captured on the site, representing absorption of less than one acre annually on average.

#### **SOUTH SITE: REGIONAL COMMERCIAL (RC)**

The Regional Commercial (RC) zone is intended for establishments with regional trade areas, but allows for a wide range of commercial uses. The most suitable uses at the subject site are those with small footprints and a neighborhood orientation, though the development of a convenience center for this specific segment on an adjacent site (Camas Station) will make it difficult to find adequate support for similar establishments on the subject site.

- **Compatibility:** The regional establishments intended for the Regional Commercial (RC) zone include many “big-box” stores dependent on large scale in order to attract demand from a regional trade area. The traffic generated by such stores would not be compatible with the residential and educational uses around the site. However, the RC zone also allows for many smaller business formats with a neighborhood or community orientation. These would in general be compatible with surrounding uses.
- **Scale/Configuration:** At 6.6 acres, the site does not have adequate scale for a regional commercial center. The flag-shaped configuration of the site makes it difficult to accommodate even a smaller grocery-anchored community center. The most likely commercial format is a non-grocer neighborhood center.
- **Topography:** The east portion of the site has a relatively steep slope to the east (Brady Road), which requires significant, costly site work in order to be usable. Buildings will sit well above the road, which will reduce the signage effect, making this part of the site less marketable for commercial users. Steep uphill access from Brady Road might also be a challenge. The west portion is adequately flat for commercial development.
- **Traffic/Access:** From a capacity standpoint, the two-lane roads to the site are inadequate for the type of shopping traffic associated with regional commercial centers. As discussed, there is already congestion on the roads around the site at the beginning and end of the school day. From a demand standpoint, the roads around the site do not currently have the traffic volume required to sustain most types of commercial activity. Johnson Economics has conducted extensive research on commercial development in the Portland Metro Area over the past decade, and found very few examples of suburban development along roads with a daily traffic volume below 15,000. The current volume is 7,600 on Brady Road and 2,800 at 16<sup>th</sup> Avenue/Tidland Street, according to TrafficMetrix. The adjacent site at the corner of 16<sup>th</sup> and Brady, where Camas Station has been proposed, has the additional exposure to traffic on the east leg of 16<sup>th</sup> Avenue (6,100), which puts it close to the threshold for neighborhood/convenience centers.
- **Market Conditions:** In general, the market for commercial space has been weak in recent years, due to the shift to online retail. Most new development is taking place in areas with substantial population growth. In Camas, absorption of retail space has averaged 3,600 square feet, or 0.3 acres, annually since 2016. Much of the resident demand flows out of the city to the large commercial area around the Columbia Tech Center. Some of this demand can likely be captured in neighborhood centers with a convenience format, like the proposed Camas Station project. However, with this center providing 14,000 square feet of convenience, gas, coffee, and additional retail and service, we regard the potential for additional establishments at this location to be very limited – especially taking into account the limited traffic exposure.





### **BOTH SITES: MULTIFAMILY 18 (MF-18)**

The MF-18 zone is intended for multifamily and attached single-family housing. The two sites are suitable for these housing formats, as indicated by the adjacent Parker Village. The sites are located at the transition between employment and residential areas – where this type of housing is encouraged – and possess strong residential qualities, including good views and pedestrian access to schools and parks.

- **Compatibility:** Multifamily and attached single-family housing on the sites are generally compatible with surrounding housing, schools, and park. The only possible exception is tall mid-rise buildings located across from detached single-family homes along 18<sup>th</sup> Avenue and Brady Road. Without adequate setbacks, such buildings might feel too massive near detached homes. However, the most likely development format on these sites in the current market are two- and three-story structures (four-story structures are typically only feasible closer to commercial amenities, where pricing is higher). We also regard the residential uses to be compatible with the nLight building west of the north site, as this building is set back quite far from the property line, and screened by a row of trees. We therefore find the proposed residential use on both sites to be fully compatible with surrounding uses.
- **Topography:** Multi-family and attached-home development is typically feasible on uneven topography due to the ability to locate buildings and parking areas at different elevations. The relatively small footprints of the buildings also allow for terraced development, which is an advantage in terms of capturing pricing premiums for views. No portion of the sites appears to steep for this type of development.
- **Traffic/Access:** The sites have adequate access for the proposed residential uses, and the pedestrian access to schools, park, and commercial amenities at the proposed Camas Station enhances the residential marketability of the sites. Though the traffic will increase compared to the current undeveloped state, the uses represent lower intensity and peak-hour traffic than typical commercial and industrial uses. Moreover, the adjacent schools and proposed commercial center within walking distance will allow for trip reductions at these sites. Given the many Camas residents who commute to the west, the sites would also offer shorter commutes and reduced traffic compared to other buildable multifamily land in the city.
- **Market Conditions:** The market for affordable housing forms, including rental apartments and attached homes, is strong all across the region, and the recent increase in mortgage rates is likely to shift additional housing demand to these housing formats. Though Camas has traditionally been a low-density housing market, its residential appeal – created by good schools, safe neighborhoods, outdoor recreation opportunities, and a quaint, vibrant downtown – extends into attached-home and multifamily markets as well. This was recently demonstrated by the rapid absorption of the 276-unit Kielo at Grass Valley apartment project, which leased up at a rate of 31 units per month, representing roughly 20 acres annually.

Our modeling of residential demand over the coming five years in Camas indicate a need for nearly 400 additional multifamily units and around 150 additional attached homes. We regard the subject sites to be well positioned to capture this demand, due to their views, access to schools and park, and relative proximity to employment and commercial areas to the west and in Downtown Camas.



### III. LAND CAPACITY ANALYSIS

#### 2015-35 COMPREHENSIVE PLAN

The following figure presents the estimated buildable acres of commercial, industrial and residential land in Camas as identified in the City's most recently adopted Camas 2035 Comprehensive 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, 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 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 NEED AND CAPACITY, CITY OF CAMAS COMPREHENSIVE PLAN (2015-35)

Land Use Category	Density	Land Need (2015-35)			Land Supply / Capacity		Surplus Supply / Capacity	
		Jobs	Units	Acres	Net Acres (CP) <sup>1</sup>	Capacity (jobs/units)	Net Acres (CP)	Capacity (jobs/units)
Commercial	20.0 jobs/ac	6,744		337	464	9,280	127	2,536
Industrial	9.0 jobs/ac	4,438		493	660	5,940	167	1,502
<i>Employment</i>	<i>13.5 jobs/ac</i>	<i>11,182</i>		<i>830</i>	<i>1,124</i>	<i>15,220</i>	<i>294</i>	<i>4,038</i>
Residential	6.0 units/ac		3,868	645	876	5,256	231	1,388

<sup>1</sup> 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)

#### 2021 CLARK COUNTY BUILDABLE LANDS REPORT

##### CURRENT LAND SUPPLY

The most up-to-date land capacity estimates for Camas are found in the 2021 Clark County Buildable Lands Report, which was finalized in June 2022. This updated VBLM found a diminished supply of net buildable lands in the commercial and residential categories, but a slight increase in the industrial category:

- 296 acres of Commercial Land (down from 464 ac. in 2015)
- 667 acres of Industrial Land (up from 660 ac.)
- 710 acres of Residential Land (down from 876 ac.)

##### CURRENT LAND CAPACITY VS. RECENT ABSORPTION

The Buildable Lands Report provides estimates of development pace from the 2016-2020 period. According to the report, land absorption in Camas over the 2016-20 period represented 60 acres of residential land annually, 6 acres of commercial land annually, and 1.6 acres of industrial land annually. At this pace, the residential category is the most likely to exhaust its supply of land by 2035. The current land supply represents:

- Over 50 years of Commercial Land (5.8 acres/year)
- Over 400 years of Industrial Land (1.6 acres/year)
- 12 years of Residential Land (59.6 acres/year)



### ABILITY TO MEET COMP PLAN TARGETS WITH CURRENT LAND CAPACITY

The Camas 2035 Comp Plan adopted an employment growth target of 11,182 jobs over the 20-year period. In 2015, the total employment land (commercial and industrial) had capacity for 15,220 jobs, at the assumed employment densities of 20 jobs per commercial acre and 9 jobs per industrial acre (13 jobs/ac. weighted average). The current supply of employment land (963 ac. total) has capacity for 11,923 jobs at these densities, thus exceeding the original 20-year target.

The growth target of 11,182 jobs adopted in 2015 was very high compared to actual employment at the time (7,469 in 2015). This was likely because it was erroneously based on the number of employed workers residing in the city (9,093 in 2013) rather than the number of jobs in the city. Between 2015 and mid-2022, 2,058 jobs were created in Camas, according to the Washington Employment Security Department (June 2022 estimates used for 2022). This represents only 18% of the target, requiring the current buildable land to accommodate the remaining 82%. Still, the current capacity for 11,923 jobs is more than adequate to accommodate the 9,124 jobs that remain of the 2035 target, representing a surplus of 286 acres.

For residential use, the Comp Plan has a target population growth of 11,255, or 3,868 new households. Over the 2015-22 period, 1,996 new housing units were completed in Camas, according to the Washington Office of Financial Management, representing 52% of the growth target, while 1,872 units remain to reach the 2035 target. In 2015, the residential land capacity in Camas could accommodate 5,256 units at the assumed six units per acre. As of the 2021 Buildable Lands Report, the 710 acres of net buildable residential land can accommodate 4,260 units at the same density. In other words, the current residential capacity is more than enough to accommodate the entire 20-year growth target, and more than twice the needed amount to accommodate the 1,872 units remaining of the 2035 target. The current residential surplus is roughly 400 acres.

**FIGURE 3.2: CURRENT LAND CAPACITY VS. REMAINING GROWTH TARGETS**

	<b>Target Growth</b> 2015-35	<b>Actual Growth</b> 2015-22 <sup>1</sup>	<b>Remaining Growth</b>			<b>Current Capacity</b> 2022-35	<b>Surplus Capacity</b> 2022-35
			Target 2022-35	Density 2022-35	Land Need 2022-35		
Employment	11,182 jobs	2,058 jobs	9,124 jobs	13.5 jobs/ac. <sup>2</sup>	677 ac.	963 ac.	286 ac.
Population/Housing <sup>3</sup>	3,868 units	1,996 units	1,872 units	6.0 units/ac.	312 ac.	710 ac.	398 ac.

<sup>1</sup> Using June 2022 employment data; <sup>2</sup> Weighted average density (20.0 jobs/ac for commercial and 9.0 for industrial); <sup>3</sup> 11,255 population target.

SOURCE: Camas 2035; 2021 Clark County Buildable Lands Report, WA ESD, WA OFM, Johnson Economics

### ABILITY TO MEET COMP PLAN TARGETS WITH PROPOSED AMENDMENT

The proposed comp plan amendment will reduce the amount of employment land by 31 acres (24 ac. industrial and 7 ac. commercial). This will only have a minor impact on the surplus capacity of employment land, which will be reduced from 286 to 255 acres. Conversely, the residential capacity will increase by 31 acres, to 429 acres.

**FIGURE 3.3: PROPOSED LAND CAPACITY VS. REMAINING GROWTH TARGETS**

	<b>Remaining Growth</b> Land Need	<b>Current Capacity</b>	<b>Proposed Capacity</b>		<b>Surplus Capacity</b> Net of Change
			Change	New Capacity	
Employment	677 ac.	963 ac.	-31 ac.	932 ac.	255 ac.
Population/Housing	312 ac.	710 ac.	31 ac.	741 ac.	429 ac.

SOURCE: Camas 2035; 2021 Clark County Buildable Lands Report, WA ESD, WA OFM, Johnson Economics



### **IMPACT OF THE PROPOSED AMENDMENT ON LAND SUPPLY**

Relative to the adopted growth targets, the proposed comp plan amendment will increase the imbalance in the surplus of residential vs. employment land. However, the actual absorption pace presented in the Buildable Lands Report indicates that the residential category will exhaust its supply of land first. Thus, relative to actual development patterns and community needs, the proposed amendment will contribute to greater balance in the land supply. As mentioned, the adopted growth target for employment was based on modeling workers residing in, rather than working in, Camas in 2013. Instead of the intended 3.7% annual growth rate, the adopted target effectively assumes 4.2% annual growth. In comparison, employment growth over the 2015-21 period has averaged 3.0% annually. Thus, the comp plan's unrealistic employment growth assumptions result in artificially low estimates of surplus employment land currently. In other words, the current actual surplus of employment land is likely much greater than the indicated 286 acres.

### **CAMAS HOUSING ACTION PLAN (2021)**

The Housing Action Plan (HAP) completed for the City of Camas in 2021 includes a thorough analysis of housing availability and needs in the city. The plan identifies a need for additional multifamily and attached single-family housing, and recommends strategies that can encourage additional development in these categories. These strategies include rezoning employment land to multifamily residential land. Again, though this would increase the imbalance of surplus land relative to adopted growth targets, it would help reduce the imbalance in the actual development patterns and needs in the city.

According to the HAP report, there is only around 70 acres of developable multifamily-zoned land within the Camas UGA after the City recently acquired 24 buildable acres for a park. At the achieved densities assumed for future buildout of high-density residential land in Camas in the Buildable Lands Report, this represents 600 housing units. Some of this land is located in the North Shore area, without current access to infrastructure. These sites are unlikely to develop over the near term, as they are dependent on other sites developing first and bringing the infrastructure closer (some of these sites also have significant topographical challenges). Thus, the near-term capacity for this type of housing is likely well below this figure. The proposed comp plan amendment and zone change would contribute additional multifamily land with near-term development potential.

The HAP report also includes an analysis of commute times for residents in the city. Camas has a large share of commuters, most of whom commute to the west via Highway 14. The location of the subject sites means that they would provide housing closer to this employment than the other major tracts of buildable multifamily land in the city. Moreover, the sites would also provide housing close to new employment in the Grass Valley area. Thus, with residential use, the sites would contribute less new traffic and shorter commutes than the other buildable multifamily sites in the city.



## IV. MARKET ANALYSIS

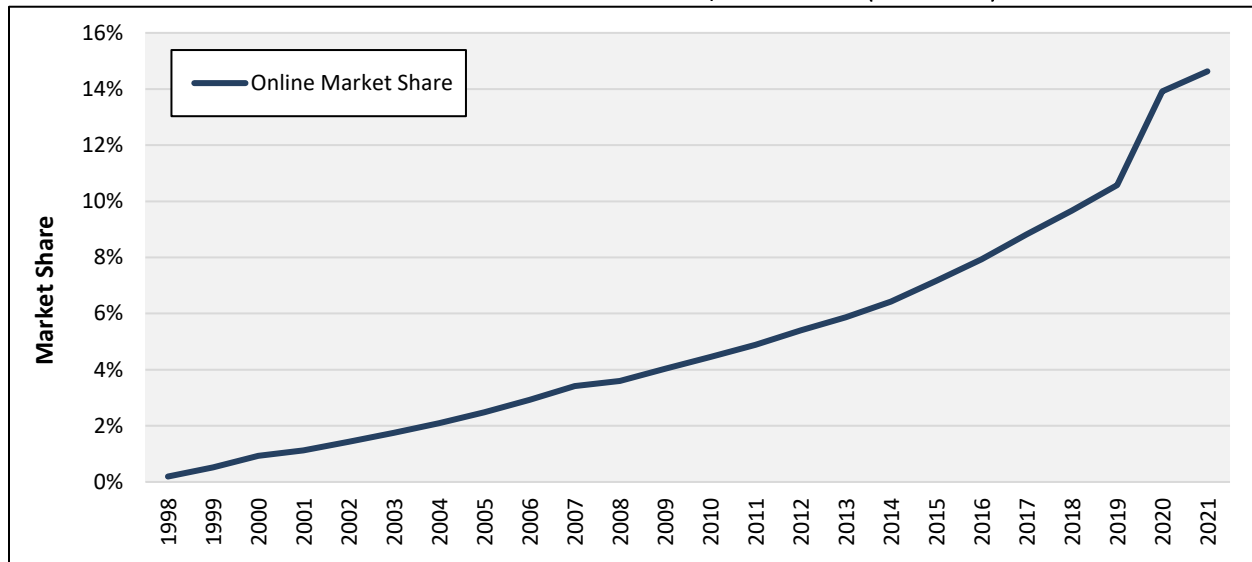
In this section, we evaluate market trends and future demand prospects for commercial, industrial, and residential uses in Camas. For context, we include broader trends of importance observed on the national or regional level.

### COMMERCIAL

#### RETAIL TRENDS

The commercial real estate market has undergone dramatic changes over the past decade. Within the retail segment, the shift to online shopping has reduced the need for brick-and-mortar space, especially from retailers selling physical goods. Pre-COVID, online retailing accounted for around 10% of all retail spending – after gaining roughly one percentage point per year over the last few years. During COVID, the online market share jumped to 15%.

FIGURE 4.1: E-COMMERCE SHARE OF ALL RETAIL, UNITED STATES (1998-2021)



SOURCE: U.S. Dept. of Commerce, JOHNSON ECONOMICS

An older trend, which continues to change the retail market, is the shift from goods to services. Since the middle of the last century, the share of personal spending on physical goods has declined from over 60% to around 30%. Commercial tenants that benefit from this shift include restaurants, coffee shops, healthcare providers, beauty salons, and financial advisors. This has led to increased demand for smaller spaces while demand for large spaces has declined due to online competition. Over the past decade, only one-fifth of the net absorption of retail space has been driven by physical goods retailers, as service providers and eating/drinking places have dominated.

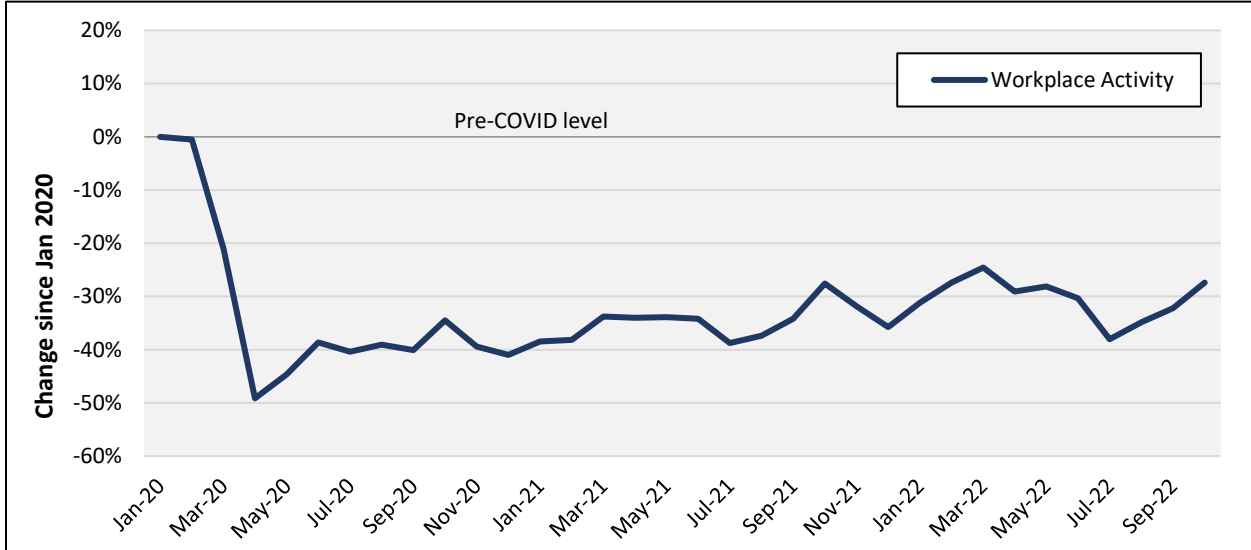
#### OFFICE TRENDS

Within the office segment, there already was a declining trend in the use of space per worker during the past decade, reflecting the increasing use of open floor plans without individual offices. COVID-19 led to further reductions as many workers began working from home. Though many have returned to the office as the pandemic has subsided, high rates of remote work are expected to continue going forward, as the systems are now in place and many workers show a preference for this arrangement. In Clark County, the number of workers at workplaces (mon-fri) remains 27% below the pre-COVID level as of October 2022 (see next page, workplaces are places of employment identified by Google, not including residences). The activity level has hovered around the current level over the past year, and thus does not indicate a return to pre-COVID levels any time soon.





FIGURE 4.2: WORKPLACE ACTIVITY COMPARED TO PRE-COVID (JANUARY 2020) LEVELS, CLARK COUNTY

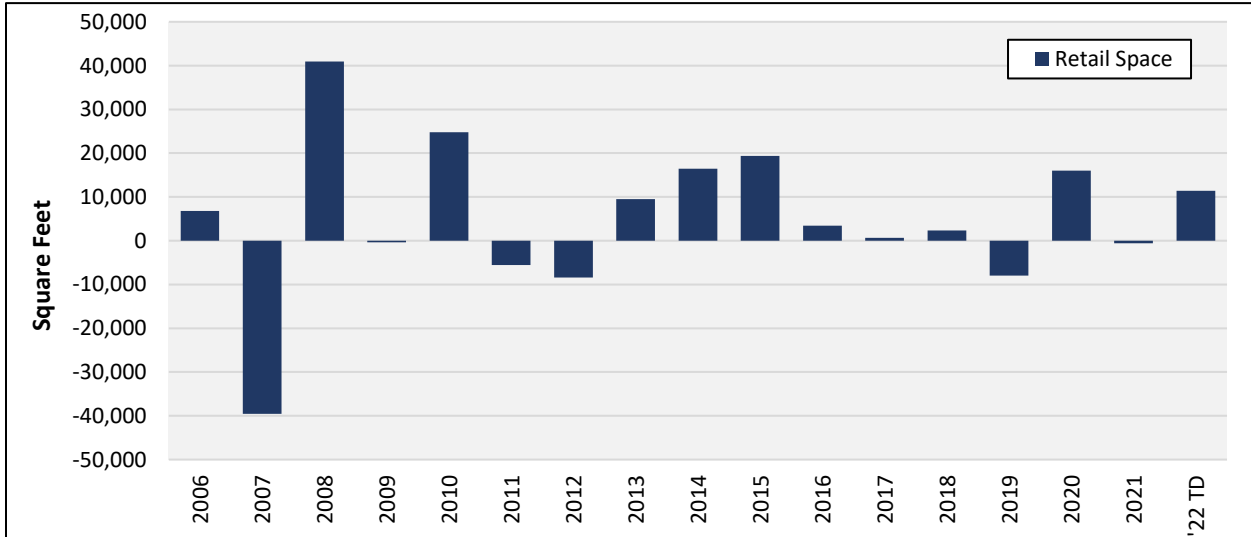


SOURCE: Google, JOHNSON ECONOMICS

**HISTORICAL RETAIL SPACE ABSORPTION**

The recent weakness in the retail market has been evident in Camas as well. Since 2016, only 22,000 square feet of retail space has been absorbed in the city on a net basis, including food/beverage space. This represents 3,600 square feet annually, or 0.3 acres assuming a typical suburban floor area ratio (FAR). In Clark County, retail space absorption has averaged 127,000 square feet annually over the same period, down from 285,000 per year over the prior 10 years.

FIGURE 4.3: HISTORICAL NET ABSORPTION OF RETAIL SPACE, CAMAS (2006-22)



SOURCE: CoStar

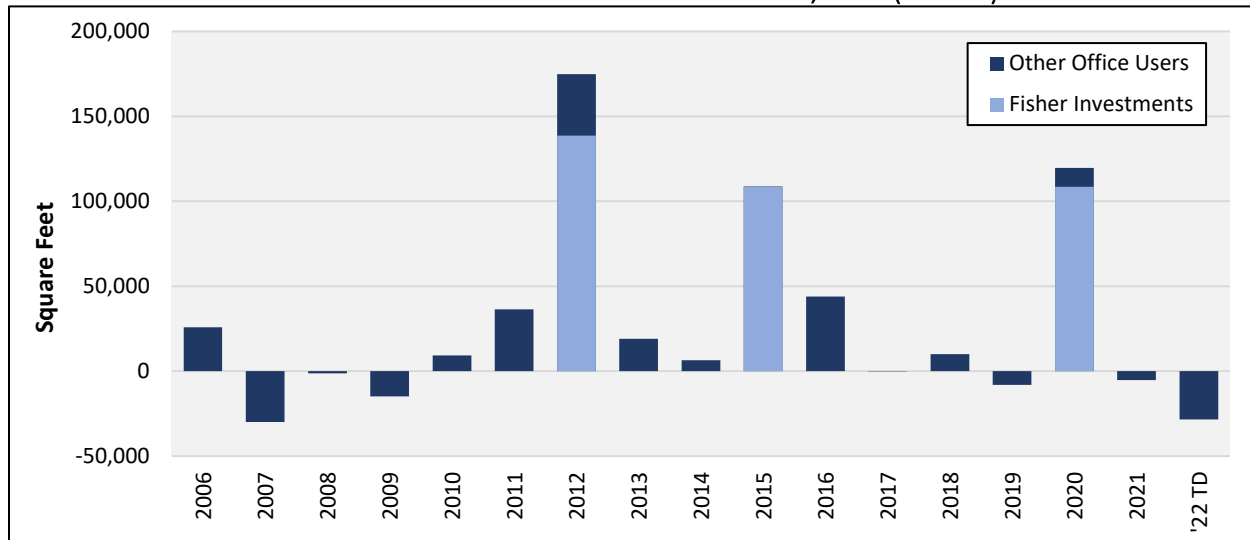
**HISTORICAL OFFICE SPACE ABSORPTION**

The office market in Camas has also shown a weak trend in recent years, at least if we ignore the 2020 expansion at Fisher Investments, which represented 108,000 square feet. With the latter included, the city has averaged 15,000 square feet of net absorption annually since 2016, representing just over one acre per year with typical FARs.



Combined with the retail absorption, this indicates 1.3 acres of annual absorption. With the Fisher expansion excluded, the office market has seen negative absorption (loss of occupied space), representing -3,400 square feet (-0.2 ac) annually. Note that the CoStar data does not capture all owner-user activity. The following chart includes manual adjustments to correct the absorption years for Fisher Investments in 2012, 2015, and 2020.

FIGURE 4.4: HISTORICAL NET ABSORPTION OF OFFICE SPACE, CAMAS (2006-22)



SOURCE: CoStar

#### FUTURE RETAIL SPACE DEMAND

Due to the large retail concentrations west of Camas, much of the retail demand from Camas residents is met by establishments outside the city. According to Environics, retail sales (including food/beverage) in Camas is only 48% of resident demand in 2022. The sales leakage is greatest for big-ticket items. The following table compares estimates of sales inside the city to demand from households residing within the city. The demand estimates are based on local demographics and the Census Bureau's Consumer Expenditures Survey. Sales estimates are derived from the Census Bureau's Retail Sales Survey.

FIGURE 4.5: RETAIL SUPPLY AND DEMAND, CAMAS (2022)

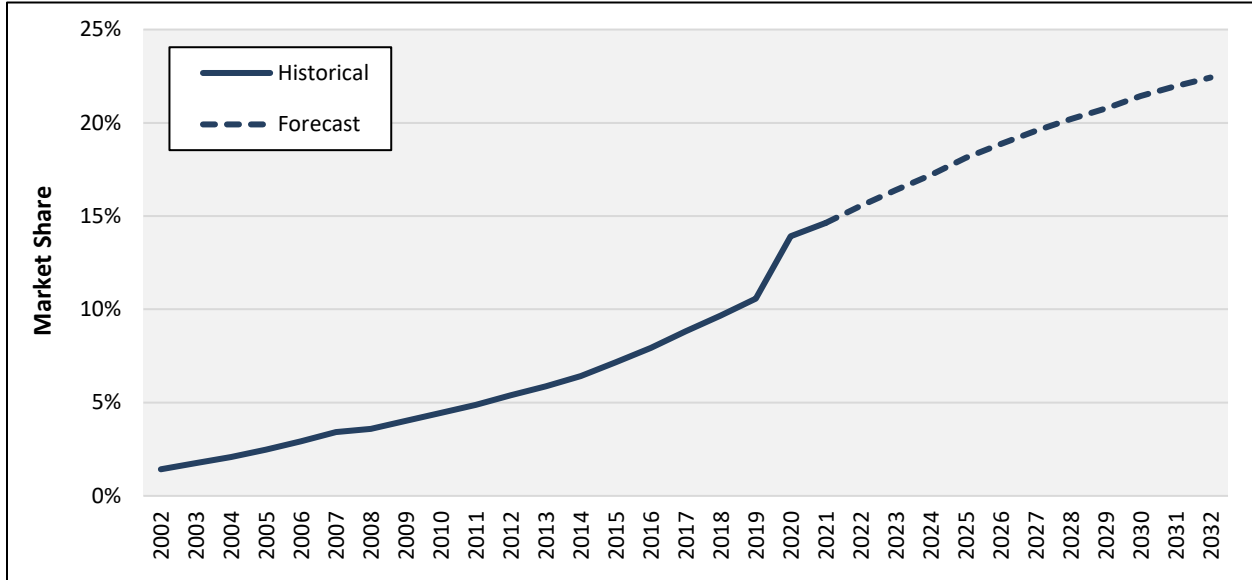
RETAIL SUPPLY-DEMAND, CAMAS 2022		2022 Demand	2022 Supply	Demand Gain/Leakage	
Retail Category (NAICS)	(Consumer Spending)	(Retail Sales)	(Total \$)	(%)	
Motor Vehicle and Parts Dealers-441	\$133,212,543	\$33,842,041	(\$99,370,502)	-75%	
Furniture and Home Furnishings Stores-442	\$13,585,021	\$3,370,938	(\$10,214,083)	-75%	
Electronics and Appliance Stores-443	\$7,937,200	\$1,821,572	(\$6,115,628)	-77%	
Building Material, Garden Equip Stores -444	\$45,983,770	\$17,248,741	(\$28,735,029)	-62%	
Food and Beverage Stores-445	\$85,886,445	\$49,136,544	(\$36,749,901)	-43%	
Health and Personal Care Stores-446	\$33,224,227	\$12,125,205	(\$21,099,022)	-64%	
Gasoline Stations-447	\$42,803,167	\$19,146,114	(\$23,657,053)	-55%	
Clothing and Clothing Accessories Stores-448	\$24,739,059	\$7,644,275	(\$17,094,784)	-69%	
Sporting Goods, Hobby, Book, Music Stores-451	\$9,731,411	\$5,055,633	(\$4,675,778)	-48%	
General Merchandise Stores-452	\$75,026,228	\$63,287,650	(\$11,738,578)	-16%	
Miscellaneous Store Retailers-453	\$13,180,762	\$10,366,955	(\$2,813,807)	-21%	
Foodservice and Drinking Places-722	\$72,981,794	\$43,197,835	(\$29,783,959)	-41%	
<b>Total Including Food/Drinking Places</b>	<b>\$558,291,627</b>	<b>\$266,243,503</b>	<b>(\$292,048,124)</b>	<b>-52%</b>	

SOURCE: Environics/Claritas, JOHNSON ECONOMICS



JOHNSON ECONOMICS models future retail sales via population forecasts, net of the anticipated continued shift to online shopping. Current demand from Camas residents is escalated assuming the residential forecast presented later in this section, which estimates 2.5% annual growth over the next years. Loss in demand to online retail is estimated using a nationwide forecast of market share by FTI Consulting. The forecast for all retail, including vehicles and gasoline, but excluding food and drinking places, is displayed below. The forecast indicates an online market share of 22% by 2032.

FIGURE 4.6: ONLINE RETAIL MARKET SHARE FORECAST, UNITED STATES



SOURCE: FTI Consulting, JOHNSON ECONOMICS

When modeling future retail space demand, we combine sales estimates for food/drinking places and true retailers, with online retail subtracted from the latter. Given the assumed shift to online retail, the modeled household growth is only expected to generate an increase of \$2.6 million in physical retail sales in Camas over the 2022-27 period. However, the food/drinking places are projected to see a sales increase of \$5.6 million. At a typical \$325 per square foot (annual average, according to CoStar) the total sales growth represents an increase in retail space demand of 26,000 square feet, or 2.4 acres at a standard 0.25 FAR. This reflects roughly 5,000 square feet and 0.5 acres on an annual basis, which is 40% greater than the average annual absorption since 2016 reported by CoStar.

FIGURE 4.7: FORECAST OF RETAIL SPACE DEMAND, CAMAS (2022-27, 2022 DOLLARS)

CHANGE IN RETAIL LAND NEED, 2022-27		CAMAS SALES				
		at 2.5% annual household growth		2022 Sales	Share	2027 Sales
<b>2022</b>	Retail, Physical Stores	\$223,045,668	84.4%	\$225,728,024	75.6%	\$2,682,356
	Retail, Online Stores	\$41,070,160	15.6%	\$72,893,795	24.4%	\$31,823,636
	Food/Drinking Places	\$43,197,835	100.0%	\$48,841,511	100.0%	\$5,643,676
<b>2022-27</b>	Physical Retail + Food/Drinking Places	\$266,243,503		\$274,569,534		\$8,326,031
	Change in Occupied Space (at \$325/SF)					25,619 sqft.
	<b>Change in Land Need (at 0.25 FAR)</b>					<b>2.4 Ac.</b>

SOURCE: JOHNSON ECONOMICS



### FUTURE OFFICE SPACE DEMAND

We model demand for office space in Camas via employment projections in the typical office industries. We then apply industry-specific rates of office utilization to this job growth. Our job growth assumptions are in part based on pre-COVID growth in Camas (2015-19) and projections from the Washington Employment Security Department (ESD) for Southwest Washington. The ESD forecasts are conservative in nature and underestimated the growth pre-COVID. On the other hand, the historical growth rates from the 2015-19 period likely overestimate the long-term future growth potential, as this was a period of strong suburban expansion after weakness following the 2008-09 recession. When establishing future assumptions for Camas, we therefore reconcile these data sources and also consider our regional industry expectations. We also consider specifics in the Camas market, for instance the impact of Fisher Investments in the financial sector. The annual growth rates assumed in our forecast are displayed in column C below.

**FIGURE 4.8: ASSUMED ANNUAL EMPLOYMENT GROWTH RATES, CAMAS (2022-27)**

<b>Growth Assumptions</b>		<b>Annual Growth Rates</b>		
<b>NAICS</b>	<b>Industry</b>	A) Historical AAGR, 2015-19	B) Projected AAGR (ESD), Long-Term	C) Assumed AAGR (JE), 2022-27
51	Information	13.0%	3.2%	4.1%
52-53	Financial Activities	12.1%	1.4%	3.4%
54-56	Prof./Biz Services	2.6%	2.3%	2.5%
61-62	Education & Health	4.4%	2.3%	3.3%
81	Other Services	4.7%	2.3%	3.2%
92	Public Administration	0.3%	1.2%	0.7%

SOURCE: WA ESD, U.S. Census Bureau, JOHNSON ECONOMICS (JE)

After projecting employment in 2022 and 2027, we apply typical rates of office utilization within each industry. For this, we rely on figures from E. D. Hovee & Co., used in the 2014 Urban Growth Report for the Portland Metro region. However, we apply an upward adjustment to the financial sector due to Fisher Investments' large share of this sector. Finally, we apply square footage factors per employee to the projected office employment, generally assuming averages of 200-300 square feet, depending on industry. For this determination, we rely on several employment density analyses conducted by JOHNSON ECONOMICS over the past decade. However, we make a downward adjustment to the financial sector reflecting the higher density of Fisher Investments.

With the outlined assumptions, the model indicates growth in office employment of roughly 100 workers annually over the next five years. This represents around 20,000 square feet of space, or 100,000 over a five-year period. With an FAR or 0.33, this translates into land demand of 6.9 acres over five years, or 1.4 acres annually. Combining this with the modeled retail demand, we arrive at an estimated need for 1.9 acres of commercial land annually. This represents 9.5 acres over five years and 38 acres over a 20-year planning period.

**FIGURE 4.9: FORECAST OF OFFICE SPACE DEMAND, CAMAS (2022-27)**

<b>Office Space Demand</b>	<b>Total Jobs</b>		<b>Office Share</b>	<b>Office Jobs</b>			<b>Avg. SqFt. Per Job</b>	<b>Office Space Demand</b>		
	<b>2022</b>	<b>2027</b>		<b>2022</b>	<b>2027</b>	<b>2022-27</b>		<b>2022</b>	<b>2027</b>	<b>2022-27</b>
Information	128	156	25%	32	39	7	200	6,400	7,824	1,424
Financial Activities	2,234	2,640	87%	1,944	2,297	354	175	340,127	402,016	61,889
Prof./Biz Services	1,186	1,342	76%	895	1,013	118	225	201,472	227,947	26,475
Education & Health	569	669	30%	171	201	30	275	46,943	55,216	8,274
Other Services	89	104	32%	28	33	5	300	8,544	10,001	1,457
Government	208	215	43%	89	93	3	250	22,360	23,154	794
<b>Total, Office Sectors</b>	<b>4,414</b>	<b>5,128</b>		<b>3,160</b>	<b>3,676</b>	<b>517</b>		<b>625,845</b>	<b>726,158</b>	<b>100,313</b>

SOURCE: WA Employment Security Department, U.S. Census Bureau, Hovee & Co., JOHNSON ECONOMICS



**INDUSTRIAL**

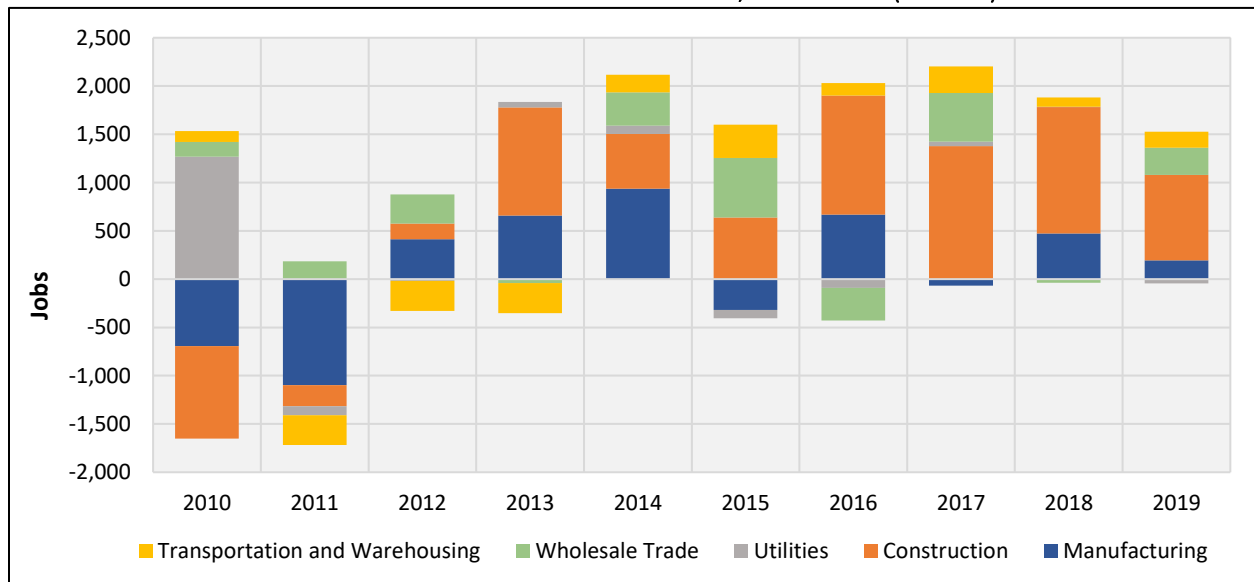
**BROAD INDUSTRIAL TRENDS**

The market for industrial space has also undergone major changes in recent years, reflecting technological advances and shifts in the economy. Demand for warehouse and distribution space has been boosted by e-commerce, which has moved storage needs from retail stores to warehouses. At the same time, the growth of high-tech supply chain management systems that require investments and expertise have caused a consolidation within the warehousing and distribution industry, with increasing reliance on larger third-party operators. New and large buildings that can more efficiently accommodate modern logistics operations have therefore been in high demand. With distribution driving much of the demand, there has been a particular need for sites with good freeway access.

Manufacturing has seen some improvement over the past decade, after a long period of declines. High-tech manufacturing was a major driver of growth in the Portland Metro Area in the 1990s, led by Intel, but experienced stagnation and declines over the next decades due to competition from locations in the southern states and Asia. The industry has seen modest growth in Clark County over the past decade. Stronger gains have been seen in other durable goods categories.

In Clark County, these shifts have led to development of large distribution centers at the Port of Vancouver and in Ridgefield. New manufacturing buildings have also been built, but in smaller numbers and sizes, mostly on port properties. Clark County has also seen an increase in the demand for smaller warehouses due to rapid growth in the construction industry. The following chart shows Clark County job growth in the sectors that dominate the industrial market. In the last five year before COVID, construction accounted for two-thirds of the job growth, while manufacturing represented 12%.

**FIGURE 4.10: JOB GROWTH IN INDUSTRIAL SECTORS, CLARK COUNTY (2010-19)**



SOURCE: U.S. Dept. of Commerce, JOHNSON ECONOMICS

**HISTORICAL INDUSTRIAL SPACE DEMAND**

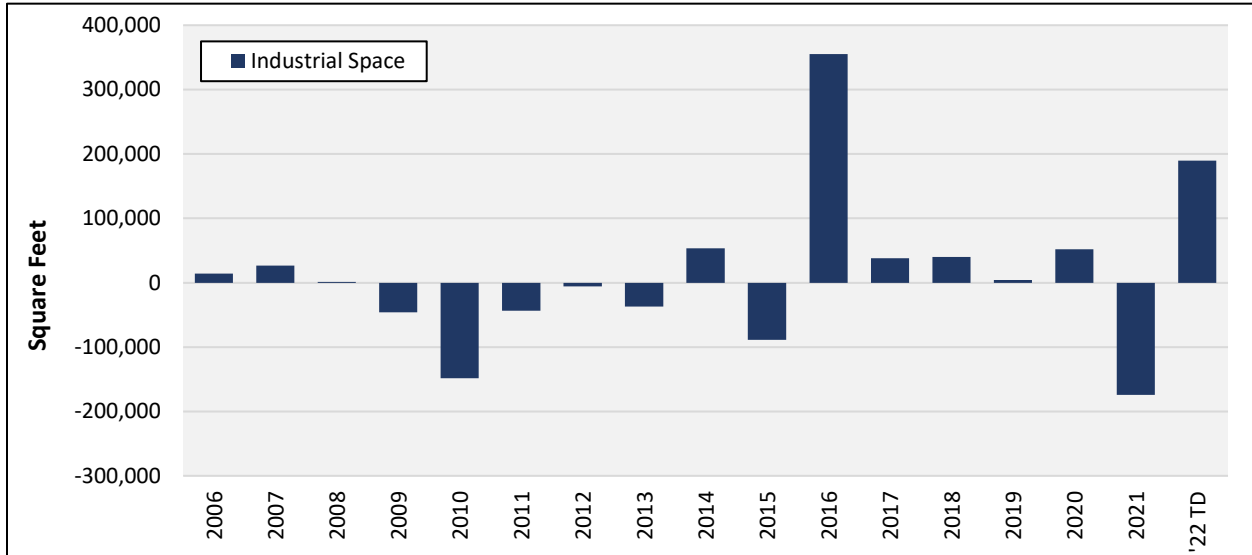
In Camas, occupancy of industrial space, including flex and specialty buildings, declined by 320,000 square feet between the 2008-09 recession and 2015. According to CoStar, much of the space was re-occupied in 2016, when the net absorption was 350,000 square feet, with WaferTech being the main contributor. Since then, the market has





averaged 25,000 square feet (~1.4 ac.) of positive absorption annually. More than half of this was CubeSmart Self Storage on 38<sup>th</sup> Avenue. The market lost industrial occupancy in 2021, when Karcher moved out of its building on Pacific Rim Boulevard, but regained most of this in 2022 as Northwest Paper Box moved in. Note that the Mill property is considered fully occupied.

**FIGURE 4.11: HISTORICAL NET ABSORPTION OF INDUSTRIAL SPACE, CAMAS (2006-22)**



SOURCE: CoStar

**FUTURE INDUSTRIAL DEMAND**

For estimating future industrial demand, we use the same approach as for office space, by modeling employment growth. However, we use the growth rates achieved over the 2017-22 period for historical reference points, rather than the pre-COVID 2015-19 period, as the industrial sectors have been less impacted by remote work than the office sectors in the wake of COVID. As with the office industries, our assumptions for future growth are generally between the conservative ESD regional forecasts and the recent averages from Camas. In the manufacturing industry, we assume moderate growth in coming years, after winddown of Mill operations caused declines in recent years (preliminary 2022 data indicates positive growth). The strongest growth is anticipated in the transportation and warehousing industry, which is benefitting from e-commerce growth.

**FIGURE 4.12: ASSUMED ANNUAL EMPLOYMENT GROWTH RATES, CAMAS (2022-27)**

Growth Assumptions		Annual Growth Rates		
NAICS	Industry	A) Historical AAGR, 2017-22	B) Projected AAGR (ESD), Long-Term	C) Assumed AAGR (JE), 2022-27
23	Construction	9.4%	2.0%	3.6%
31-33	Manufacturing	-1.0%	0.8%	0.2%
42	Wholesale Trade	3.3%	0.7%	2.2%
22,48-49	Transp., Wareh., Utilities	24.8%	0.1%	11.0%

SOURCE: WA ESD, U.S. Census Bureau, JOHNSON ECONOMICS

Assumptions for space utilization are again largely derived the Portland Metro 2014 Urban Growth Report, with per-employee floor areas of 600-1,850 square feet. With the projected growth of roughly 20 new jobs annually taking



place in industrial buildings, this results in a projected need for 93,000 square feet over five years, or nearly 20,000 square feet annually. At an FAR of 0.4, this represents 1.1 acres annually. Note that these are expectations for annual averages. Industrial development typically takes place in few large projects rather than small annual increments. Moreover, certain storage or warehousing projects can be realized with limited associated job growth. At 1.1 acres annually, the modeled demand growth represents 5.5 acres over five years and 22 acres over 20 years.

**FIGURE 4.13: FORECAST OF INDUSTRIAL SPACE DEMAND, CAMAS (2022-27)**

Industrial Space Demand Employment Sector	Total Jobs		Industrial Share	Industrial Jobs			Avg. SqFt. Per Job	Industrial Space Demand		
	2022	2027		2022	2027	2022-27		2022	2027	2022-27
Construction	369	440	58%	214	255	41	600	128,412	153,251	24,839
Manufacturing	2,074	2,095	68%	1,410	1,424	14	600	846,192	854,688	8,496
Wholesale Trade	457	510	64%	292	326	34	800	233,984	260,880	26,896
Transport., Wareh., Util.	34	57	78%	27	45	18	1,850	49,062	82,672	33,610
<b>Total, Ind. Sectors</b>	<b>7,749</b>	<b>8,605</b>		<b>1,943</b>	<b>2,051</b>	<b>107</b>		<b>1,257,650</b>	<b>1,351,491</b>	<b>93,841</b>

SOURCE: WA Employment Security Department, U.S. Census Bureau, Hovee & Co., JOHNSON ECONOMICS

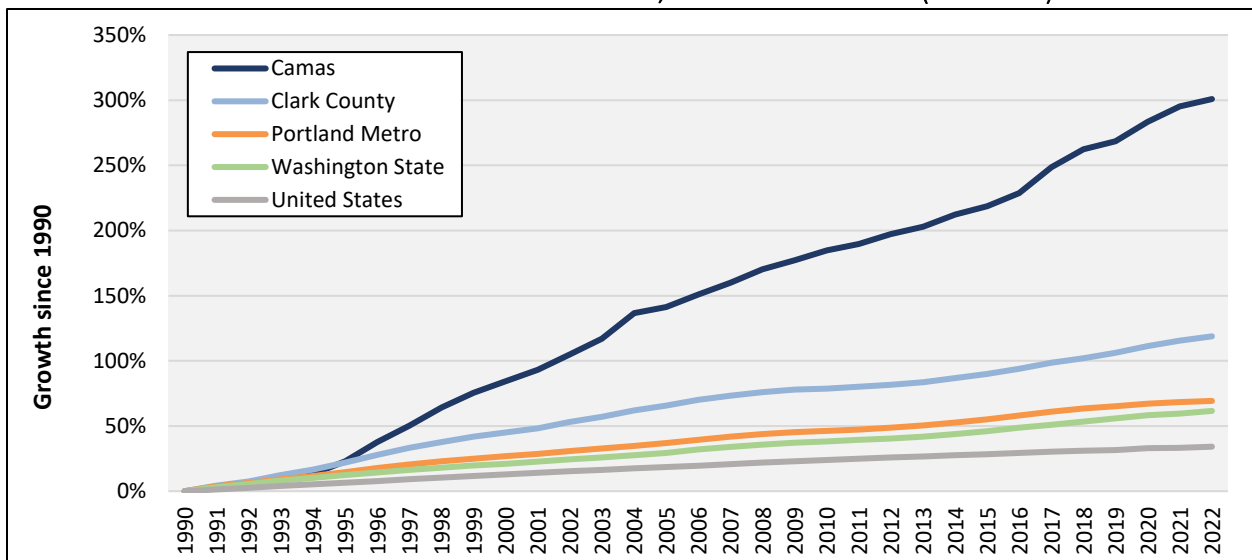
## RESIDENTIAL

### BROAD RESIDENTIAL TRENDS

Clark County has experienced strong population growth in recent decades, outpacing the other counties in the region. Since 1990, the population has grown by 119%, which is nearly twice as fast as the Portland Metro Area (+69%) and 3.5 times as fast as the nation as a whole. Financial and quality of life considerations have been among the factors often cited by new residents, including housing affordability, the lack of a state income tax, good schools, and outdoor recreation opportunities. The in-migration accelerated during COVID, as people moved out of Portland and other large cities.

Camas has been among the fastest growing cities in the County, tripling in size since 1990, growing at more than twice the Clark County rate. Between 2010 and 2022, the city grew from 19,400 to 27,300, adding 7,900 residents. This represents an increase of 41%, or 2.9% per year on average.

**FIGURE 4.14: POPULATION GROWTH SINCE 1990, GEOGRAPHIC COMPARISON (1990-2022)**

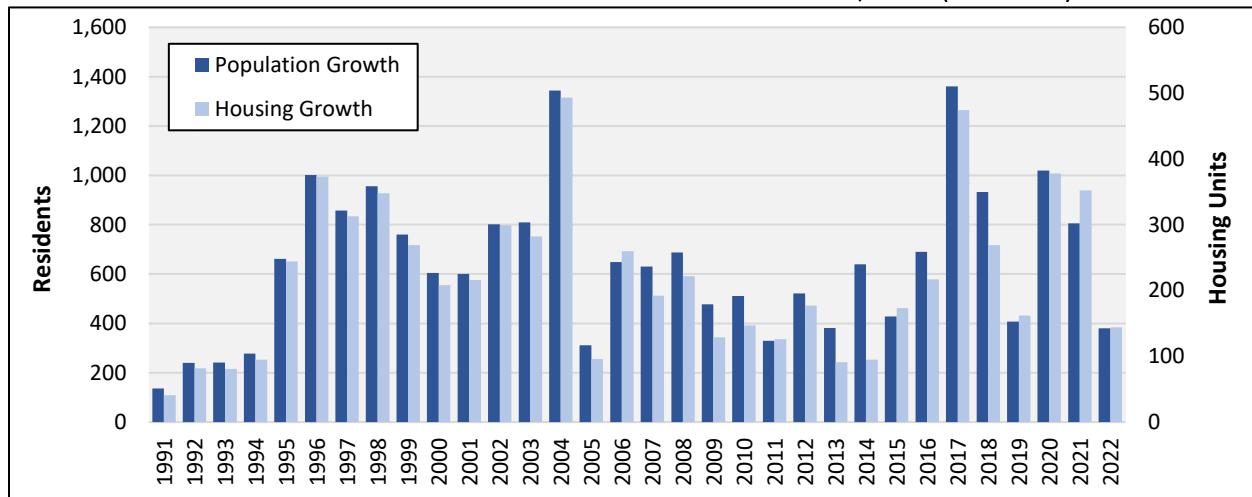


SOURCE: WA OFM, PSU PRC, JOHNSON ECONOMICS



The city’s growth was strongest in the late 1990s, when the annual growth rate averaged roughly 10.0% per year. The weakest growth was after the 2008-09 recession, when the rate hovered around 2.0% per year. This is still strong – the long-term regional growth rate is 1.2% – and indicates considerable demand pressures. The growth gained momentum over the last decade, averaging 3.8% per year over the 2017-2021 period, when the city added 4,500 residents. This increase was accommodated by increased housing supply, which totaled 1,600 units over the five years.

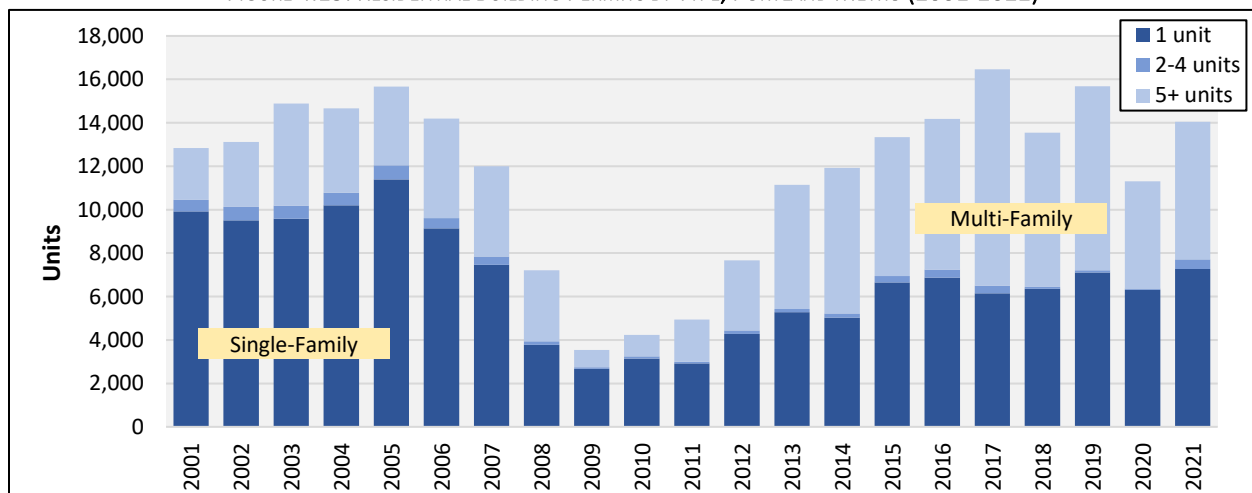
FIGURE 4.15: POPULATION GROWTH AND HOUSING INVENTORY GROWTH, CAMAS (1991-2022)



SOURCE: WA OFM, JOHNSON ECONOMICS

Regionally, there has been a shift in demand over the past two decades, from single-family ownership homes to multi-family rental units. The shift was catalyzed by the foreclosure crisis and ensuing recession at the end of the 2000s, which led to stricter credit requirements for homebuyers. The recession also caused an increase in college enrollment, at rapidly growing tuition costs, something that in tandem with rapidly rising rent levels made it difficult to save up for downpayments. Rental apartments became the only viable housing form for many young households, which in turn led to a shift in housing construction, from single- to multi-family units. Rapid price gains in the single-family market has continued to sustain demand for the more affordable multi-family homes in recent years.

FIGURE 4.15: RESIDENTIAL BUILDING PERMITS BY TYPE, PORTLAND METRO (2001-2022)

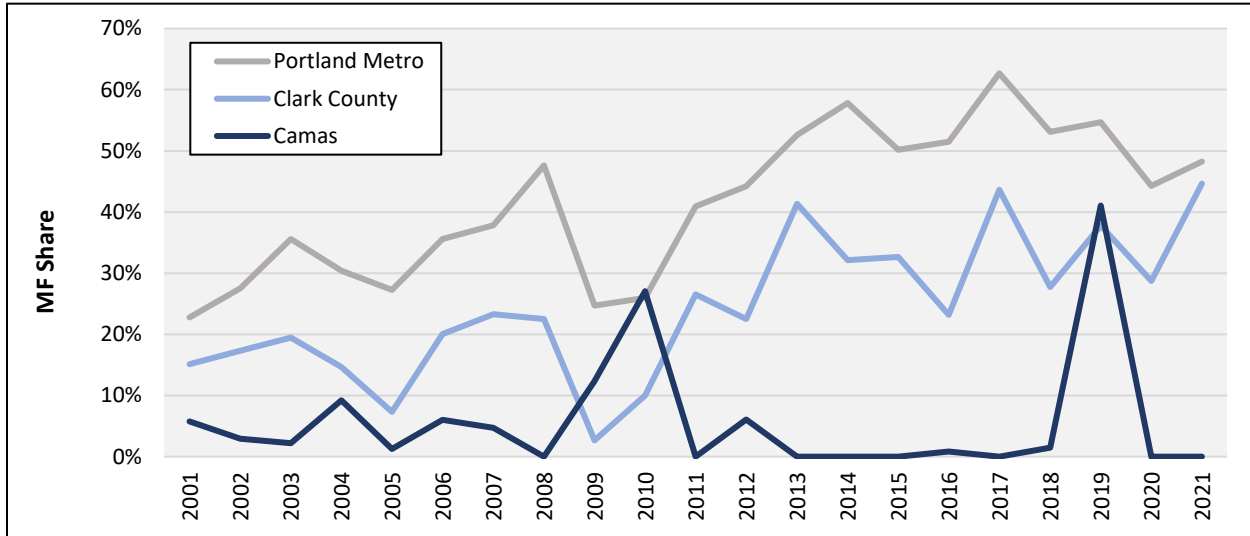


SOURCE: U.S. Census Bureau, Johnson Economics



The same shift has taken place in Clark County, where the multi-family share of new housing production went from 15% in the early 2000s to 45% by 2021. Camas has not participated in this shift to the same degree. If we exclude the 276-unit Kielo at Grass Valley in 2019 (and the Casey in 2022), the share of issued multifamily building permits has remained around 0% over the past 10 years.

**FIGURE 4.16: MULTI-FAMILY SHARE OF ISSUED RESIDENTIAL BUILDING PERMITS, GEOGRAPHIC COMPARISON (2001-21)**

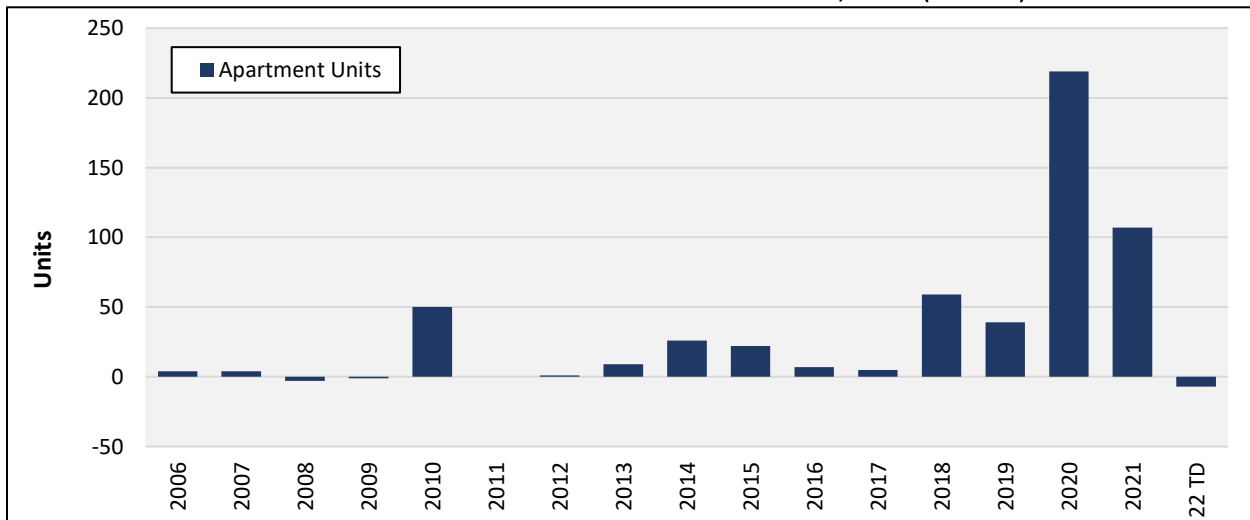


SOURCE: HUD, JOHNSON ECONOMICS

**HISTORICAL MULTI-FAMILY DEMAND**

Reflecting the very limited supply of new units, market absorption of apartments in Camas was very modest until 2018-19, when roughly 50 units were absorbed annually, and 2020-21, when the absorption averaged more than 160 units annually due to lease-up of Kielo at Grass Valley. In isolation, Kielo achieved absorption of 31 units per month on average (~20 ac./yr). This is unusually high, indicating strong demand. Thus, Camas would likely have absorbed many more units with additional supply.

**FIGURE 4.17: HISTORICAL NET ABSORPTION OF APARTMENT UNITS, CAMAS (2006-22)**



SOURCE: CoStar



**RESIDENTIAL DEMAND FORECAST – HOUSEHOLD GROWTH**

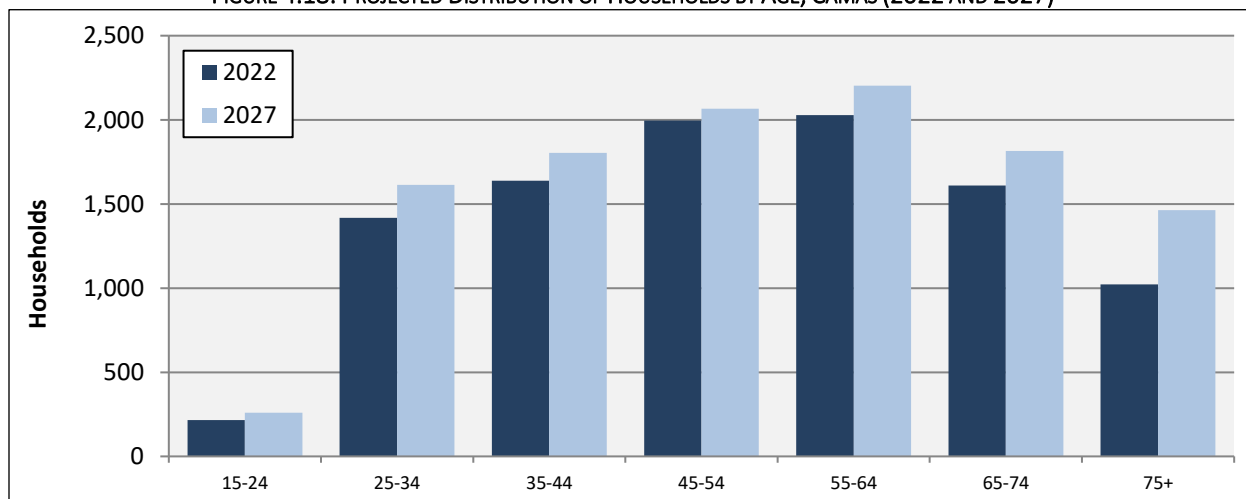
Since 2010, the population growth in Camas has averaged 2.9% per year. Over the same period, the housing inventory has increased 2.7% per year on average. The latter serves as a proxy for household growth, and is in line with extrapolated household estimates from the Census Bureau. These growth rates correlate well with the pre-COVID job growth in the areas where Camas residents work.<sup>1</sup> The weighted average job growth for these areas (weighted by number of Camas residents working in each area) over the last decade was 2.9% – identical to the population growth in Camas. Applying Johnson Economics’ expectations for annual job growth in the same areas over the next five years (3.1% weighted average) indicates growth in housing demand of 2.9% per year in Camas, or 1,500 new households over five years. Taking into account the impact of the current slowdown in the housing market due to high interest rates, we would assume 1,300 new households over the five-year period, for an annual growth rate of 2.5%. Note that this projection is based on the historical relationship between housing absorption and surrounding job growth. The underlying demand (preference) for housing in Camas regardless of financial ability is likely much higher.

**PROJECTED HOUSING DEMAND**

Johnson Economics has developed a housing demand model that allocates anticipated household growth into demand for housing of different forms. Our model begins with a segmentation of the existing household base by age and income, as these are the variables that best predict housing preferences. The model accounts for aging and mortality, as well as migration patterns related to surrounding job growth (by age and wage) and retiree migration. For this segmentation, we rely in part on trended census estimates provided by Neustar. Local, segment-specific propensity rates calculated from census microdata are used to allocate the new growth to different types of housing. Some adjustments are made to account for financing hurdles in the ownership market (e.g., the high mortgage rates anticipated over the near term are modeled to result in a 17% shift from ownership to rental demand).

The following chart displays the anticipated distribution of housing demand across age segments over the forecast period. The projections indicate growth across many age groups, including at the early family stage (millennials, age 25-44), among empty nesters (age 55-64) and among seniors (baby boomers, 65+). The growth among seniors is primarily due to aging-in-place, while the growth among millennials is more reflective of in-migration.

**FIGURE 4.18: PROJECTED DISTRIBUTION OF HOUSEHOLDS BY AGE, CAMAS (2022 AND 2027)**



SOURCE: Neustar, Johnson Economics

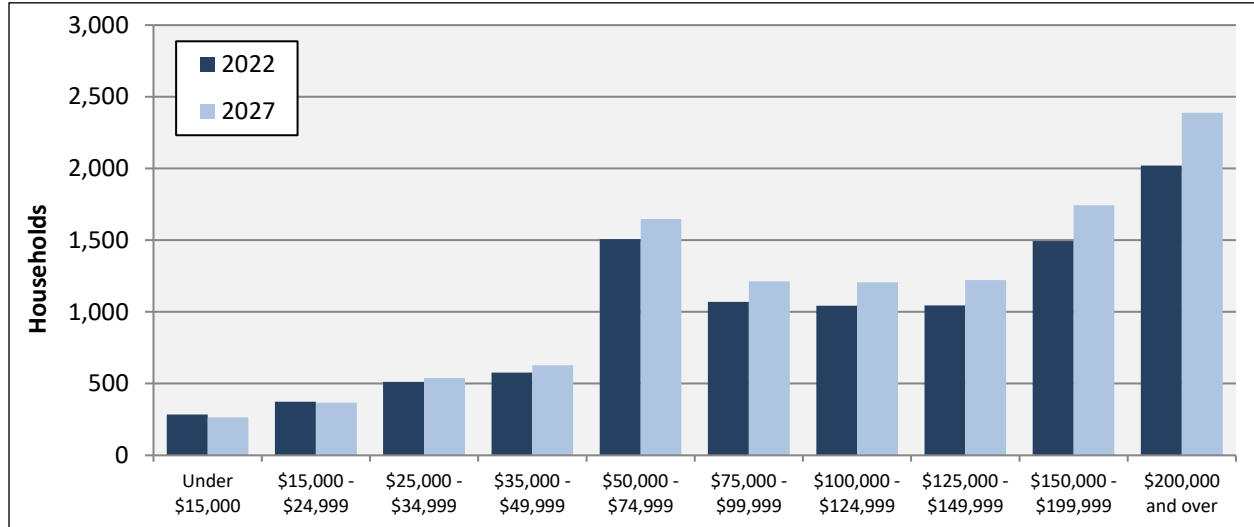
<sup>1</sup> In 2019: 16.9% in Camas; 45.2% in other parts of Clark County; 36% in other parts of Portland Metro. Excludes tele-commuters. Data from U.S. Census Bureau.





With respect to income, the demand growth is anticipated to be concentrated among middle- and upper-income segments, with declines at the lowest income levels. This is in keeping with recent trends, reflecting the appeal of Camas to affluent households.

**FIGURE 4.9: PROJECTED DISTRIBUTION OF HOUSEHOLDS BY INCOME, CAMAS (2022 AND 2027)**



SOURCE: Neustar, Johnson Economics

The following table summarizes our estimates of demand growth by housing type, both for the five years and annually. Detached single-family ownership homes dominate the projected demand, representing a net increase of roughly 700 units over five years. If we include detached rental homes, which typically come from the existing housing stock, there is an estimated net need for 760 new detached homes. Attached homes are projected to represent a total need for roughly 150 homes. Rental apartments are projected to see the strongest demand growth in relative terms, for an estimated 365 units. If we include condominiums, the net need for new multifamily units is estimated to 385.

At an assumed density of 18 units per acre, the multifamily demand represents land absorption of 4.3 acres annually. Assuming 10 units per acre for the attached single-family homes, these represent 3.1 acres of annual absorption. Together the multifamily and attached homes represent 7.4 acres of projected annual absorption, or 37 acres over five years and 148 acres over a 20-year planning period.

Again, this forecast is based on the historical job/housing relationship and existing single-/multifamily splits in the city. It may underestimate the preference for housing among low- and middle-income households, who are currently underrepresented. Additional housing at appropriate price points would thus likely accommodate additional growth.

**FIGURE 4.20: RESIDENTIAL DEMAND FORECAST, CAMAS (2022-27)**

RES. DEMAND 2022-27	5-YEAR DEMAND GROWTH			ANNUAL DEMAND GROWTH		
	Owners	Renters	Total	Owners	Renters	Total
Single-family detached	688	70	758	138	14	152
Single-family attached	129	25	154	26	5	31
Multi-family	20	365	385	4	73	77
<b>Total</b>	<b>836</b>	<b>461</b>	<b>1,297</b>	<b>167</b>	<b>92</b>	<b>259</b>

SOURCE: JOHNSON ECONOMICS



## V. CONCLUSIONS

### LAND CAPACITY

The City of Camas currently has adequate land capacity to accommodate the population and employment growth assumed in the 2015-2035 Comprehensive Plan. There is a surplus of 398 acres of residential land and 286 acres of employment land. The proposed comprehensive plan amendment will only have minor impact on the land capacity, increasing the residential surplus to 429 acres and reducing the employment surplus to 255 acres.

The actual growth that has taken place in the city since the comp plan was adopted has been stronger than assumed for residential growth, but weaker than assumed for employment growth. The residential growth over the 2015-22 period represents 52% of the adopted 20-year growth target, while the employment growth represents 18%.

According to the 2021 Clark County Buildable Lands Report, land absorption in Camas over the 2016-20 period represented absorption of 60 acres of residential land per year on average, 6 acres of commercial land annually, and 1.6 acres of industrial land annually. At these rates, the current land supply represents over 50 years of commercial land and over 400 years of industrial land, while the residential land represents only 12 years of absorption. From a land capacity standpoint, the proposed re-allocation of commercial and industrial land to residential land would thus improve the balance in the land supply.

### MARKET TRENDS

Part of the reason for the weaker than expected employment growth in Camas in recent years is the relative weakness of the high-tech manufacturing sector, which expanded rapidly in Camas in the 1990s. The winddown of operations at the Mill has also played a part. Recent industrial development in Clark County has been concentrated at the ports (especially heavy industries) and along interstate freeways (distribution). Development of new office space has been concentrated in locations with extensive commercial amenities (e.g., Columbia Tech Ctr.), though with recent headwinds from increased at-home work in the wake of COVID. Commercial development continues to be slowed by the ongoing shift to online retail.

Residential growth has been stronger than expected in Camas, reflecting strong county-wide in-migration. Much of the growth in Camas can be attributed to job growth in Camas and East Vancouver. The increased demand for safe and attractive suburban housing during COVID has also played a role.

All across the region, there has been a shift in demand from single- to multifamily housing in recent years, as single-family homes have become financially unattainable for a growing share of the population. While the housing production in Clark County has evolved to match the new pattern, Camas has only to a limited degree shifted its housing production, and thus likely has some pent-up demand for multifamily housing. This is corroborated by the Camas Housing Action Plan (2021), which includes a detailed analysis of current and future housing needs in the city. The analysis finds a particular need for additional multi-family and attached single-family homes that can accommodate low- and middle-income households. Additional housing in these categories will likely help employment growth in the city by providing workforce housing that brings needed labor closer to Camas employment.

The most recent large-scale apartment project in Camas (Kielo, 2020-21) also appears to confirm the strong demand for multifamily housing. It leased up at an average rate of 31 units per month, which represents land absorption of roughly 20 acres per year. Our demand forecast for the next five years indicates absorption of 7.4 acres annually, including attached homes. This represents 37 acres over five years and 148 acres over 20 years. However, the forecast is partly based on existing single-/multi-family splits in the city, and may thus underestimate multifamily demand.



The markets for commercial and industrial space have seen moderate demand in recent years, averaging floor area absorption typically equivalent to 1.3 acres annually in the commercial segment and 1.4 acres annually in the industrial segment. Our forecasts for the next five years, based on anticipated employment and population growth, indicate absorption of 1.9 acres of commercial land annually and 1.1 acres of industrial land annually.

Given the limited need for employment land reflected in these market-based forecasts, the proposed re-allocation of industrial and commercial land to residential land is unlikely to have negative impact on employment growth, while it can alleviate pressures in the residential market. By accommodating needed workforce housing in the city, the re-allocation may in fact have a positive impact on employment growth.

### **SUITABILITY FOR DEVELOPMENT**

The north site, which is currently zoned for business park use (BP), faces several obstacles to business park development, and we regard only the north portion of the site to be suitable for the campus-style format this zone is intended for. However, there is limited demand for buildings of this format in locations without extensive commercial amenities, as indicated by the lack of campus development around the site since the 1990s. There are also issues related to compatibility and congestion, especially around the beginning and end of the school day. The south portion of the site is both too narrow and has too much slope to be feasible for campus projects or other industrial developments of some scale.

The south site is zoned for regional commercial use (RC), intended for larger commercial establishments with regional trade areas. This is a segment of the retail market with excess capacity currently, and very little new development due to the rise of e-commerce. The site does not have the scale, configuration, or access needed to accommodate a retail center of this format. The most suitable commercial format on the site is a neighborhood/ convenience center with smaller buildings. However, the site does not have the traffic exposure typically needed to make this type of development feasible. Moreover, we expect demand for this type of space to be met by the retail center proposed on the adjacent site (Camas Station), which enjoys stronger traffic exposure. Additionally, the topography makes the eastern (Brady Rd) portion of the site difficult/costly to utilize, while access from the south or west raises questions of safety, congestion, and compatibility with the adjacent elementary school.

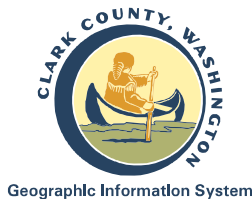
We regard both sites to be suitable for the proposed multifamily residential (MF-18) zoning, which is intended for multifamily and attached single-family housing. The sites are located at the transition between residential and employment land, where these housing forms are encouraged. Moreover, these uses are compatible with surrounding housing and schools, and do not face the issues related to scale, configuration, or topography that would complicate commercial or industrial development. On the contrary, the sloping topography represents an amenity in the form of views. Furthermore, the sites would provide housing within walking distance of schools, parks, and the proposed Camas Station commercial center, thus generating limited auto traffic. Given the many Camas residents who commute to the west, the sites would also offer shorter commutes and relatively less traffic compared to other buildable multifamily land in the city. A strong indication of the suitability for the proposed residential use is provided by Parker Village, a recent attached-home development located between the subject sites.

In conclusion, we regard the subject sites to represent desirable locations for housing, both from a community standpoint and from the perspective of renters, buyers, and developers. The sites are less suitable for employment uses, and less likely to be developed in light of current and anticipated market conditions. These findings are supportive of the proposed comp plan amendment and zone change.

# DEVELOPER'S PACKET

## Produced By:

Clark County Geographic Information System (GIS)



## For:

MackKay Sposito

## Subject Property Account Number(s):

986055381  
125193000  
127367000  
127372000

PDF # 296807

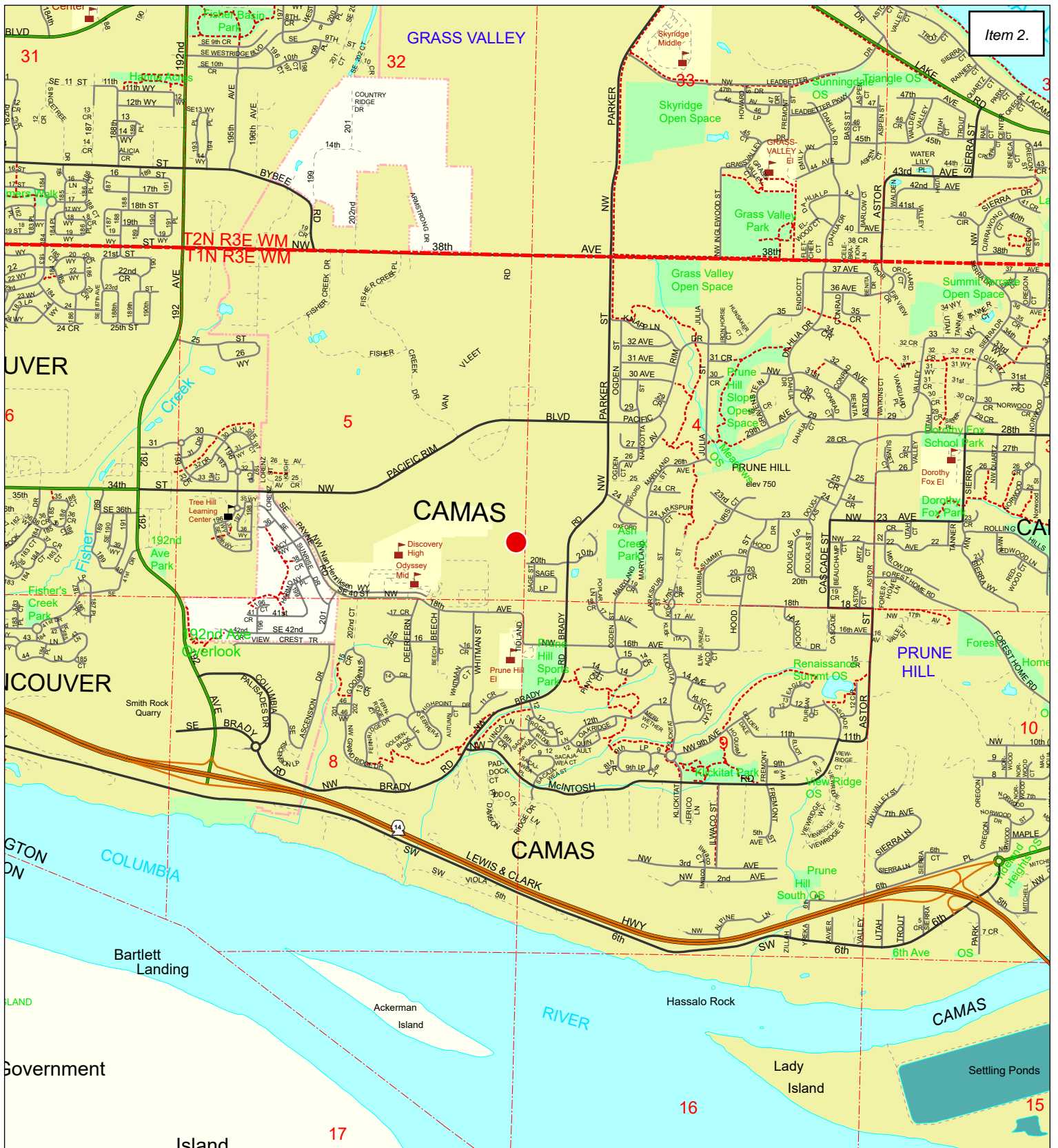
Printed: January 25, 2023  
Expires: January 25, 2024

# Table of Contents

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General Location	1
Property Information Fact Sheet	2
Elevation Contours	3
2021 Aerial Photography	4
2021 Aerial Photography with Elevation Contours	5
Zoning Designations	6
Comprehensive Plan Designations	7
Arterials, C-Tran Bus Routes, Parks & Trails	8
Water, Sewer, and Storm Systems	9
Water Systems	10
Hydrant Fire Flow Details	11
Soil Types	12
Environmental Constraints I	13
Environmental Constraints II	14
Adjacent Development	15
Quarter Section Parcels	16





Item 2.

CLARK COUNTY, WASHINGTON

Geographic Information System

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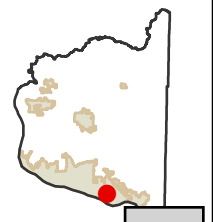
Information shown on this map was collected from several sources. Clark County accepts no responsibility for any inaccuracies that may be present.

### General Location

Account: 986055381, 125193000, 127367000, 127372000  
 Owner: DALEY DENNIS W ETAL  
 Address: PO BOX 757  
 C/S/Z: RANCHO SANTA FE, CA 92067

Location of Subject Property(s)

Printed on: January 25, 2023



# Property Information Fact Sheet

Item 2.

**Mailing Information:**

Account No.: 986055381, 125193000, 127367000, 127372000  
 Owner: DALEY DENNIS W ETAL  
 Address: PO BOX 757  
 C/S/Z: RANCHO SANTA FE, CA 92067

**Assessed Parcel Size:** 19.84 Ac

**Property Type:** Multiple Property Types

**PARCEL LOCATION FINDINGS:**

**Quarter Section(s):** SE 1/4,S05,T1N,R3E,  
 NE 1/4,S08,T1N,R3E,  
 NW 1/4,S09,T1N,R3E

**Municipal Jurisdiction:** Camas

**Urban Growth Area:** Camas

**Zoning:** BP, RC, CC

**Zoning Overlay:** No Mapping Indicators

**Comprehensive Plan Designation:** IND,  
 COM

**Columbia River Gorge NSA:** No Mapping Indicators

**Late-Comer Area:** No Mapping Indicators

**Trans. Impact Fee Area:** Camas

**Park Impact Fee District:** No Mapping Indicators

**Neighborhood Association:** No Mapping Indicators

**School District:** Camas

**Elementary School:** Grass Valley

**Junior High School:** Skyridge Middle

**Senior High School:** Camas

**Fire District:** City of Camas

**Sewer District:** Camas

**Water District:** Camas

**Wildfire Danger Area:** Over 500ft need further review

**ENVIRONMENTAL CONSTRAINTS:**

**Soil Type(s):** PoB, 95.1% of parcel  
 PoD, 4.9%

**Hydric Soils:** Non-Hydric, 100.0% of parcel

**Flood Zone Designation:** Outside Flood Area

**CARA:** Category 2 Recharge Areas

**Forest Moratorium Area:** No Mapping Indicators

**Liquefaction Susceptibility:** Bedrock

**NEHRP:** B

**Slope:** 0 - 5 percent, 5.1% of parcel

10 - 15 percent, 6.3%

15 - 25 percent, 2.6%

5 - 10 percent, 86.0%

**Landslide Hazards:** Slopes > 15%

**Slope Stability:** No Mapping Indicators

**Cultural Resources:**

**Archeological Predictive:** Low-Moderate, 9.3% of parcel  
 Moderate, 13.1%  
 Moderate-High, 77.6%

**Archeological Site Buffers:** Mapping Indicators Found

**Historic Sites:** No Mapping Indicators







Item 2.



### 2021 Aerial Photography

Account: 986055381, 125193000, 127367000, 127372000  
Owner: DALEY DENNIS W ETAL  
Address: PO BOX 757  
C/S/Z: RANCHO SANTA FE, CA 92067

Printed on: January 25, 2023



Geographic Information System

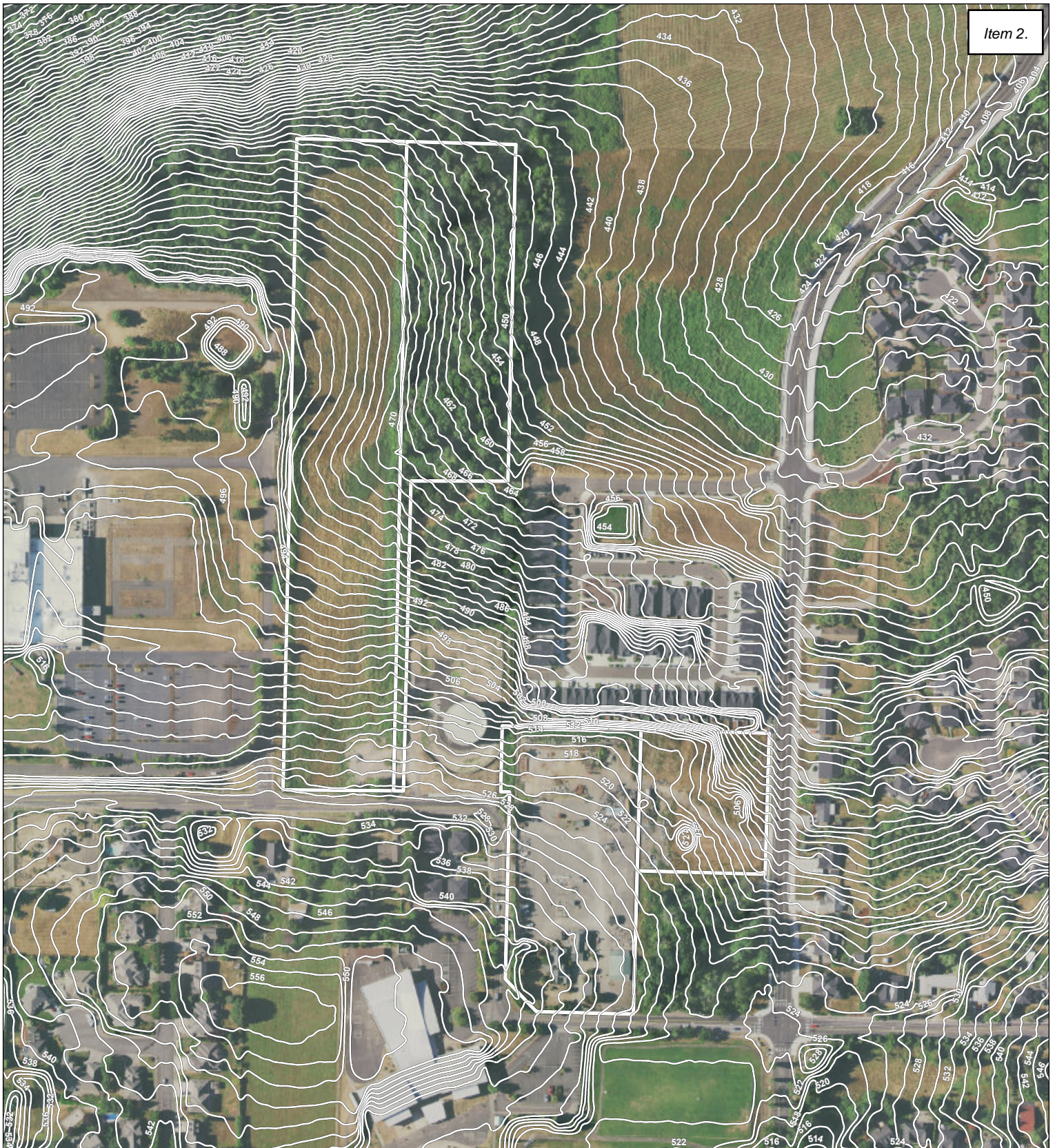
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 Subject Property(s)

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13107	13108	13109	13110
	13117	13116	13115





Item 2.



Geographic Information System  
 0 100 200 Feet

### 2021 Aerial Photography with Elevation Contours

Account: 986055381, 125193000, 127367000, 127372000  
 Owner: DALEY DENNIS W ETAL  
 Address: PO BOX 757  
 C/S/Z: RANCHO SANTA FE, CA 92067

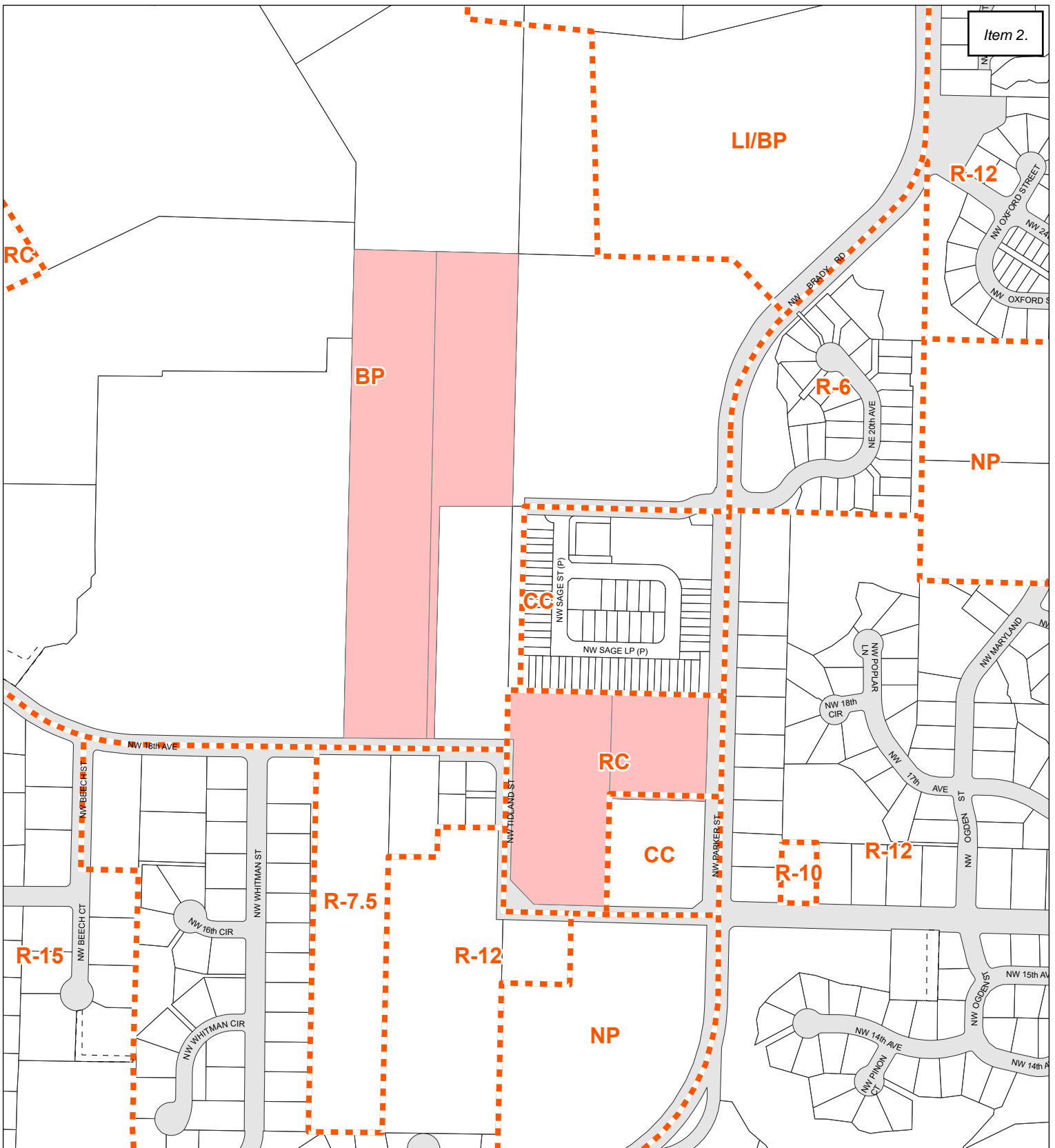
— 2' Elevation Contours  
 □ Subject Property(s)

Printed on: January 25, 2023

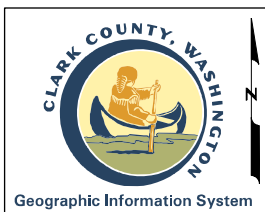
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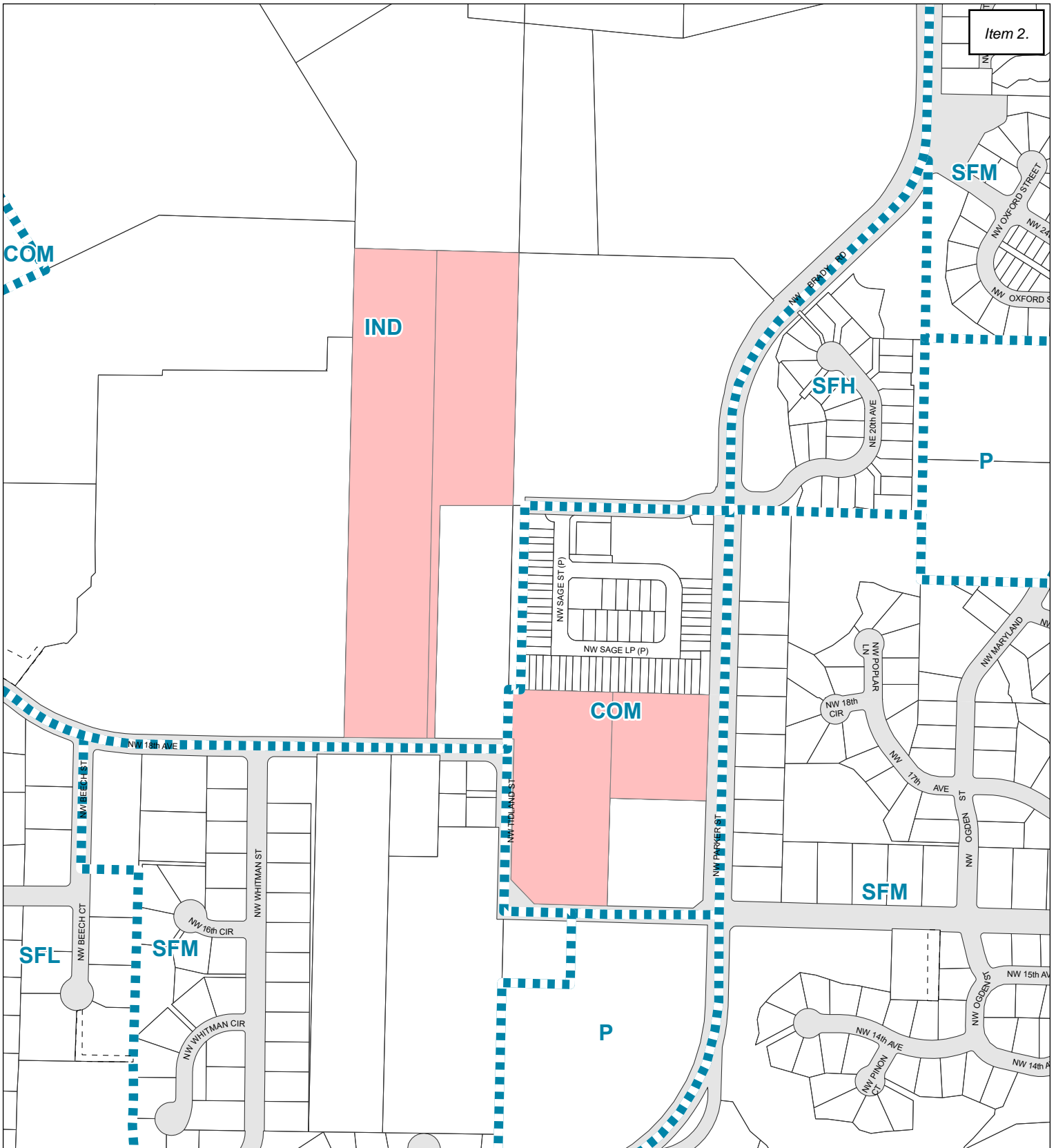
### Zoning Designations

Account: 986055381, 125193000, 127367000, 127372000  
 Owner: DALEY DENNIS W ETAL  
 Address: PO BOX 757  
 C/S/Z: RANCHO SANTA FE, CA 92067

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

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Geographic Information System

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### Comprehensive Plan Designations

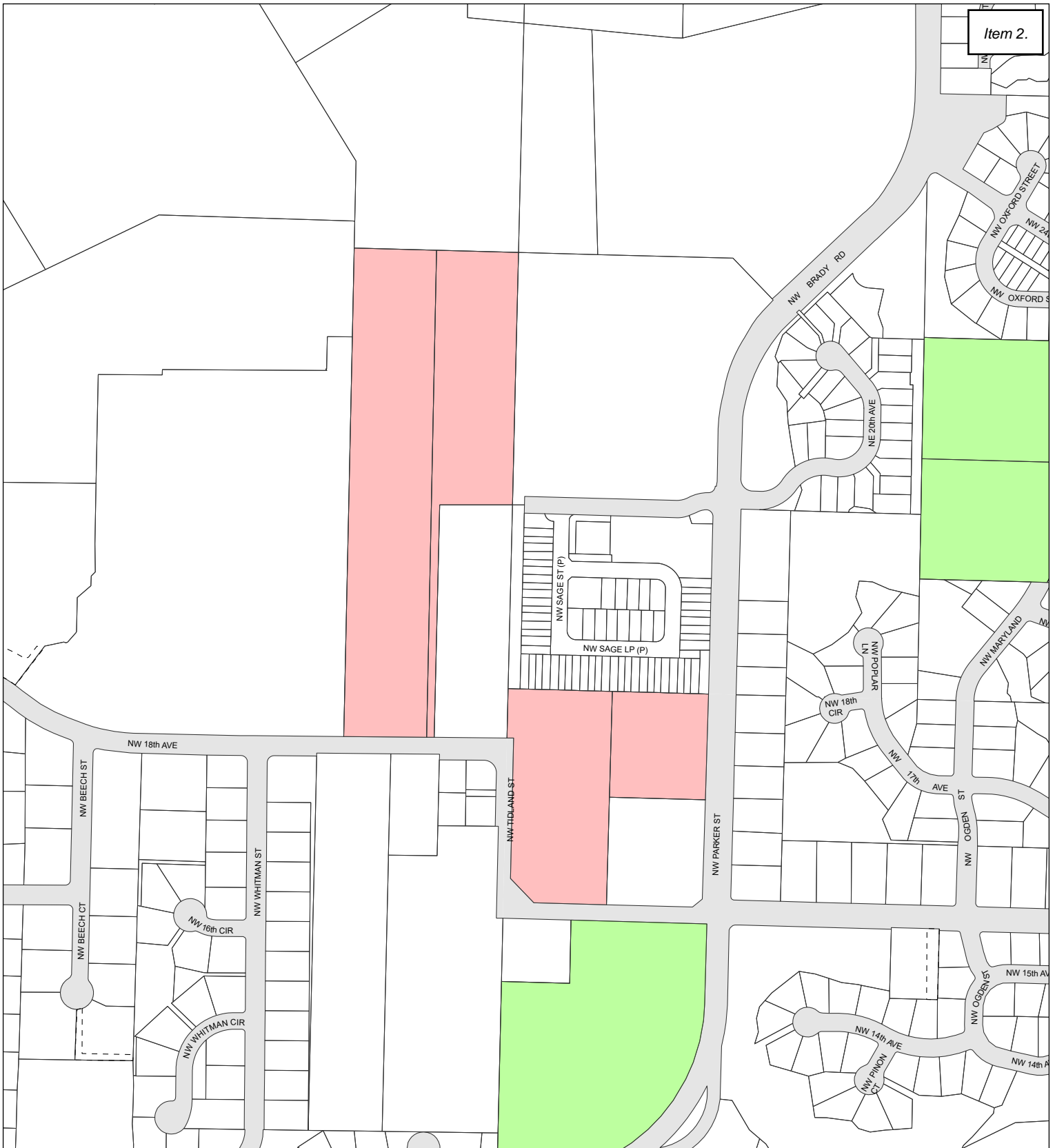
Account: 986055381, 125193000, 127367000, 127372000  
 Owner: DALEY DENNIS W ETAL  
 Address: PO BOX 757  
 C/S/Z: RANCHO SANTA FE, CA 92067

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

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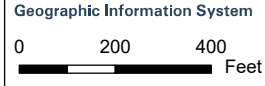
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### Arterials, C-Tran Bus Routes, Parks & Trails

Account: 986055381, 125193000, 127367000, 127372000  
 Owner: DALEY DENNIS W ETAL  
 Address: PO BOX 757  
 C/S/Z: RANCHO SANTA FE, CA 92067

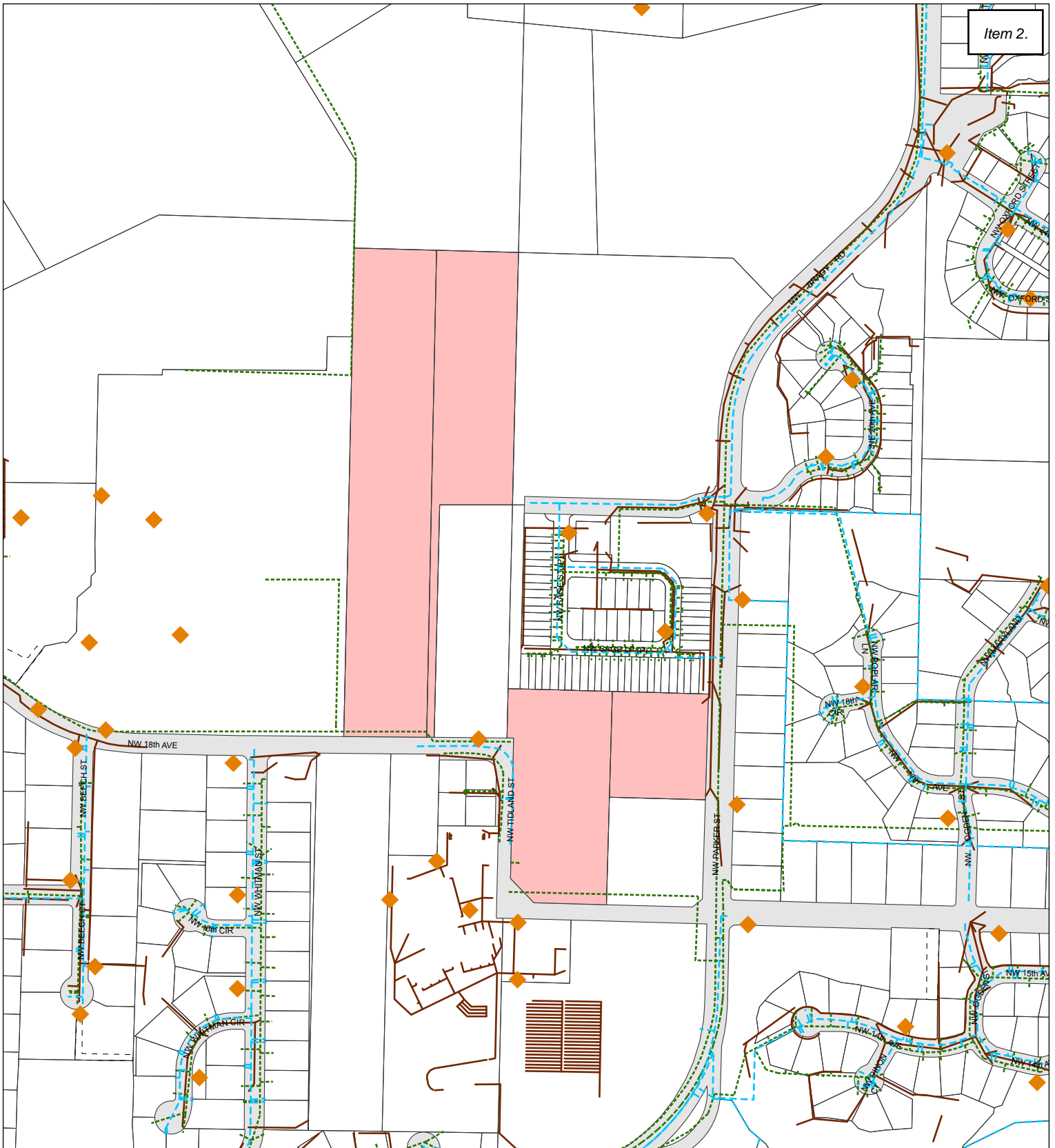
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- Subject Property(s)
- Transportation or Major Utility Easement
- Trail
- C-Tran Route
- Principal Arterial
- Minor Arterial
- Collector
- Rural Major Collector
- Rural Minor Collector
- State Route
- Other
- Proposed Arterial
- Scenic Highway

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**CLARK COUNTY, WASHINGTON**

Geographic Information System

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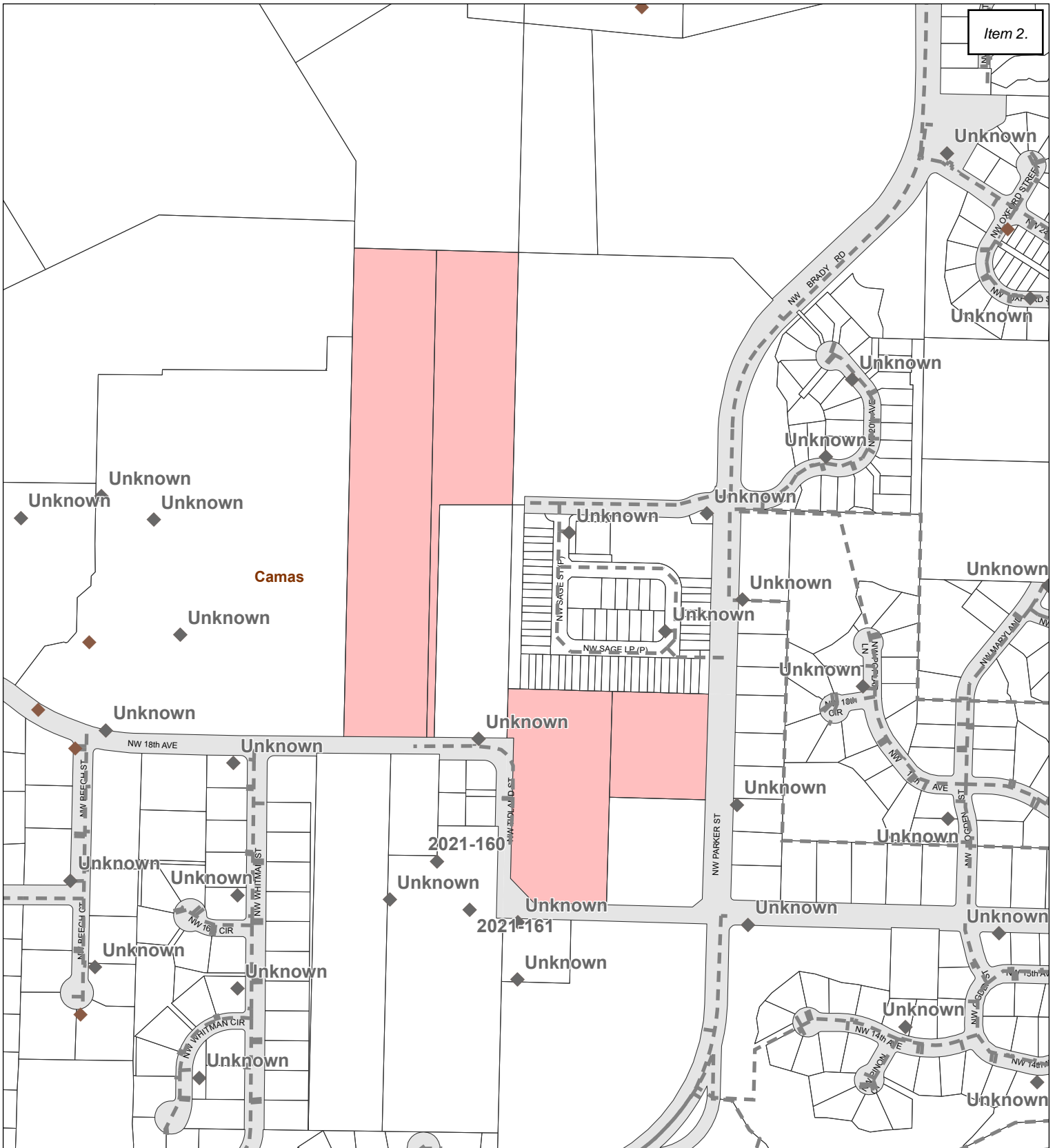
### Water, Sewer, and Storm Systems

Account: 986055381, 125193000, 127367000, 127372000  
 Owner: DALEY DENNIS W ETAL  
 Address: PO BOX 757  
 C/S/Z: RANCHO SANTA FE, CA 92067

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

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		13116	13115



**CLARK COUNTY, WASHINGTON**

Geographic Information System

0 200 400 Feet

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

### Water Systems

Account: 986055381, 125193000, 127367000, 127372000  
 Owner: DALEY DENNIS W ETAL  
 Address: PO BOX 757  
 C/S/Z: RANCHO SANTA FE, CA 92067

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

Printed on: January 25, 2023

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	13117	13116	13115



# Hydrant Fire Flow Details

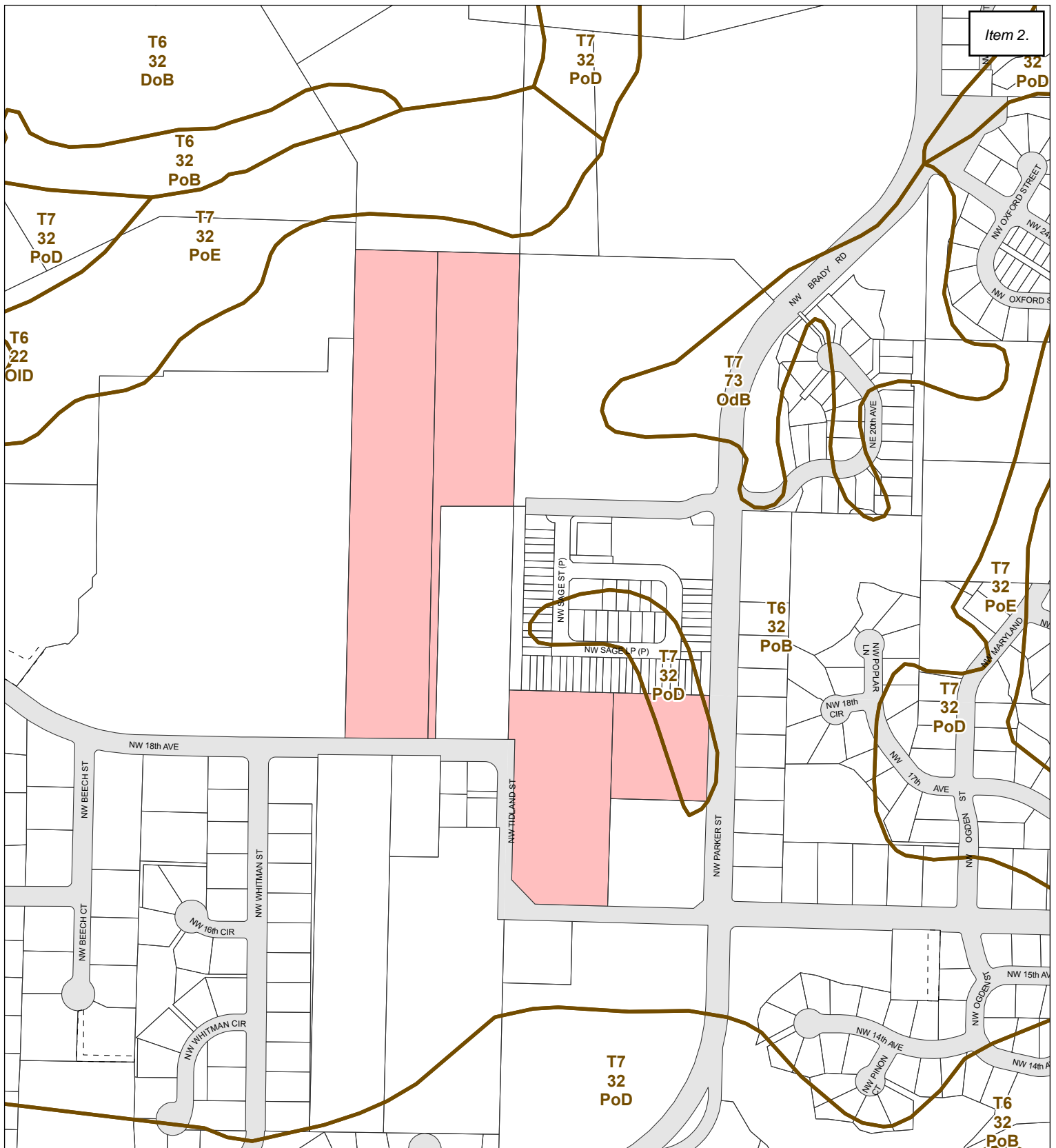
Item 2.

Account No.: 986055381, 125193000, 127367000, 127372000  
 Owner: DALEY DENNIS W ETAL  
 Address: PO BOX 757  
 C/S/Z: RANCHO SANTA FE, CA 92067

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

## HYDRANT INFORMATION:

Hydrant ID	Hydrant Owner	Main Diameter	Flow at 20 PSI	Test Date	Distance to site
Unknown	Unknown	0.0"	No Data		76 ft
Unknown	Unknown	0.0"	No Data		85 ft
Unknown	Unknown	0.0"	No Data		97 ft
2021-161	Private	0.0"	No Data		155 ft
Unknown	Camas	0.0"	No Data		185 ft
Unknown	Camas	0.0"	No Data		191 ft
2021-160	Private	0.0"	No Data		222 ft
Unknown	Unknown	0.0"	No Data		236 ft
Unknown	Unknown	0.0"	No Data		303 ft
Unknown	Unknown	0.0"	No Data		342 ft
Unknown	Private	0.0"	No Data		369 ft
Unknown	Unknown	0.0"	No Data		399 ft
Unknown	Unknown	0.0"	No Data		467 ft
Unknown	Unknown	0.0"	No Data		499 ft



### Soil Types

Account: 986055381, 125193000, 127367000, 127372000  
 Owner: DALEY DENNIS W ETAL  
 Address: PO BOX 757  
 C/S/Z: RANCHO SANTA FE, CA 92067

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

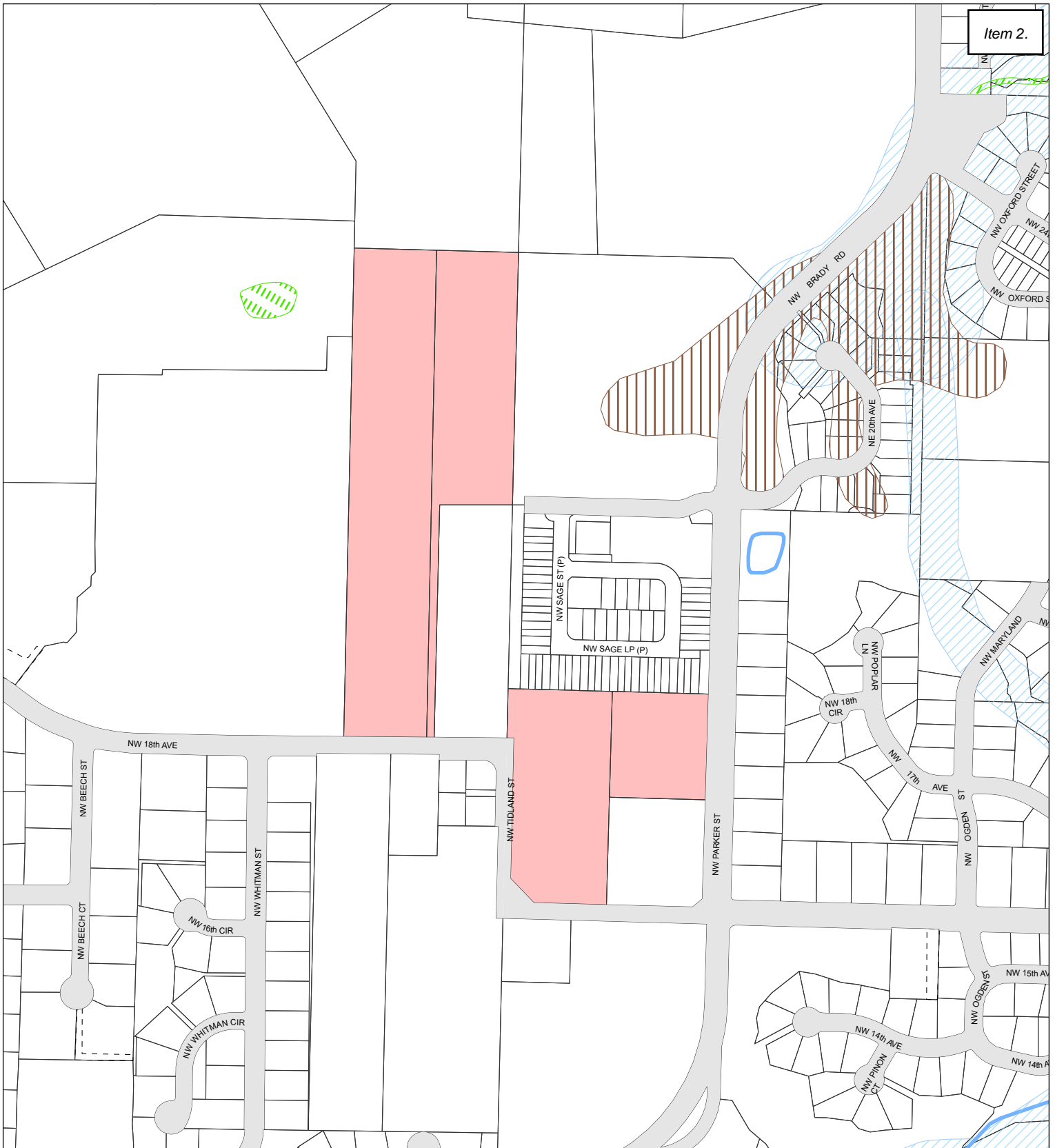
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Geographic Information System  
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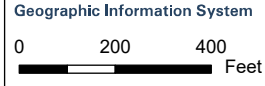
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### Environmental Constraints I

Account: 986055381, 125193000, 127367000, 127372000  
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 Address: PO BOX 757  
 C/S/Z: RANCHO SANTA FE, CA 92067

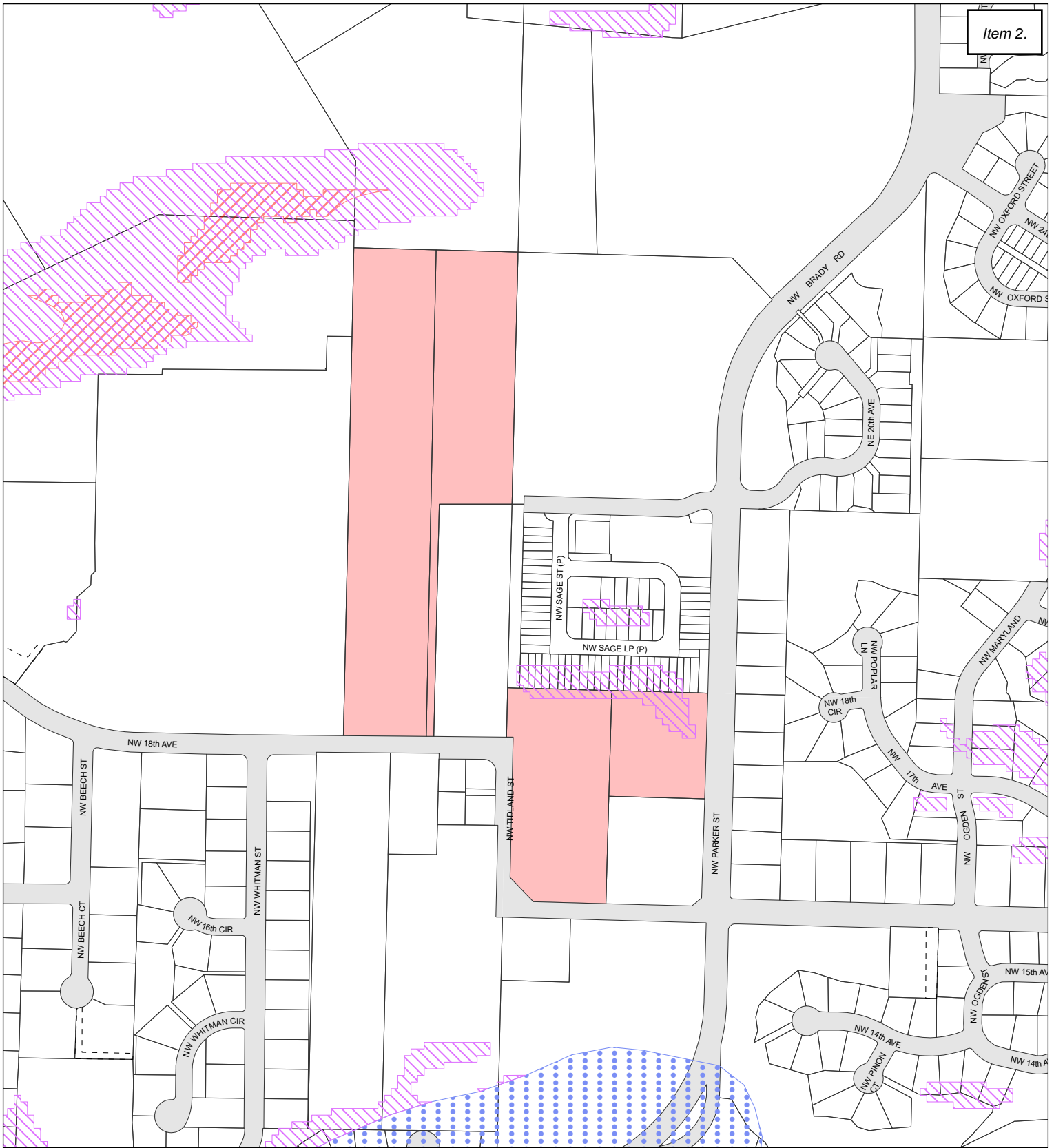
Printed on: January 25, 2023



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

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Item 2.



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

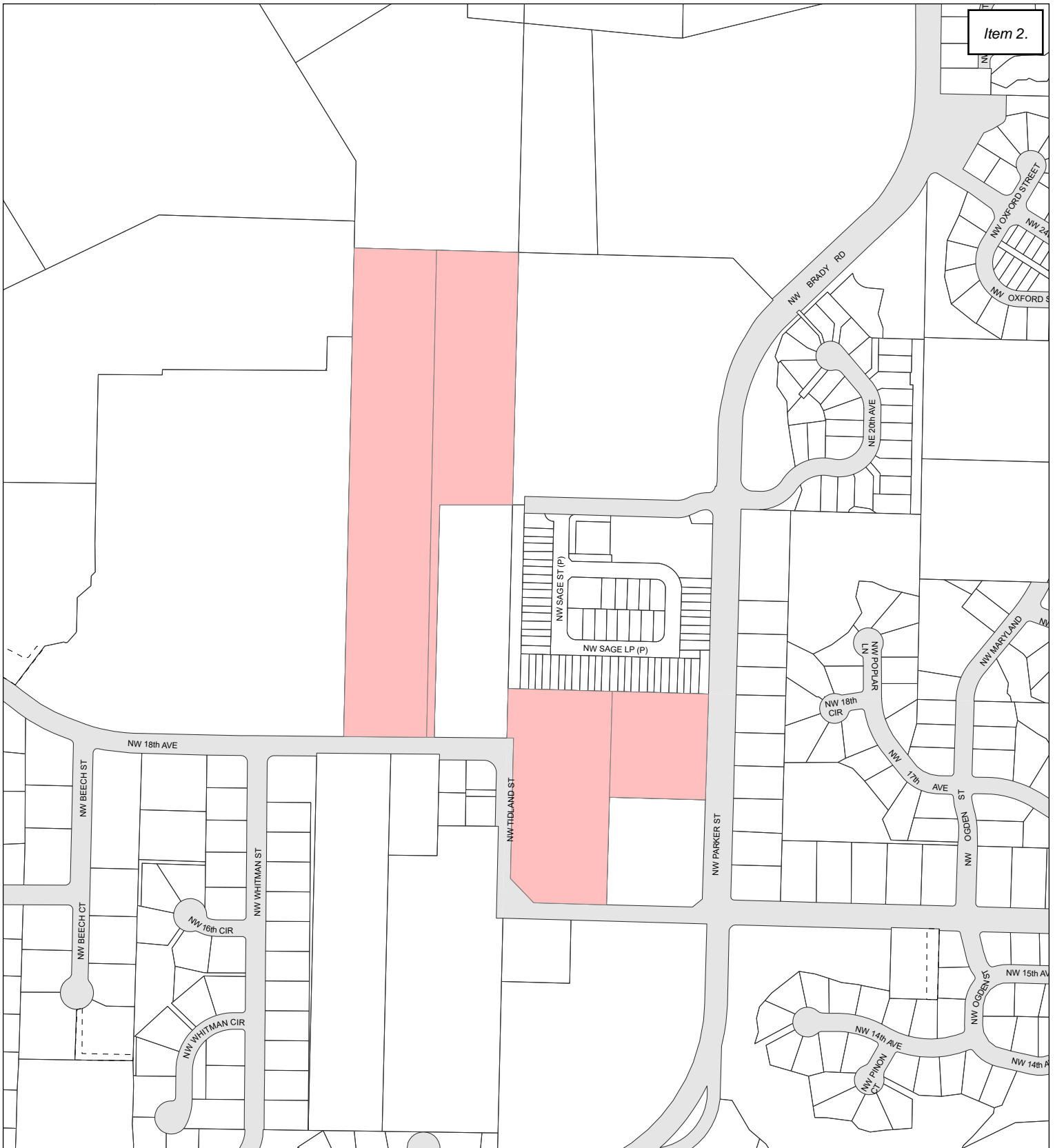
### Environmental Constraints II

Account: 986055381, 125193000, 127367000, 127372000  
 Owner: DALEY DENNIS W ETAL  
 Address: PO BOX 757  
 C/S/Z: RANCHO SANTA FE, CA 92067

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

Printed on: January 25, 2023

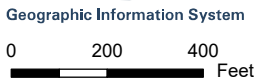
23131	23132	23133	23134
13106	13105	13104	13103
13107	13108	13109	13110
	13117	13116	13115



### Adjacent Development

Account: 986055381, 125193000, 127367000, 127372000  
 Owner: DALEY DENNIS W ETAL  
 Address: PO BOX 757  
 C/S/Z: RANCHO SANTA FE, CA 92067

Printed on: January 25, 2023

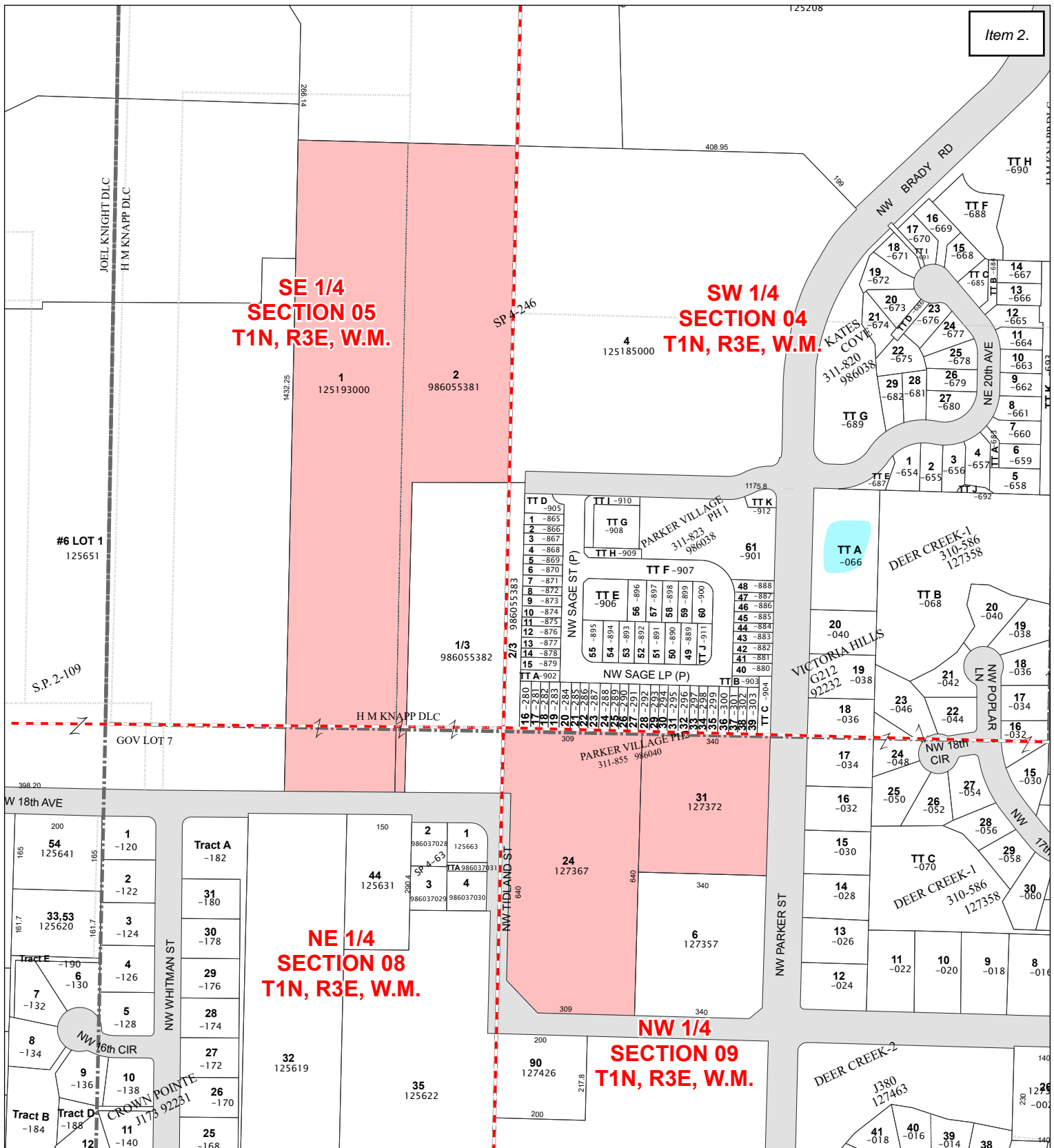


Information shown on this map was collected from several sources. Clark County accepts no responsibility for any inaccuracies that may be present.

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

23131	23132	23133	23134
13106	13105	13104	13103
13107	13108	13109	13110
	13117	13116	13115





### Quarter Section Parcels

Printed on: January 25, 2023

Account: 986055381, 125193000, 127367000, 127372000  
 Owner: DALEY DENNIS W ETAL  
 Address: PO BOX 757  
 C/S/Z: RANCHO SANTA FE, CA 92067



Geographic Information System  
 0 150 300 Feet

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

23131	23132	23133	23134
13106	13105	13104	13103
13107	13108	13109	13110
	13117	13116	13115

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



# Staff Report

April 18<sup>th</sup>, 2023 Planning Commission Workshop

Camas Municipal Code Changes to Incorporate North Shore Standards

Presenter: Robert Maul, Planning Manager

Time Estimate: 30 minutes

Phone	Email
360.817.4255	rmaul@cityofcamas.us

**BACKGROUND:** In November of 2022 the Camas City Council formally adopted the North Shore Subarea Plan (see attached report). The plan was a result of a year’s long effort with public engagement and public process to create land use designation and standards for the area north of Lacamas Lake. The proposed code changes up for discussion are informed by the adopted plan, as well as with detailed insight and recommendations from the Steering Committee and Citizen Advisory Committee.

**SUMMARY:** The proposed changes to the Camas Municipal Code (see attached) are intended to provide standards, definitions and direction specific to the North Shore Subarea plan. There will also be a design standards manual that will be forthcoming, but will be tied to the proposed code changes. The objective for the Planning Commission for this agenda item is to discuss the proposed changes and provide feedback and any changes to staff for editing. A public hearing will be held at a later date.

**BUDGET IMPACT:** N/A

**RECOMMENDATION:** This item is for discussion purposes only. No action to be taken.

## Title 18 ZONING<sup>1</sup>

### Chapter 18.01 GENERAL PROVISIONS

#### 18.01.010 Title.

The ordinance codified in this title shall be known and cited as the "Zoning Code of the City of Camas."  
(Ord. 2515 § 1 (Exh. A (part)), 2008: Ord. 2443 § 3 (Exh. A (part)), 2006)

#### 18.01.020 Purpose.

- A. The purposes of this title are: to implement the comprehensive plan for the city; to encourage the most appropriate use of land; to conserve and stabilize the value of property; to aid in rendering of fire and police protection; to provide adequate open space for light and air; to lessen the congestion on streets; to give an orderly growth to the city; to prevent undue concentration of population; to improve the city's appearance; to facilitate adequate provisions for community utilities and facilities such as water, sewerage, and electrical distribution system, transportation, schools, parks, and other public requirements; and in general to promote public health, safety and general welfare.
- B. Since the public health, safety and general welfare is superior to the interests and pecuniary gains of the individual, this title may limit the use of property and prevent its most profitable gain. If some reasonable use of property is allowed by this title and the effect is not confiscatory, the city is exercising a proper use of police power.

(Ord. 2515 § 1 (Exh. A (part)), 2008: Ord. 2443 § 3 (Exh. A (part)), 2006)

#### 18.01.030 Standards designated.

The standards established by this title are determined to be the minimum requirements in the interest of public health, safety and general welfare.

(Ord. 2515 § 1 (Exh. A (part)), 2008: Ord. 2443 § 3 (Exh. A (part)), 2006)

#### 18.01.040 Interpretation.

Where the conditions imposed by any provision of this title upon the use of land or building or upon the size, location, coverage or height of buildings are either more restrictive or less restrictive than comparable conditions

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<sup>1</sup>Prior history: Prior code §§ 11.76.010—11.76.180 as amended by Ords. 1621, 1976, 2022, 2121, 2290, 2291, 2295, 2298, 2299, 2306, 2312, 2313, 2315, 2320, 2322, 2332, 2338, 2362, 2363, 2364, 2365, 2368, 2369, 2370, 2378, 2383, 2389 and 2408.

imposed by any other provisions of this title or of any ordinance, resolution or regulation, the provisions which are more restrictive shall govern.

(Ord. 2515 § 1 (Exh. A (part)), 2008: Ord. 2443 § 3 (Exh. A (part)), 2006)

### **18.01.050 Severability.**

The provisions of this title are declared to be severable. If any section, sentence, clause or phrase of this title is adjudged by a court of competent jurisdiction to be invalid, such decision shall not affect the validity of the remaining portions of this code.

(Ord. 2515 § 1 (Exh. A (part)), 2008: Ord. 2443 § 3 (Exh. A (part)), 2006)

## **Chapter 18.03 DEFINITIONS<sup>2</sup>**

### **18.03.010 Purpose.**

The purpose of the definitions chapter is to carry out the intent of the city's development regulations. The terms defined in this chapter are the minimum necessary to resolve questions of interpretation. Terms not defined shall hold their common and generally accepted meaning, unless specifically defined otherwise in this code.

(Ord. 2515 § 1 (Exh. A (part)), 2008)

( Ord. No. 2691, § I(Exh. A), 1-21-2014 )

### **18.03.020 Interpretation of terms.**

- A. Terms in this title that are not defined in this chapter hold their common and accepted meaning.
- B. The following terms shall be interpreted as follows:
  1. Words used in the present tense include the future;
  2. The plural includes the singular and vice-versa;
  3. The words "will" and "shall" are mandatory;
  4. The word "may" indicates that discretion is allowed;
  5. The word "used" includes designed, intended, or arranged to be used;
  6. The masculine gender includes the feminine and vice-versa;
  7. The word "person" may be taken for persons;
  8. The word "building" includes a portion of a building or a portion of the lot on which it stands;
  9. Distances shall be measured horizontally unless otherwise specified;
  10. The word "occupied" includes designed or intended to be used.

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<sup>2</sup>Prior ordinance history: Ords. 2443, 2455 and 2481.

(Ord. 2515 § 1 (Exh. A (part)), 2008)

### 18.03.030 Definitions for land uses.

For the purposes of this title, the following definitions shall apply:

"Accessory Residential Storage Lot" means a designated lot within a North Shore residential zone (LD-NS, HD-NS) for the use as a storage facility for recreational vehicles, boats, and/or other watercraft. A Homeowner's Association (HOA) shall operate and maintain the storage facility. Only residents within the established HOA may use the facility. The HOA will establish rules and regulations for the storage facility to be recorded within the Covenants, Conditions & Restrictions for the HOA during the subdivision application period. Lots created for use as accessory residential storage facilities shall meet the dimensional requirements of the designated North Shore land use designation they are in. The North Shore Design Manual defines additional development requirements for accessory residential storage lots.

"Adult Entertainment Facility" see CMC Chapter 5.36 Sexually Oriented Business.

"Adult family home" means a residential home in which a person or persons provide personal care, special care, room, and board to more than one, but not more than six adults who are not related by blood or marriage to the person or persons providing the services. Adult family homes are a permitted use in all areas zoned for residential use.

Animal Kennel. See "Kennel."

"Antique shop" means an establishment engaged in the sale of collectibles, relics or objects of an earlier period than the present.

"Appliance sales and incidental service" means an establishment engaged in the sale and repair of household or office tools or devices operated by gas or electric current. Such tools or devices may include stoves, fans, refrigerators, etc.

"Assisted living" means any group residential program that provides personal care and support services to people who need help with daily living activities as a result of physical or cognitive disability. Assisted living communities usually offer help with bathing, dressing, meals and housekeeping. The amount of help provided depends on individual needs, however, full-time (twenty-four hours a day) care is not needed. Assisted living communities go by a variety of names: adult homes, personal care homes, retirement residences, etc.

"Automobile repair garage" means a building designed and used for the storage, care repair, or refinishing of motor vehicles including both minor and major mechanical overhauling, paint and body work.

"Automobile sales, new or used" means an establishment that provides for the sale of motorized vehicles as its primary use.

"Automobile service station" means any premises used primarily for supplying motor fuel, oil, minor servicing, excluding body and fender repair, and for sale of accessories as a secondary service for automobiles at retail direct to the customer.

"Automobile wrecking" means the dismantling or wrecking of used motor vehicles or trailers, or the storage, sale or dumping of dismantled, partially dismantled, obsolete or wrecked vehicles or their parts when screened from view from a public roadway and adjoining properties.

Bakery (Retail). "Retail bakery" means an establishment where the majority of retail sale is of products such as breads, cakes, pies, pastries, etc., which are baked or produced and for sale to the general public.

Bakery (Wholesale). "Wholesale bakery" means an establishment where breads, cakes, pies, pastries, etc. are baked or produced primarily for wholesale rather than retail sale.



Bar. See "Tavern."

"Bed and breakfast inn" means a dwelling or portion thereof, where short-term lodging rooms and meals are provided. The operator of the inn shall live on the premises or in adjacent premises. A bed and breakfast which includes six or more guest rooms shall be classified and defined as a hotel.

"Boat sales, and repair" means a business primarily engaged in sales and repair of new and used motorboats, sailboats, and other watercraft. Also includes businesses primarily engaged in the sale of supplies for boating.

"Book, stationery and art supply store" means an establishment engaged in the retail sale of books and magazines, stationery, record and tapes, video and art supplies, including uses.

Brew pub. See "specialty goods production."

"Building and hardware and garden supply store" means an establishment engaged in selling lumber and other building materials such as paint, glass, wallpaper, tools, seeds and fertilizer.

"Bus station" means an establishment for the storage, dispatching, repair and maintenance of coaches and vehicles of a transit system.

Child Care. See "Day care."

"Church" means a permanently located building commonly used for religious worship, fully enclosed with walls and roof. A memorial chapel is similar to a church, with the exception that no funeral home activities, such as embalming or casket display are permitted.

"Clinic" means a building or portion of a building containing offices and facilities for providing medical, dental and psychiatric services for outpatients only.

"Community center" means a facility owned and operated by a public agency or nonprofit corporation; provided, that the principal use of the facility is for public assistance, recreation, community improvement, or public assembly.

Convenience Store. See "Grocery, neighborhood."

"Convention center" means an establishment developed primarily as a meeting facility; including facilities for recreation and related activities provided for convention participants, excluding overnight lodging.

"Day care center" means a state licensed entity regularly providing care for thirteen or more children for periods of less than twenty-four hours. A day care center is not located in a private family residence unless the portion of the residence to which the children have access is used exclusively for the children during the hours the center is open or is separate from the usual quarters of the family.

Day Care, Family Home. "Family home day care" means an entity regularly providing care during part of the twenty-four hour day to six or fewer children in the family abode of the person(s) under whose direction the children are placed; or, a state licensed entity regularly providing care during part of the twenty-four hour day to between six and twelve children in the family abode of the person(s) under whose direction the children are placed.

Day Care, Mini-Center. "Mini-center day care" means a state licensed entity providing care during part of the twenty-four hour day period for twelve or fewer children in a facility other than the family abode of the person or persons under whose direct care the children are placed, or for the care of seven through twelve children in the family abode of such person or persons.

"Delicatessen (deli)" means retail food stores selling ready-to-eat food products such as cooked meats, prepared salads or other specialty food items. This definition includes seafood, health food and other specialty foods.

"Drug store" means an establishment engaged in the retail sale of prescription drugs, nonprescription medicines, cosmetics and related supplies.

"E-cigarette" means any electronically actuated device or inhaler meant to simulate cigarette smoking that uses a heating element to vaporize a liquid solution, popularly referred to as "juice," and that causes the user to exhale any smoke, vapor, or substance other than that produced by unenhanced human exhalation. The juice used in e-cigarettes typically contains nicotine, and for this reason e-cigarettes and their juice fall under the classification of tobacco products and tobacco paraphernalia.

"Electric vehicle battery charging station" and "rapid charging station" mean an electric component assembly, or cluster of component assemblies designed specifically to charge batteries within electric vehicles, which meet or exceed any standards, codes, and regulations set forth by RCW Chapter 19.28.

"Electric vehicle infrastructure" means structures, machinery, and equipment to support electric vehicles such as a battery exchange station or facility, and which may be subject to site plan permits.

"Event center" means a building or property used by groups for celebratory events (e.g. weddings, parties, reunions, etc.), meetings and other events. Occupancy must be less than two hundred persons otherwise it shall be regulated as a convention center. Events may occur outdoors. Typically food service and alcohol are associated with this use.

"Fitness center/sports club" means an establishment engaged in operating physical fitness facilities, sports and recreation clubs.

"Florist shop" means establishments engaged in the retail sale of flowers and plants.

"Food carts/food trucks/food delivery business" means a business in which food is primarily prepared and sold from a vehicle or trailer. Restaurants or fast food restaurants in a permanent building are not included in this definition. Food carts are generally not allowed to conduct business within the public right-of-way and must be located on leased or owned property. For more information refer to zoning structure setbacks, uses allowed in the zone, and siting requirements at CMC Chapter 18.18 Site Plan Review.

"Funeral home" means a building where services and/or ceremonies are held in conjunction with human burial or cremation. Crematories may be an accessory use to a funeral home.

"Furniture store" means establishments engaged in the retail sale of household furniture and furnishings for the home.

"Gas/fuel station" means establishments engaged primarily in the sale of automobile gasoline or other auto fuel to the general public.

"Gas/fuel station with mini market" means establishments engaged in the sale of gasoline or other auto fuel together with a minor incidental building in which incidental items including snack foods and beverages are sold.

"Golf course" means a recreational facility, under public or private ownership, designed and developed for uses including, but not limited to a golf course, driving range, putt-putt golf, and other auxiliary facilities such as a pro shop, caddy shack building, restaurant, meeting rooms, and storage facilities.

Grocery, Large Scale. "Large scale grocery" means a retail business enclosed within a structure greater than thirty thousand square feet with the majority of sales relating to food for the consumption off-premises.

Grocery, Neighborhood. "Neighborhood grocery" means a retail business enclosed within a structure less than six thousand square feet with the majority of sales relating to food and associated items. Limited outdoor storage may be permitted; provided it complies with screening requirements. Where outdoor storage occurs, the use shall be defined as a small scale grocery.

Grocery, Small Scale. "Small scale grocery" means a retail business enclosed within a structure between six thousand square feet and thirty thousand square feet with the majority of sales relating to food for the consumption off-premises.

Hardware Store. See "Building, hardware and garden supply store."

"Hazardous waste" means all dangerous and extremely hazardous, as defined in RCW 70.105.010, except for moderate-risk waste.

"Hazardous waste storage" means the holding of dangerous waste for a temporary period, as regulated by state dangerous waste regulations, Chapter 173-303, Washington Administrative Code.

"Hazardous waste treatment" means the physical, chemical or biological processing of dangerous waste to make waste nondangerous or less dangerous, safer for transport, amenable for energy or material resource recovery, amenable for storage, or reduced in volume.

Hazardous Waste Treatment and Storage Facility, Off-site. "Off-site hazardous waste treatment and storage facility" means treatment and storage facilities of hazardous wastes generated on properties other than those on which the off-site facility is located.

Hazardous Waste Treatment and Storage Facility, On-site. "On-site hazardous waste treatment and storage facility" means treatment and storage of hazardous wastes generated on-site.

"Home occupation" See CMC Chapter 18.39 Home Occupations.

"Hospital" means an establishment that provides sleeping and eating facilities to persons receiving medical, obstetrical or surgical care and nursing service on a continuous basis.

"Hotel" means a building or buildings in which short-term lodging is provided for a fee for up to thirty consecutive nights. The facility may provide such things as restaurants, meeting rooms, self-service kitchens, and/or other auxiliary facilities and services. This definition is interchangeable with "motel," "hostel," and "inn."

Junkyard. See "Wrecking yard."

"Kennel/boarding (incidental use)" means any premises or building in which four or more dogs or cats at least four months of age are kept commercially for training or board. Propagation and sale of pets may not occur as an incidental use. Facilities for the boarding of animals may occupy no more than 30 percent of the gross floor area of the primary building and must be indoors. Excessive barking may be considered cause for revocation of permit in accordance with CMC Section 9.32.050 Public disturbance noises.

"Kennel/commercial boarding (primary use)" means any premises or building in which four or more dogs or cats at least four months of age kept commercially for board, propagation or sale. Facilities for kennels/boarding must be entirely indoors, unless otherwise approved with a Type III permit.

Laundry/dry cleaning (industrial): "Industrial laundry/dry cleaning" means a business supplying bulk laundry services, such as linen and uniform services on a rental or contract basis. May also include cleaning used carpets and upholstery.

Laundry/dry cleaning (retail): "Retail laundry/dry cleaning" means a business providing drop-off and pick-up services of laundry and dry cleaning (except coin-operated); and providing specialty cleaning services for specific types of garments and other textile items (except carpets and upholstery), such as fur, leather, or suede garments; wedding gowns; hats; draperies; and pillows.

Laundry, self-service: "Self-service laundry" means a business providing coin-operated machines for home type washing, drying, and/or ironing to be performed primarily by customers.

Live-work unit: "Live-Work" means a type of residential mixed-use development that combines a nonresidential use with a residential use in the same unit, and where a resident uses the workspace. The living space may be located in front or behind the workspace on the same floor or on a separate floor.

"Marijuana processor" means a facility licensed by the Washington Liquor Control Board to transform marijuana into usable marijuana and marijuana-infused products into useable marijuana and marijuana-infused products, package and label useable marijuana and marijuana-infused products for sale in retail outlets, and sell usable marijuana and marijuana-infused products at wholesale to marijuana retailers. Processors are classified as follows:

Processor I, a facility limited to drying, curing, trimming, and packaging; and

Processor II, a facility that extracts concentrates, infuses products, or involves mechanical and/or chemical processing in addition to drying, curing, trimming, and packaging.

"Marijuana producer" means a facility licensed by the Washington State Liquor Control Board for the growing and sale at wholesale of marijuana to marijuana processors and other marijuana producers.

"Marijuana retailer" means a facility licensed by the Washington State Liquor Control Board for the sale to consumers of usable marijuana and marijuana-infused products.

"Meeting facility" means a primary or secondary use in which a room or series of rooms are available for businesses purposes on an hourly or daily rate.

"Mini-storage facility" means a building consisting of individual, small, self-contained units that are leased or owned for the storage of business and household goods or contractor's supplies. May also include an accessory residential use, which will not exceed nine hundred square feet of floor area or forty percent of the primary building size, whichever is lesser. This singular, accessory dwelling is intended solely as living quarters for security staff or for the manager, and shall not be leased to non-employees of the facility.

"Newspaper printing plant" means a building housing a business to include the writing, layout, editing, and publishing of a newspaper.

Nursery, Plant. "Plant nursery" means an enterprise, establishment, or portion thereof that conducts the retailing or wholesaling of plants grown on the site, as well as accessory items (but not farm implements). The accessory items normally sold include items such as clay pots, potting soil, fertilizers, insecticides, hanging baskets, rakes and shovels.

"Nursing, rest or convalescent home" means an establishment which provides full-time care for three or more chronically ill or infirm persons. Such care shall not include surgical, drug or alcohol treatment services, or obstetrical or acute illness services. See residential treatment facility (RTF) definition for drug and alcohol treatment services.

"Office supply store" means stores selling office products such as stationery, legal forms, writing implements, typewriters, computers, copiers, office furniture, and the like.

"Pawnshop" means establishments who lend money on goods deposited until redeemed.

"Permanent supportive housing" means subsidized, leased housing with no limit on of stay, that prioritizes people who need comprehensive support services to retain tenancy and utilizes admissions practices designed to use lower barriers to entry than would be typical for other subsidized or unsubsidized rental housing, especially related to rental history, criminal history, and personal behaviors. Permanent supportive housing is paired with on-site or off-site voluntary services designed to support a person living with a complex and disabling behavioral health or physical health condition who was experiencing homelessness or was at imminent risk of homelessness prior to moving into housing to retain their housing and be a successful tenant in a housing arrangement, improve the residents' health status, and connect the resident of the housing with community-based health care, treatment, or employment services. Permanent supportive housing is subject to all of the rights and responsibilities defined in chapter 59.18 RCW.

"Pet shop" means establishments engaged in the retail sale of pets, pet food, supplies and the grooming of pets and other small animals.

Pharmacy. See "Drug store."

"Photographic" and "electronic stores" mean establishments engaged in the retail sale of camera and photographic supplies and a variety of household electronic equipment.

"Print shop" means a retail establishment that provides duplicating services using photocopy, blueprint, and offset printing equipment, including collating of booklets and reports.

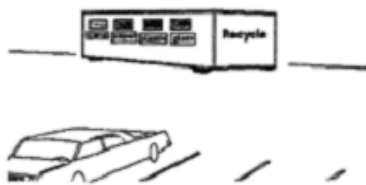
"Professional offices" means an office containing activities such as those offered by a physician, surgeon, dentist, lawyer, architect, engineer, accountant, artist or teacher, real estate or insurance sales.

"Public agency" means any agency office for the administration of any governmental activity or program.

"Recreational vehicle (RV) park" means any lot of land upon which two or more recreational vehicle sites are located, established, or maintained for occupancy by recreational vehicles of the general public as temporary living quarters for recreation or vacation purposes.

"Recycling center" means a building in which used material is separated and processed prior to shipment to others who will use those materials to manufacture new products.

"Recycling collection point" means a collection point for recoverable resources, such as newspapers, glassware, and metal cans, with processing of items occurring off-site. See Figure 18.03-1.



**Figure 18.03-1 Recycling Collection Point**

"Recycling plant" means a facility that is not a junkyard and in which recoverable resources, such as newspapers, glass, metal cans and other products are reprocessed and treated to return such products to a condition in which they may again be used for production.

"Residential care facility" means a facility, licensed by the state of Washington, that cares for at least five but not more than fifteen people with functional disabilities, and that has not been licensed as an adult family home pursuant to RCW 70.128.175.

"Residential treatment facility (RTF)" means a facility meeting applicable state and federal standards that provides support services including, but not limited to, counseling, rehabilitation and medical supervision for the need of drug or alcohol treatment. An RTF may function as a residence, day-treatment facility, or a combination thereof. An RTF may be staffed by resident or nonresident staff and may include more than eight unrelated individuals. An RTF shall not be located within one thousand feet of public and private schools, public parks, public libraries, other RTFs, or similar uses.

"Restaurant" means an establishment that serves food and beverages primarily to persons seated within the building. This includes cafes, coffee shops, tearooms, and outdoor cafes.

Restaurant, Fast Food. "Fast food restaurant" means an establishment that offers quick food service, which is accomplished through a limited menu of items already prepared and held for service, or prepared, fried, or grilled quickly, or heated in a device such as a microwave oven. Orders are not generally taken at the customer's table, and food is generally served in disposable wrapping of containers. The establishment may also offer drive-up or drive-through service.



"Roadside produce stand" means an establishment engaged in the retail sale of local fresh fruits and vegetables and having permanent or semi-permanent structures associated with such use.

"Second-hand/consignment store" means an establishment engaged in the retail sale of used clothing, sports equipment, appliances and other merchandise.

"Smoke shop/head shop" means any premises where the primary use (fifty percent or more of the net floor area of a business) is dedicated to the display, sale, distributions, delivery, offerings, furnishing, or marketing of tobacco, tobacco products or tobacco paraphernalia.

"Sober Living Homes" means a home-like environment that promotes healthy recovery from a substance use disorder and supports persons recovering from a substance use disorder through the use of peer recovery support. Sober living homes are limited to no more than eight unrelated individuals.

"Social gathering hall" means a building used primarily by community groups and organizations for meetings, celebrations, bingo and other events.

"Specialty goods production" means small scale businesses that manufacture artisan goods or specialty foods. Small manufacturing production aims at direct sales rather than the wholesale market. This use may include public viewing, tasting area for consumption on site, restaurant or café, and other customer service space. This use category includes the following: Microbreweries (a.k.a. Brew pub), microdistilleries, and wineries; fruit and vegetable preserving and specialty foods; and artisan leather, glass, cutlery, hand tools, wood, paper, ceramic, textile and yarn products.

"Stock broker, brokerage firm" means a qualified and regulated professional or company that oversees financial assets, buys and sells (trades) shares or stocks, and other securities through market makers on behalf of investors.

"Tavern" means an establishment primarily serving alcoholic beverages for consumption on-site. Secondary activities may include dining, music, bottling, and sale of bottled beverages prepared on-site.

"Tiny house" and "Tiny house with wheels" means a dwelling to be used as permanent housing with permanent provisions for living, sleeping, eating, cooking, and sanitation built in accordance with state building code.

"Tiny house communities" means real property rented or held out for rent to others for the placement of tiny houses with wheels or tiny houses as approved through site plan review (Chapter 18.18).

"Tobacco paraphernalia" means any paraphernalia, equipment, device, or instrument that is primarily designed or manufactured for the smoking, chewing, absorbing, dissolving, inhaling, snorting, sniffing, or ingesting by any other means into the body of tobacco, tobacco, tobacco products, marijuana, marijuana products, or other controlled substances as defined by the state of Washington. Items or devices classified as tobacco paraphernalia include but are not limited to the following: pipes, punctured metal bowls, bongs, water bongs, electric pipes, e-cigarettes, e-cigarette juice, buzz bombs, vaporizers, hookahs, and devices for holding burning material. Lighters and matches shall be excluded from the definition of tobacco paraphernalia.

"Tobacco product" means any product in leaf, flake, plug, liquid, or any other form, containing nicotine derived from the tobacco plant, or otherwise derived, which is intended to enable human consumption of the tobacco or nicotine in the produce, whether smoked, chewed, absorbed, dissolved, inhaled, snorted, sniffed, or ingested by any other means. For the purposes of this chapter, the term "tobacco product" excludes any product that has been specifically approved by the United States Food and Drug Administration (FDA) for sale as tobacco/smoking cessation product or for other medical purposes, where such product is marketed and sold solely for such an approved purpose.

"Transitional housing" means a project that provides housing and supportive services to homeless persons or families for up to two years and that has as its purpose facilitating the movement of homeless persons and families into independent living.

"Use" means an activity or a purpose for which land or a structure is designed, arranged or intended, or for which it is occupied or maintained.

"Veterinarian clinic" means a facility established to provide examination, diagnostic, and health maintenance services for medical and services for medical and surgical treatment of companion animals on an outpatient basis. A veterinarian clinic operates during regular business hours and discharges all patients prior to closing time.

"Vision clearance hazard" An object that interferes with vision near intersections of roadways and motor vehicle access points where a clear field of vision is required for traffic safety and to maintain adequate sight distance. See also ["Corner lot vision clearance area"] design provisions at Section 18.17.030.

"Veterinarian hospital" means a facility established to provide examination, diagnostic and health maintenance services for medical and surgical treatment of companion animals and equipped to provide housing and nursing care for them during illness or convalescence.

Warehouse, Bulk Retail. "Bulk retail warehouse" means a building primarily used for the storage and retail sale of large quantities of goods and materials.

Warehouse, Wholesale and Distribution. "Wholesale and distribution warehouse" means a use engaged in storage, wholesale, and distribution of manufactured products, supplies, and equipment, but excluding bulk storage of materials that are inflammable or explosive or that create hazardous or commonly recognized offensive conditions.

(Ord. 2515 § 1 (Exh. A (part)), 2008)

(Ord. No. 2612, § I(Exh. A), 2-7-2011; Ord. No. 2654, §§ I, II, 7-16-2012; Ord. No. 2691, § I(Exh. A), 1-21-2014 ; Ord. No. 2712 , § 2, 10-20-2014; Ord. No. 15-023 , § I, 11-16-2015; Ord. No. 17-013 , § I(Exh. A), 10-2-2017; Ord. No. 18-014 , § X, 9-4-2018 ; Ord. No. 21-004 , § II(Exh. A), 3-15-2021; Ord. No. 22-007 , § I, 5-16-2022)

### **18.03.040 Definitions for development terms.**

As used in this title:

"Abutting" means adjoining.

Access Easement. See "Street."

Access Panhandle. See "Flag lot."

"Accessory structure or accessory use" means a structure or use incidental and subordinate to the principal use or structure and located on the same lot or tract.

"Alley" means a narrow street primarily for vehicular service access to the rear or side of properties otherwise abutting on another street.

"Annexation" means the legal process in which a parcel or contiguous group of parcels in an unincorporated area become part of the city taking the action of incorporation.

~~"Apartment house" means a building containing three or more dwelling units on a lot or parcel.~~

Arterial. See "Street."

"Assessment project" means the assessment may be a local improvement district (LID) or equitable reimbursement method.

"Basement" means any area of the building having its floor subgrade (below ground level) on all sides.

"Binding site plan" means a drawing to scale which: (1) identifies and shows the areas and locations of all streets, roads, improvements, utilities, open spaces, and any other matters specified by local regulations; (2)

contains inscriptions or attachments setting forth limitations and conditions for the use of the land; and (3) contains provisions making any development be in conformity with the site plan.

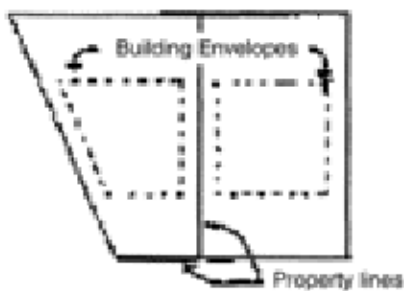
"Boundary line adjustment" means an adjustment of boundary lines between platted or unplatted lots or both, which does not create any additional lot, tract, parcel, site or division.

"Breakaway wall" means a wall that is not part of the structural support of the building and is intended through its design and construction to collapse under specific lateral loading forces, without causing damage to the elevated portion of the building or supporting foundation system.

"Breezeway" means a structure for the principal purpose of connecting the main building or buildings on a property with other main buildings or accessory buildings.

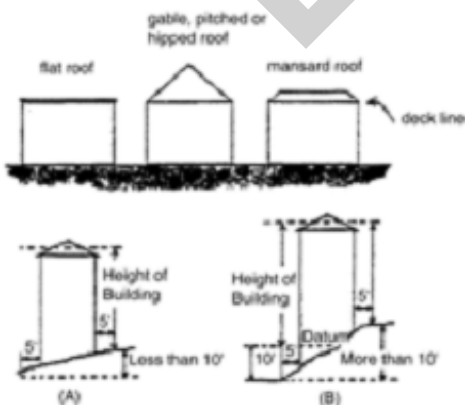
"Building" means any structure used or intended for supporting or sheltering any use or occupancy.

"Building envelope" means a delineated area identifying where a primary building may be established. See Figure 18.03-3.



**Figure 18.03-3**  
**Building Envelopes**

"Building height" means the vertical distance above a reference datum measured to the highest point of the coping of a flat roof or to the deck line of a mansard roof or to the average height of the highest gable of a pitched or hipped roof. The reference datum shall be selected by either of the following, whichever yields a greater building height: (a) the elevation of the highest adjoining sidewalk or ground surface within a five-foot horizontal distance or the exterior wall of the building when such sidewalk or ground surface is not more than ten feet above the lowest grade; (b) an elevation ten feet higher than the lowest grade when the sidewalk or ground surface described in subsection (a) of this definition is more than ten feet above the lowest grade. The height of a stepped or terraced building is the maximum height of segment of the building. See Figure 18.03-4.



### Figure 18.03-4 Building Height

"Building line" means a line on a plat indicating the limit beyond which primary buildings or structures may not be erected.

"City" means the City of Camas.

Collector. See "Street."

"Commission" means the Planning Commission of the City of Camas.

"Comprehensive plan" means the comprehensive plan for the City of Camas, comprising plans, maps or reports, or any combination thereof relating to the future economic and physical growth and development of the city.

"Contractor" means the person/firm hired by the applicant to perform work.

"Council" means the Council of the City of Camas.

"Court" means a space open and unobstructed to the sky, located at or above grade level on a lot and bounded on three or more sides by walls of a building.

"Critical facility" means a facility for which even a slight chance of flooding might be too great. Critical facilities include (but are not limited to) schools, nursing homes, hospitals, police, fire and emergency response installations, and installations which produce, use, or store hazardous materials or hazardous waste.

Cul-de-sac. See "Street."

"Dedication" means the deliberate appropriation of land by an owner for any general and public uses, reserving to the owner no other rights than such as are compatible with the full exercise and enjoyment of the public uses to which the property has been devoted.

"Density transfer" means a transfer of dwelling units located on a site identified as sensitive lands or open space to the developable portion of land on the site. (Refer to Section 18.09.060 Density Transfers)

"Developed/net acreage" means the total acreage of a land use development exclusive of open space and critical areas.

"Development" within the area of special flood hazard means any manmade change to improved or unimproved real estate, including but not limited to buildings or other structures, mining, dredging, filling, grading, paving, excavation, or drilling operations, or storage of equipment or materials located within the area of special flood hazard.

"Director" means community development director or designee.

"Driveway" means the required traveled path to or through a parking lot for three or more vehicles. A "driveway" also refers to the vehicular access for single-family dwelling.

"Dwelling unit" means an independent living unit within a dwelling structure designed and intended for occupancy by not more than one family and having its own housekeeping and kitchen facilities. Hotel, motel, and bed and breakfast that are primarily for transient tenancy are not considered dwelling units.

Dwelling Unit, Accessory. "Accessory dwelling unit" means an additional, smaller, subordinate dwelling unit on a lot or attached to an existing or new house. Refer to Chapter 18.27 Accessory Dwelling Units.

Dwelling, Condominium. "Condominium dwelling" means two or more units where the interior space of which are individually owned; but the balance of the property (both land and/or building) is owned in common by the collective owners of the building.

Dwelling, Multifamily. "Multifamily dwelling" or "apartment" means a building containing three or more dwelling units on a lot or parcel.

Dwelling, Duplex or Two-Family. "Duplex or two-family dwelling" means a structure containing two dwelling units on one lot.

Dwelling, Single-Family. "Single-family dwelling" means a detached building containing one dwelling unit.

Dwelling, Single-Family Attached (Row House). "Single-family attached dwelling" means a single household dwelling attached to another single household dwelling by a common vertical wall, and each dwelling is owned individually and located on a separate lot. These are more commonly referred to as townhouses or rowhouses.

Dwelling, Cottage Cluster. "Cottage-style home" or "Cottage Cluster" means a grouping of no fewer than four detached dwelling units per acre with a maximum footprint of 1,000 square feet each and that includes a common courtyard. Cottage clusters may be located on a single lot or parcel or on individual lots or parcels. Cottage cluster development standards are detailed in the Camas Design Review Manual.

"Easement" means a grant of the right to use land for specific purposes.

"Elevated building" means for insurance purposes, a non-basement building that has its lowest elevated floor raised above ground level by foundation walls, shear walls, post, piers, pilings, or columns.

"Erosion control bond" insures the satisfactory installation, maintenance, and operation of erosion control measures within an approved development. The developer/owner is the principle and the city is the obligee. The bond shall remain in full force and effect until released by the city.

"Established grade" means the curb line grade established by the city.

Facility, Essential Public. "Essential public facility" means and includes those facilities that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities, state and local correctional facilities including substance abuse facilities, mental health facilities, and group homes.

Facility, Public. "Public facility" means streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, water towers, storm and sanitary sewer systems, parks and recreation facilities, and schools that are open to the general public and owned by or in trust for a government entity.

"Family" means an individual, or two or more persons related by blood or marriage, or two persons with functional disabilities as defined in this chapter, or a group of not more than five unrelated persons (excluding servants), living together in the same dwelling unit.

"Fence" means a structure, other than a building, designed, constructed and intended to serve as a barrier or as a means of enclosing a yard or other structure; or to serve as a boundary feature separating two or more properties. Landscaping plantings do not fall within this definition.

Fence, Sight-Obstructing. "Sight-obstructing fence" means a fence so arranged as to obstruct vision.

"Final acceptance" means city council approval of the complete public improvements and acceptance of the warranty for the public improvements. The end of the warranty period signifies the city responsibility for maintenance and repair of any public improvements.

"Final plat" means the final drawing of the subdivision or short subdivision and dedication, prepared for filing for record with the county auditor and containing all elements and requirements set forth in this chapter and in state law.

"Flag lot" means a lot that does not have full frontage on a public street and the "pole" of the flag lot is less than half the width of the average lot width. Flag poles shall be a minimum of twenty feet wide, provide a minimum of twelve feet wide pavement and extend no longer than three hundred feet.



"Floor area" means the area included within the surrounding exterior walls of a building or portion thereof, exclusive of vent shafts and courts. The floor area of a building, or portion thereof, not provided with surrounding exterior walls shall be the usable area under the horizontal projection of the roof or floor above.

"Grade (adjacent ground elevation)" means the lowest point of elevation of the finished surface of the ground paving or sidewalk within the area between the building and the property line or, when the property line is more than five feet from the building, between the building and a line five feet from the building.

"Gross area" means the total usable area including accessory and common space dedication to such things as streets, easements and uses out of character with the principal use but within a unit of area being measured.

"Guest house" means an accessory, detached dwelling without kitchen facilities, designed for and used to house transient visitors or guests of the occupants of the main building without compensation.

Half Street. See "Street."

"Hammerhead" means a term used to describe a particular style of turnaround for emergency vehicles designed in accordance with guidelines in the Camas Design Standard Manual.

"Hearings examiner" conducts quasi-judicial public hearings for land development applications and renders decisions based on regulations and policies as provided in Camas Municipal Code and other ordinances. See CMC Chapter 2.15 Hearing Examiner System.

Height of Building. See "Building height."

"Home, designated manufactured" means a manufactured home which:

- (a) is comprised of at least two fully enclosed parallel sections each not less than twelve (12) feet wide by thirty-six feet long;
- (b) was originally constructed with and now has composition or wood shake or shingle, coated metal, or similar roof, or not less than 3:12 pitch;
- (c) has exterior siding similar in appearance to siding materials commonly used on conventional site-built IBC single-family residences; and
- (d) is placed upon a permanent foundation.

"Home, Manufactured" means a single-family residence constructed after June 15, 1976, in accordance with the U.S. Department of Housing and Urban Development (HUD) requirements for manufactured housing, and bearing the appropriate insignia indicating such compliance.

"Home, Mobile" means a single-family residence transportable in one or more sections that are eight feet or more in width and thirty-two feet or more in length, built on a permanent chassis, designed to be used as a permanent dwelling and constructed before June 15, 1976. Such home shall be installed in accordance with applicable WAC rules and regulations.

"Home, Modular" means a structure constructed in a factory in accordance with the International Building Code and bearing the appropriate insignia indicating such compliance. This definition includes "prefabricated," "panelized," and "factory built" units. Such home shall be installed in accordance with applicable WAC rules and regulations.

"Homeowner's association" means an incorporated, nonprofit organization operating under recorded land agreements through which: (a) each lot owner is automatically a member; and (b) each lot is automatically subject to a charge for a proportionate share of the expenses for the organization's activities, such as maintaining a common property.

"IBC" means the International Building Code as adopted by city council.

"IFC" means the International Fire Code as adopted by the city council.

"Infrastructure acreage" means the total area of public improvements including any utility or private road outside of the lot area, street right-of-way, and storm drainage facilities.

"IRC" means the International Residential Code as adopted by the city council.

"Land development" means any project subject to review under Title 16, 17 or 18.

"Lot" means a fractional part of divided lands having fixed boundaries, being of sufficient area and dimension to meet minimum zoning requirements for width and area. The term shall include parcels.

"Lot area" means the total square footage of a lot.

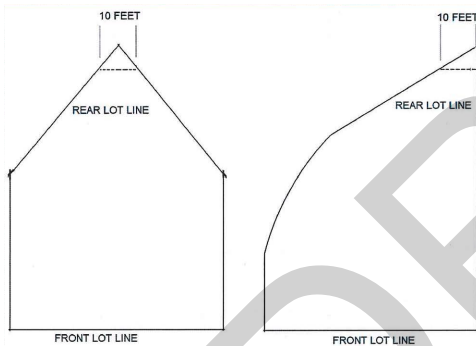
"Lot coverage" means the portion of a lot that is occupied by the principal and accessory buildings, including all projections except eaves, expressed as a percentage of the total lot area.

"Lot depth" means the horizontal distance from the midpoint of the front lot line to the midpoint of the rear lot line.

"Lot line" means the property line bounding a lot.

Lot Line, Front. "Front lot line" means, in the case of an interior lot, the lot line separating the lot from a street other than an alley, and in the case of a corner lot, the shortest lot line separating the lot from a street other than an alley.

Lot Line, Rear. "Rear lot line" means a lot line which is opposite and most distant from the front lot line. In the case of an irregular shaped lot, a line ten feet in length within the lot parallel to and most distant from the front lot line shall be considered the rear lot line for purposes of determining required setbacks. See Figure 18.03-6.

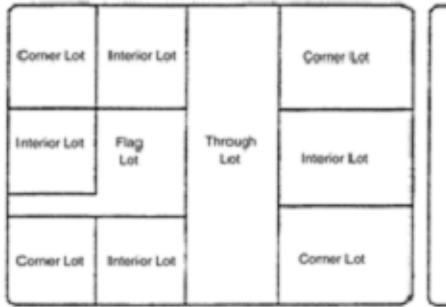


**Figure 18.03-6 Rear Lot Line in the Case of an Irregular Lot**

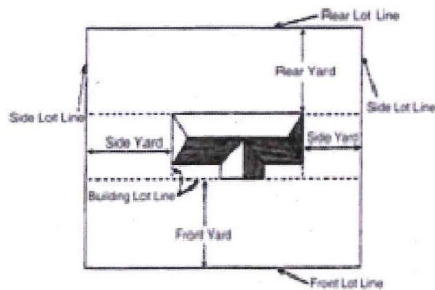
Lot Line, Side. "Side lot line" means any lot line not a front or rear lot line. See Figure 18.03-8.

"Lot width" means the horizontal distance between the side lot lines at a point midway between the front and rear property lines.

Lot, Corner. "Corner lot" means a lot abutting on two intersecting streets other than an alley provided that the streets do not intersect at an angle greater than one hundred thirty-five degrees. See Figure 18.03-7.



**Figure 18.03-7**  
**Lot Configuration**



**Figure 18.03-8**  
**Yard and Lot Lines**

Lot, Interior. "Interior lot" means a lot other than a corner lot. See Figure 18.03-7.

Lot, Through. "Through lot" means a lot having frontage on two parallel or approximately parallel streets. See Figure 18.03-7.

"Lot width" means the horizontal distance between the side lot lines at a point midway between the front and rear property lines.

"Lowest floor" means the lowest floor of the lowest enclosed area (including basement). An unfinished or flood-resistant enclosure, usable solely for parking of vehicles, building access or storage, in an area other than a basement area, is not considered a building's lowest floor; provided, that such enclosure is not built so as to render the structure in violation of the applicable non-elevation design requirements found in CMC Chapter 16.57.

"Manufactured home park" means any property meeting the minimum standards established in CMC Chapter 18.29 "Manufactured home parks," which would be divided into individual spaces for sale, lease or rent for the accommodation of occupied manufactured/mobile homes.

Marginal Access Street. See "Street."

Minor Street. See "Street."

"Nonconforming building or use" See CMC Chapter 18.41 Nonconforming Uses.

"Owner" means the persons/organization who hold legal right to the property. The owner may also serve as applicant, developer and contractor.

"Pawnshop" means establishments who lend money on goods deposited until redeemed.

"Pedestrian way" means a right-of-way for pedestrian traffic connecting two streets other than at an intersection.

"People with functional disabilities" means a person who, because of a recognized chronic physical or mental condition or disease, is functionally disabled to the extent of:

1. Needing care, supervision or monitoring to perform activities of daily or instrumental activities of daily living;
2. Needing supports to ameliorate or compensate for the effects of the functional disability so as to lead as independent a life as possible;
3. Having a physical or mental impairment which substantially limits one or more of such person's major life activities; or
4. Having a record of having such an impairment, but such term does not include current, illegal use of or active addiction to a controlled substance.

"Performance bond" means a pledge, guarantee or bond, usually to back the performance of an individual or company. The bond guarantees the contractor's performance. A performance bond is generally used to ensure that a particular obligation will be completed at a certain date or that a contract will be performed as stated. It has no end date, but terminates upon successful completion of obligation.

"Person" means an individual, firm, partnership, corporation, company, association, syndicate or any legal entity, including any trustee, receiver, assignee or other similar representative thereof.

"Phase" means a group of lots, tracts or parcels within well identified and fixed boundaries. The term shall include blocks. Phases shall be consecutively numbered.

"Planned residential development (PRD)." See CMC Chapter 18.23 Planned Residential Development.

"Planning commission" means the planning commission of the City of Camas.

"Planning control area" means an area in a state of incomplete development within which special control is to be exercised over land partitioning.

"Plat" means a map or representation of a subdivision, showing thereon the division for a tract or parcel of land into lots, blocks, streets and alleys, or other divisions and dedications.

"Preliminary plat" means a neat and approximate drawing of a proposed subdivision showing the general layout of streets and alleys, lots, blocks, tracts and other elements of a land division consistent with the requirements of this chapter. The preliminary plat shall be the basis of the approval or disapproval of the general layout of the land division.

"Punch list" means a term used by the engineering department to designate items still to be completed per conditions of approval and city standards for the land use to reach final acceptance phase of the approval process.

"Recreational vehicle" means a vehicle which is: a) built on a single chassis; b) four hundred square feet or less when measured at the largest horizontal projection; c) designed to be self-propelled or permanently towable by a light duty truck; and d) designed primarily not for use as a permanent dwelling but as temporary living quarters for recreational, camping, travel, or seasonal use.

"Right-of-way" (commonly referred to as ROW) means the area between boundary lines of a street or other easement.

"Roadway" means the portion of a street right-of-way developed for vehicular traffic.

"Rowhouse." See "Dwelling, Single-Family Attached."

"Sensitive Areas and Open Space." For related definitions see CMC Section 18.03.050 Environmental definitions.

"Setback." See "Yard"

"Shorelines." For related definitions see CMC Section 18.88.030 Definitions in Chapter 18.88 Shoreline Management.

"Short plat" means a map or representation of a short subdivision.

"Short subdivision" means the division of land into nine or fewer lots, sites or divisions for the purpose of sale or lease.

"Sidewalk" means a pedestrian walkway with permanent surfacing to city standards.

"Sidewalk area" means the portion of a street right-of-way between proposed curb line and adjacent lot line.

"Signs." For related definitions see Chapter 18.15 Signs.

"Start of construction" means and includes substantial improvement, and means the date the building permit was issued, provided that the actual start of construction, repair, reconstruction, placement, or other improvement was within one hundred eighty days of the permit date. The actual start means either the first placement of permanent construction of a structure on a site, such as the pouring of slab or footings, the installation of piles, the construction of columns, or any work beyond the state of excavation; of the placement of a manufactured home on a foundation. Permanent construction does not include land preparation, such as clearing, grading, and filling; nor does it include the installation of streets and/or walkways; nor does it include excavation for a basement, footings, piers or foundation, or the erection of temporary forms; nor does it include the installation on the property of accessory buildings, such as garages or sheds not occupied as dwelling units or not part of the main structure. For a substantial improvement, the actual start of construction means the first alteration of any wall, ceiling, floor, or other structural part of a building, whether or not that alteration affects the external dimensions of the building.

"Story" means the space between two successive floors in a building. The top floor shall be the space between the floor surface and the underside of the roof framing. A basement shall be counted as a story if over fifty percent of its ceiling is over six feet above the average finished grade of the adjoining ground surface.

"Story, First." "First story" means the lowest story in a building which qualifies as a story, as defined in this chapter, except that a floor level in a building having only one floor level shall be classified as a first story, provided such floor level is not more than eight feet below grade, as defined in this chapter, at any point.

"Story, Half." "Half-story" means a space under a roof which has the line of intersection of roof decking and exterior wall face not more than four feet above the top floor level. A half-story containing one or more dwellings shall be counted as a full story.

"Street" means the entire width between the boundary of property or lot lines, for the purpose of vehicular and pedestrian traffic. See Table 17.19-1.

1. "Access easement" refers to "private road."
2. "Alley" means a narrow street primarily for vehicular service access to the back or side of properties otherwise abutting on another street.
3. "Arterial" means a street of considerable continuity that is primarily a traffic artery for intercommunication among large areas. There are usually three to five lanes of traffic.
4. "Collector" means a street supplementary to the arterial street system and a means of intercommunication between this system and smaller areas; used to some extent for through traffic and to some extent for access to abutting properties. There are usually two to three lanes of traffic.



5. "Cul-de-sac (dead-end street)" means a short street having one end open to traffic and being terminated by a vehicle turnaround. See Design Standards Manual for required right-of-way, pavement, curb and gutters.
6. "Driveway" see "Private road."
7. "Half street" means a portion of the width of a street usually along the edge of a subdivision where the remaining portion of the street could be provided in another subdivision.
8. "Marginal access street" means those streets whose primary function is the circulation of through traffic and shall include all major and secondary arterials and all collector streets identified in the city comprehensive plan.
9. "Minor street" means a street intended exclusively for access to abutting properties. Also referred to as a neighborhood street. This type of street has only two lanes of traffic.
10. "Private road" means a strip of land that provides access to a lot, tract or parcel. This road is privately maintained but is designed and installed per Table 17.19-1 and with approval of the engineering manager.

"Structural alteration" means any change to the supporting members of a building including foundations, bearing walls or partitions, columns, beams or gliders, or any structural change in the roof.

"Structure" means that which is built or constructed. An edifice or building of any kind or any piece of work artificially built up or composed of parts joined together in some definite manner.

"Subdivision" means a division or redivision of land into ten or more lots, tracts, sites or divisions for the purpose of sales, lease or transfer of ownership.

"Subdivision improvement bond" means a guarantee that improvements to an approved residential development will be completed in accordance with city standards, and code as stated in conditions of approval. The owner is the principle and the city is the obligee. There is no expiration date on this type of bond but it terminates upon acceptance of improvements by the city. The bond is issued in the amount equal to one hundred five percent of the cost of all public improvements and any improvements required as part of the conditions of approval per CMC Section 17.21.050 Bonds and other financial agreements.

"Substantial damage" means damage of any origin sustained by a structure whereby the cost of restoring the structure to its before damaged condition would equal or exceed fifty percent of the market value of the structure before the damage occurred.

"Substantial improvement" for the purposes of CMC 16.57 Frequently Flooded Areas, substantial improvement means any repair, reconstruction, or improvement of a structure, the cost of which equals or exceeds fifty percent of the market value of the structure either:

- 1) Before the improvement or repair is started; or
- 2) If the structure has been damaged and is being restored, before the damage occurred. For the purposes of this definition "substantial improvement" is considered to occur when the first alteration of any wall, ceiling, floor, or other structural part of the building commences, whether or not that alteration affects the external dimensions of the structure.

The term can exclude:

- 1) Any project for improvement of a structure to correct pre-cited existing violations of state or local health, sanitary, or safety code specifications which have been previously identified by the local code enforcement official and which are the minimum necessary to assure safe living conditions, or
- 2) Any alteration of a structure listed on the National Register of Historic Places or a State Inventory of Historic Places.

"Supported living arrangement" means a living unit owned or rented by one or more persons with functional disabilities who receive assistance with activities of daily living, instrumental activities of daily living, and/or medical care from an individual or agency licensed and/or reimbursed by a public agency to provide such assistance.

"Telecommunications." For related definitions see Section 18.35.030 Definitions in Chapter 18.35 Telecommunications Ordinance.

"Tract" means an area dedicated to such things as streets, easements and uses out of character with the principal use, but within a unit of area being measured. Tracts may include critical areas, storm ponds, and forestlands, parkland and other open space. Tracts shall not be considered lots for the purpose of determining short plat or subdivision status. Tracts shall not be considered buildable lots of record.

"Turn-arounds" are any location identified by the city engineering manager as necessary to be improved for emergency and other vehicles to turn around.

"UBC." See "IBC" or "IRC."

"Usable Open Space" means areas planned and improved to provide opportunities for active recreation, passive relaxation, or community interaction, and that are accessible to the public or to residents, employees, or customers in common. Examples include plazas, courtyards, private parks, sport fields and courts, and viewpoints overlooking natural resource areas. Usable Open Space does not include public parks unless the parks were approved as Usable Open Space and conveyed to the City.

Utility Facilities, Minor. "Minor utility facilities" means those facilities which have a local impact on surrounding properties and are necessary to provide essential services such as:

1. Substations (transmission and distribution);
2. Pump stations;
3. Outfalls;
4. Water towers and reservoirs;
5. Public wells;
6. Cable television receiver and transmission facilities, excluding wireless communications facilities as defined in CMC Section 18.35.030 Definitions;
7. Catch basins, retention ponds, etc.;
8. Water treatment facilities.

"Vision clearance area" means a triangular area on a lot at the intersection of two streets, or a street and an alley, or a street and a railroad, two sides of which are lot lines measured from their corner intersection for a distance specified in the code. The third side of the triangle is a line across the corner of the lot adjoining the ends of the other two sides. Where the lot lines at intersections have rounded corners, the lot lines will be extended in a straight line to a point of intersection. See Section 18.17.030 [Corner lot vision clearance area,] along with Figures 18.17-030-1 and 18.17-030-2.

"Warranty bond" means and is referred to as a function and maintenance bond, it is generally used to insure the satisfactory operation to public improvements within an approved development. The developer is the principal and the city is the obligee. The warranty bond has a beginning and ending date in amount specified per CMC Section 17.21.040(B)(1). At the end of the warranty period, the city will assume responsibility for the maintenance and repair of the public improvement.

"Wireless." For related definitions see Chapter 18.35 Telecommunication Ordinance.

"Yard" means an open space, other than a court or accessory structure, unobstructed from the ground to the sky, except where specifically provided by this code, on the lot on which a building is situated. See Figure 18.03-8.

"Yard, Front." "Front yard" means an open space between the side lot lines and measured horizontally, from the front lot line at right angles to the front lot line, to the nearest point of the building. See Figures 18.03-8 and 18.03-6.

"Yard, Rear." "Rear yard" means an open space between side lot lines and measured horizontally, at right angles from the rear lot line, to the nearest point of the main building. See Figures 18.03-8 and 18.03-6.

"Yard, Side." "Side yard" means an open space between a building and the side lot line measured horizontally, at right angles from the side lot line, to the nearest point of the main building. See Figure 18.03-8.

(Ord. 2515 § 1 (Exh. A (part)), 2008)

(Ord. No. 2612, § I(Exh. A), 2-7-2011; Ord. No. 2648, § I, 5-21-2012; Ord. No. 2691, § I(Exh. A), 1-21-2014 ; Ord. No. 17-013 , § I(Exh. A), 10-2-2017; Ord. No. 18-014, § XI, 9-4-2018 ; Ord. No. 19-012, § II(Exh. A), 11-4-2019 ; Ord. No. 21-005 , § I(Exh. A), 3-15-2021)

### **18.03.050 Environmental definitions.**

In addition to the definitions found in Title 16, the following definitions shall also apply to this title:

"Adverse environmental impact" means an impact caused by vegetation removal which creates a risk of landslide or erosion, or which alters or damages wetlands, wetland buffers, wildlife habitat, streams, or watercourses.

"Alteration of watercourse" any action that will change the location of the channel occupied by water within the banks of any portion of a riverine waterbody.

"Area of shallow flooding" a designated zone AO, AH, AR/AO or AR/AH (or VO) on a community's Flood Insurance Rate Map (FIRM) with a one percent or greater annual chance of flooding to an average depth of one to three feet where a clearly defined channel does not exist, where the path of flooding is unpredictable, and where velocity flow may be evident. Such flooding is characterized by ponding or sheet flow. Also referred to as the sheet flow area.

"Area of special flood hazard" means the land in the floodplain within a community subject to a one percent or greater chance of flooding in any given year. It is shown on the Flood Insurance Rate Map (FIRM) as zone A, AO, AH, A1-30, AE, A99, AR (V, VO, V1-30, VE). "Special flood hazard area" is synonymous in meaning with the phrase "area of special flood hazard".

"Base flood" means the flood having a one percent chance of being equaled or exceeded in any given year (also referred to as the "one hundred-year flood").

"Base flood elevation (BFE)" means the elevation to which floodwater is anticipated to rise during the base flood.

"Best available information" means, in the absence of official flood insurance rate map data, communities can use data from other federal, state, or other sources; provided this data has either been generated using technically defensible methods or is based on reasonable historical analysis and experience. Flood data from existing flood events may be used where flood events are considered more accurate indicators of past base flood conditions. Any variance from adopted flood insurance rate maps must be of a more restrictive nature.

"Buffer" means either: (i) an area adjacent to hillsides which provides the margin of safety through protection of slope stability, attenuation of surface water flows, and landslide, seismic, and erosion hazards reasonably, necessary to minimize risk to the public from loss of life, well-being, or property damage resulting from

natural disasters; or (ii) an area adjacent to a stream or wetland which is an integral part of the stream or wetland ecosystem, providing shade; input of organic debris and coarse sediments; room for variation in stream or wetland boundaries; habitat for wildlife; impeding the volume and rate of runoff; reducing the amount of sediment, nutrients, and toxic materials entering the stream or wetland; and protection from harmful intrusion to protect the public from losses suffered when the functions and values of stream and wetland resources are degraded.

"Critical root zone" is the area of soil around a tree trunk where roots are located that provide stability and uptake of water and minerals required for tree survival.

"Diameter at breast height (DBH)" means the diameter of the tree measured at four feet six inches above soil grade.

"Drainage facility" means the system of collecting and storing surface and stormwater runoff. Drainage facilities shall include but not be limited to all surface and stormwater runoff conveyance and containment facilities including streams, pipelines, channels, ditches, wetlands, closed depressions, infiltration facilities, retention/detention facilities, and other drainage structures and appurtenances, both natural and man-made.

"Environmentally sensitive area(s)" or "sensitive lands" means areas within the city that are characterized by, or support unique, fragile or valuable natural resources, or that are subject to natural hazards. Sensitive areas include wetlands and wetland buffers, streams and watercourses, steep slopes, and areas with potentially unstable soils, as those areas are defined and identified pursuant to this title and Title 16.

"Flood or Flooding" means:

- A. A general and temporary condition of partial or complete inundation of normally dry land areas from:
  1. The overflow of inland or tidal waters.
  2. The unusual and rapid accumulation or runoff of surface waters from any source.
  3. Mudslides (i.e., mudflows) which are proximately caused by flooding as defined in paragraph [B.] of this definition and are akin to a river of liquid and flowing mud on the surfaces of normally dry land areas, as when earth is carried by a current of water and deposited along the path of the current.
- B. The collapse or subsidence of land along the shore of a lake or other body of water as a result of erosion or undermining caused by waves or currents of water exceeding anticipated cyclical levels or suddenly caused by an unusually high water level in a natural body of water, accompanied by a severe storm, or by an unanticipated force of nature, such as flash flood or an abnormal tidal surge, or by some similarly unusual and unforeseeable event which results in flooding as defined in paragraph [A.] of this definition.

"Flood elevation study" means an examination, evaluation, and determination of flood hazards and, if appropriate, corresponding water surface elevations, or an examination, evaluation, and determination of mudslide (i.e., mudflow) and/or flood-related erosion hazards. Also known as a flood insurance study (FIS).

"Flood insurance rate map (FIRM)" means the official map of a community, on which the Federal Insurance Administrator has delineated both the special hazard areas and the risk premium zones applicable to the community. A FIRM that has been made available digitally is called a digital flood insurance rate map (DFIRM).

"Flood insurance study (FIS)" means the official report provided by the Federal Insurance Administration that includes flood profiles, the flood insurance rate maps, and the water surface elevation of the base flood.

"Floodplain or flood prone area" means any land area susceptible to being inundated by water from any source. See "flood or flooding."

"Floodplain administrator" means the community official designated by title to administer and enforce the floodplain management regulations.

"Flood proofing" means any combination of structural and nonstructural additions, changes, or adjustments to structures which reduce or eliminate risk of flood damage to real estate or improved real property, water and sanitary facilities, structures, and their contents. Flood proofed structures are those that have the structural integrity and design to be impervious to floodwater below the base flood elevation.

"Floodway" means the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. Also referred to as "regulatory floodway."

"Functionally dependent use" means a use which cannot perform its intended purpose unless it is located or carried out in close proximity to water. The term includes only docking facilities, port facilities that are necessary for the loading and unloading of cargo or passengers, and ship building and ship repair facilities, and does not include long term storage or related manufacturing facilities.

"Hazard tree." A hazard tree is any tree with a combination of structural defect and/or disease, which makes it subject to a high probability of failure and a proximity to persons or property which makes it an imminent threat.

"Highest adjacent grade" means the highest natural elevation of the ground surface prior to construction next to the proposed walls of a structure.

"Hillsides" means geological features of the landscape having slopes of fifteen percent or greater. To differentiate between levels of hillside protection and the application of development standards, the city categorizes hillsides into four groups: hillsides of at least fifteen percent but less than forty percent; hillsides with unstable slopes; hillsides of forty percent slope and greater; hillsides which are ravine sidewalls or bluffs.

"Historic structure" means any structure that is:

- A. Listed individually in the National Register of Historic Places (a listing maintained by the Department of Interior) or preliminarily determined by the Secretary of the Interior as meeting the requirements for individual listing on the National Register;
- B. Certified or preliminarily determined by the Secretary of the Interior as contributing to the historical significance of a registered historic district or a district preliminarily determined by the secretary to qualify as a registered historic district;
- C. Individually listed on a state inventory of historic places in states with historic preservation programs which have been approved by the Secretary of Interior; or
- D. Individually listed on a local inventory of historic places in communities with historic preservation programs that have been certified either:
  1. By an approved state program as determined by the Secretary of the Interior, or
  2. Directly by the Secretary of the Interior in states without approved programs.

"Mean sea level" for purposes of the National Flood Insurance Program, the vertical datum to which base flood elevations shown on a community's flood insurance rate map are referenced.

"Mitigation" means the use of any combination of, or all of the following actions:

- A. Avoid impacts to environmentally sensitive areas by not taking a certain action, or parts of an action;
- B. Minimize impacts by limiting the degree or magnitude of the action and its implementation, by using appropriate technology, or by taking affirmative steps to avoid or reduce impacts;
- C. Rectifying the impact by repairing, rehabilitating, or restoring the affected environmentally sensitive area;
- D. Reducing or eliminating the impact over time by reservation and maintenance operations during the life of the development proposal;



- E. Compensating for the impact by replacing or enhancing environmentally sensitive areas, or providing substitute resources.

"New construction" for the purposes of determining insurance rates, structures for which the "start of construction" commenced on or after the effective date of an initial flood insurance rate map or after December 31, 1974, whichever is later, and includes any subsequent improvements to such structures. For floodplain management purposes, "new construction" means structures for which the "start of construction" commenced on or after the effective date of a floodplain management regulation adopted by a community and includes any subsequent improvements to such structures.

"Open space" means land set aside and maintained in a natural state, providing air, light, and habitat for wildlife, and/or containing significant trees and vegetation. Open space may contain environmentally sensitive lands, which include but are not limited to steep slopes and areas with unstable soils, wetlands, and streams and watercourses. Open space may also provide for active and passive recreation use. There are two general categories of open space, which are as follows:

- A. "Natural open space" means land devoted to protecting environmentally sensitive lands as defined in this title and CMC Title 16. Natural open space generally has no developed areas, with the exception of trails as identified in the comprehensive parks, recreation, open space plan, or by a condition of development approval.
- B. "Recreational open space" means land set aside for recreational opportunities, which may contain trails, sports fields, playgrounds, swimming pools, tennis courts, and picnic areas. Recreational open space is generally limited in size and intensity, proportionate to the development, and is intended for the enjoyment of the residents of the development.

"Open space connectors" means tracts of land with typically no sensitive lands that connect parcels of land to form the open space network.

"Open space network" means a network of open space composed of mostly wooded areas, steep slopes, ravines, streams and waterways, as areas identified in the comprehensive parks, recreation, and open space plan.

"Protective mechanism" means a method of providing permanent protection to open space, and shall include conservation easements, dedication to the city, conveyance to a public or private land trust, conveyance to a homeowner's association, restrictive covenants, or any combination of such mechanisms.

"Ravine sidewall" means a steep slope which abuts and rises from the valley floor of a stream, and which was created by the wearing action of the stream. Ravine sidewalls contain slopes predominantly in excess of forty percent, although portions may be less than forty percent. The toe of a ravine sidewall is the stream valley floor. The top of a ravine sidewall is typically a distinct line where the slope abruptly levels out. Where there is no distinct break in slope, the top is where the slope diminishes to less than fifteen percent. Minor natural or man-made breaks in the slope of ravine sidewalls shall not be considered as the top. Benches with slopes less than fifteen percent, and containing developable areas, shall be considered as the top.

Sensitive Areas. See "environmentally sensitive areas."

"Sensitive area(s) map(s)" means those maps adopted, and/or incorporated by reference, by the city to identify the general location of environmentally sensitive or valuable areas. In case of questions as to map boundaries or mapping errors, the presence or absence of a sensitive area shall be determined in the field by a qualified professional, experienced in a discipline appropriate to evaluation of the appropriate feature, and shall determine the applicability of this chapter.

"Significant trees" means evergreen trees eight inches DBH, and deciduous trees twelve inches DBH. Does not include hazard trees or invasive species.

"Steep slopes" or "area with potential unstable soils" means any land potentially subject to landslides, severe erosion, or seismic activity (earthquake faults). Steep slopes are generally characterized by slopes of fifteen

percent or greater, impermeable subsurface material (sometimes interbedded with permeable subsurface material), and/or springs or seeping groundwater during the wet season. Seismic areas are those lying along or adjacent to identified earthquakes faults.

"Stream" or "watercourse" means those areas where surface waters produce a defined channel or bed. The channel or bed need not contain water year-round. This definition does not include irrigation ditches, canals, storm or surface water conveyance devices, or other entirely artificial watercourses. Streams are further categorized as Class 1 through 5 in accordance with the classifications used by WAC 222-16-030.

"Structure" for floodplain management purposes, a walled and roofed building, including a gas or liquid storage tank, that is principally above ground, as well as a manufactured home.

"Tree protection zone" is an arborist-defined area surrounding the trunk intended to protect roots and soil within the critical root zone and beyond, to ensure future tree health and stability. Tree protection zones may be calculated based on multiplying the tree's DBH by a factor of twelve depending on the tree's species and tolerance of root disturbance.

"Variance" means a grant of relief by a community from the terms of a floodplain management regulation.

"Water dependent" means a use or portion of a use that cannot exist in a location which is not adjacent to the water, and which is dependent on the water by reason of the intrinsic nature of its operations. Examples include, but are not limited to: aquaculture, marinas, or float plane facilities.

"Wetland bond" insures the satisfactory installation, maintenance, and monitoring of wetland creation or enhancement as may be required as part of the SEPA or wetland mitigation plans. The bond has a beginning and ending date, and shall be in the amount as specified in CMC Section 17.21.050(B)(3).

"Wetland buffer" means a naturally vegetated and undisturbed, enhanced or revegetated area surrounding wetland that is part of a wetland ecosystem and protect a wetland from adverse impacts to its function, integrity, and value. Wetland buffers serve to moderate runoff volume and flow rates; reduce sediment, chemical nutrient and toxic pollutants; provide shading to maintain desirable water temperatures; provide habitat for wildlife; and protect wetland resources from human activities.

"Wetlands" means areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas. Wetlands do not include those artificial wetlands intentionally created from nonwetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities. However, wetlands include those artificial wetlands intentionally created to mitigate conversions of wetlands.

"Wildlife habitat" means areas that provide food, protective cover, nesting, breeding, or movement for threatened, endangered, sensitive, monitor, or priority species of wildlife, or other wildlife species of special concern. "Wildlife habitat" shall also mean areas that are the location of threatened, endangered, sensitive, monitor, or priority species of plants, or other plant species of special concern.

(Ord. 2515 § 1 (Exh. A (part)), 2008)

(Ord. No. 2612, § I(Exh. A), 2-7-2011; Ord. No. 2648, § I, 5-21-2012; Ord. No. 2691, § I(Exh. A), 1-21-2014 ; Ord. No. 21-006 , § I(Exh. A), 3-15-2021)

## Chapter 18.05 ZONING MAP AND DISTRICTS

**18.05.010 Zoning maps administration.**

- A. This title shall consist of the text titled the "City of Camas Zoning Code," and that certain map or books of maps identified by the approving signatures of the mayor and the city clerk, and marked and designated as "The Zoning Map of the City of Camas," which map or book of maps shall be placed on file in the offices of the city clerk, county auditor, and other city departments. This title, and each and all of its terms and map details, is to be interpreted in light of the context of the book of maps in relationship to the comprehensive plan. In any conflict between the maps and the text of this code the text shall prevail.
- B. Zoning Text and Map Amendments. Amendments may be proposed by city council or by the planning commission on its own motion, or such an amendment may be proposed by an applicant or city staff pursuant to CMC Chapter 18.51 Comprehensive Plan and Zoning Amendments.
- C. Administration and Procedures. A correct copy of each amendment to the text or to the map established by this title shall be maintained on file in the offices of the city clerk and the planning official.
- D. Site Specific Rezones. A site specific rezone involves an application of an owner of a specific parcel or set of contiguous parcels that does not require modification of the comprehensive plan. Site specific rezones are decided by the hearing officer after a public hearing. The criteria for reviewing and approving a site specific rezone are as follows:
  - 1. The use or change in zoning requested shall be in conformity with the adopted comprehensive plan, the provisions of this title, and the public interest.
  - 2. The proposed zone change shall be compatible with the existing established development pattern of the surrounding area in terms of lot sizes, densities and uses.
- E. Timing and Responsibility for Updating Official Zoning Map. All amendments hereafter made to the zoning map by ordinance shall be shown on such map(s), and it shall be the responsibility of the planning official to keep the maps up to date at all times. Any amendments to the zoning map shall be made in accordance with the comprehensive plan map, as amended.

(Ord. 2515 § 1 (Exh. A (part)), 2008; Ord. 2443 § 3 (Exh. A (part)), 2006)

(Ord. No. 2612, § I(Exh. A), 2-7-2011; Ord. No. 2691, § I(Exh. A), 1-21-2014 ; Ord. No. 17-013 , § I(Exh. A), 10-2-2017)

**18.05.020 Districts designated.**

For the purposes of the Code, the city is divided into zoning districts designated as follows:

District	Symbol	Comprehensive Plan Designation
Residential 15,000	R-15	Single-family Low
<u>North Shore Lower Density Residential</u>	<u>LD-NS</u>	<u>NS-Single-family Low</u>
Residential 12,000	R-12	Single-family Medium
Residential 10,000	R-10	Single-family Medium
Residential 7,500	R-7.5	Single-family Medium
Residential 6,000	R-6	Single-family High
Multifamily-10	MF-10	Multifamily Low

Multifamily-18	MF-18	Multifamily High
<u>North Shore Higher Density Residential</u>	<u>HD-NS</u>	<u>NS-Multifamily High</u>
Multifamily Cottage	MF-C	Overlay
Neighborhood Commercial	NC	Commercial
Community Commercial	CC	Commercial
Regional Commercial	RC	Commercial
<u>North Shore Commercial</u>	<u>C-NS</u>	<u>NS-Commercial</u>
Mixed Use	MX	Commercial
<u>North Shore Mixed Use</u>	<u>MX-NS</u>	<u>NS-Commercial</u>
Downtown Commercial	DC	Commercial
<u>North Shore Mixed Employment</u>	<u>ME-NS</u>	<u>NS-Industrial</u>
Light Industrial	LI	Industrial
Heavy Industrial	HI	Industrial
Business Park	BP	Industrial
Light Industrial/Business Park	LI/BP	Industrial
Neighborhood Park	NP	Park
Special Use Park	SU	Park
Open space/Green space	OS	Open space   Green space

(Ord. 2515 § 1 (Exh. A (part)), 2008; Ord. 2443 § 3 (Exh. A (part)), 2006)

(Ord. No. 2547, § II(Exh. B), 5-18-2009; Ord. No. 2667, § I, 12-17-2012 ; Ord. No. 2672, § I(Exh. A), 1-22-2013 ; Ord. No. 2691, § I(Exh. A), 1-21-2014 ; Ord. No. 2694, § I, 2-3-2014 ; Ord. No. 17-013 , § I(Exh. A), 10-2-2017)

### 18.05.030 Boundary determination.

Unless otherwise specified or shown on the zoning map, district boundaries are lot lines or the centerlines of streets, alleys, railroad, and other rights-of-way:

- A. Where boundaries are other than lot lines or centerlines of streets, alleys, railroad, and other rights-of-way, they shall be determined by dimensions shown on the zoning map;
- B. Where actual streets or other features on the ground vary from those shown on the zoning map, interpretations or adjustments shall be made by the planning commission;
- C. Where a district boundary line, as shown on the zoning map, divides a lot in single ownership at the time of passage of the code, the zoning district classification that has been applied to greater than fifty percent of such lot shall apply.

(Ord. 2515 § 1 (Exh. A (part)), 2008; Ord. 2443 § 3 (Exh. A (part)), 2006)

### 18.05.040 Residential and multifamily zones.

- A. R-15 Residential-15,000. This zone is intended for single-family dwellings with a minimum density of two to three dwellings per acre. This zone will permit the rural character of a number of existing neighborhoods to be maintained. The average lot size is fifteen thousand square feet.

- B. R-12 Residential-12,000. This zone is intended for single-family dwellings with densities of three to four dwelling units per acre. This zone is designated for areas with steep topography for greater flexibility in site layout, and where potential hazards do not exist. The average lot size is twelve thousand square feet.
- C. R-10 Residential-10,000. This zone is intended for single-family dwellings with densities of four to five dwellings per acre. This zone is intended to be zoned near low density residential districts, and where potential natural hazards do not exist. The average lot size is ten thousand square feet.
- D. R-7.5 Residential-7,500. This zone is intended for single-family dwellings with densities of five to six dwellings per acre. This zone should have less slope than lower density zones, and be adjacent to existing high density residential districts. The average lot size is seven thousand five hundred square feet.
- E. R-6 Residential-6,000. This zone is intended for single-family dwellings with densities of six to seven dwellings per acre. The slope of property is less than other lower density residential zones. This zone serves a transition to multifamily or commercial zones. The average lot size is six thousand square feet.
- F. LD-NS North Shore Lower Density Residential. This zone is intended for residential dwellings in the North Shore subarea with a minimum density of four 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.
- FG. MF-10 Multifamily Residential. This zone provides for a diversity of dwellings such as duplexes, triplexes, fourplexes, rowhouses, and apartment complexes, with a density of up to ten units per acre. It is desirable for this zone to be adjacent to parks and multi-modal transportation systems. This zone can also serve as a transition between commercial and residential zones.
- GH. MF-18 Multifamily Residential. These zones are intended to provide for dwellings such as rowhouses and apartment complexes. It is desirable for these zones to be adjacent to parks and multi-modal transportation systems. These zones also serve as a transition between commercial and residential zones.
- I. HD-NS North Shore Higher Density Residential. 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.
- HJ. MF-C Cottage. This is an overlay zone, which is intended to increase the housing supply and style choices for smaller, single-level dwellings. It is desirable that cottages are designed to include unique architectural elements such as a front porch, steep-pitch gable roof, and a recessed garage; and to accommodate those with mobility impairments. This overlay zone may be utilized within multi-family zones only, and upon approval of a zoning district change.

(Ord. 2515 § 1 (Exh. A (part)), 2008; Ord. 2443 § 3 (Exh. A (part)), 2006)

(Ord. No. 2691, § I(Exh. A), 1-21-2014 ; Ord. No. 2694, § II, 2-3-2014 ; Ord. No. 17-013 , § I(Exh. A), 10-2-2017)

### 18.05.050 Commercial and industrial zones.

The purpose of the commercial, industrial, and high technology zones are to provide services and employment primarily to residents. These areas are zoned according to the services they provide. As a result, each zone has different characteristics as summarized below:

- A. NC Neighborhood Commercial. This zone provides for the day-to-day needs of the immediate neighborhood. This zone is intended to be small, but fairly numerous throughout the city. Convenience goods (e.g., food, drugs and sundries), along with personal services (e.g., dry cleaning, barbershop or beauty shop), are common goods and services offered.

- B. CC Community Commercial. This zone provides for the goods and services of longer-term consumption, and tend to be higher-priced items than the neighborhood commercial zone district. Typical goods include clothing, hardware and appliance sales. Some professional services are offered, e.g., real estate office or bank. Eating and drinking establishments may also be provided. This zone tends to vary in size, but is larger than the neighborhood commercial zone.
- C. RC Regional Commercial. This zone provides apparel, home furnishings, and general merchandise in depth and variety, as well as providing services for food clusters and some recreational activities. Regional commercial is the largest of the commercial zones and is designed to serve the region or a significant portion of the region's population.
- D. DC Downtown Commercial. This zone is designated as a large community commercial area, providing a large range of goods and services. This area is designed to promote commercial diversification to serve the immediate residential and office uses in the surrounding areas. Compact development is encouraged that is supportive of transit and pedestrian travel, through higher building heights and floor area ratios than those found in other commercial districts.
- E. C-NS North Shore Commercial. This zone is designated as a commercial area in the North Shore subarea, meaning a range of goods and services are available.
- F. ME-NS North Shore Mixed Employment. This zone allows a wide variety of employment uses in the North Shore subarea, including retail, office space, warehouse, manufacturing, and other employment uses.
- EG. LI Light Industrial. This zone provides for uses that are more compatible with commercial, residential, or multifamily uses. Typical uses in this zone include assembly and manufacturing of electronic and precision instruments. More intensive industry, e.g., metal fabrication, is excluded.
- FH. BP Business Park. This zone provides for employment growth in the city by protecting industrial areas for future employment. Design of business park facilities in this district will be campus-style, with landscaped buffers, and architectural features compatible with surrounding areas.
- GI. LI/BP Light Industrial/Business Park. This zone provides for uses such as, offices related to industrial usage, research and development, limited commercial, and associated warehousing uses, including the provision of employee recreation opportunities. Development in campus-like setting with generous landscaping, well-designed buildings and near major traffic corridors is anticipated.
- HJ. HI Heavy Industrial. This zone provides for a wide range of industrial and manufacturing uses. Types of activities in this zone include assembly, manufacturing, fabrication, processing, bulk handling and storage, research facilities, associated warehousing, and heavy trucking.
- HK. 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.
- L. MX-NS North Shore Mixed Use. This zone provides for a wide range of commercial and residential uses in the North Shore subarea. Compact development that supports transit and pedestrian travel is encouraged. Mixed-use areas should create spaces for community gathering, waiting, discussion, and outdoor commercial activities. Horizontal and vertical mixed-use developments are allowed. Mixed-use development should include multiple entries and windows on the ground floor to facilitate business access, create visual interest, and promote safety. For the residential uses, this zone allows a maximum density of 24 dwellings per acre and minimum density of 10 dwelling units per acre. Each horizontal mixed-use development should have no more than 70% of the total acreage of the development dedicated to residential uses. Each vertical mixed-use development shall, at a minimum, dedicate the ground floor to commercial uses (up to 50% of the ground floor may be used for indoor parking). Residential multifamily is allowed only on the second floor or above or in the back of commercial buildings as a live-work unit (only 25% of the required 30% can be live-work units).



(Ord. 2515 § 1 (Exh. A (part)), 2008: Ord. 2443 § 3 (Exh. A (part)), 2006)

(Ord. No. 2547, § III(Exh. C), 5-18-2009; Ord. No. 2691, § I(Exh. A), 1-21-2014 ; Ord. No. 19-001 , § I(Att. A), 1-22-2019)

### **18.05.060 Overlay zones/special planning areas.**

Overlay zones implement the goals and values expressed in the comprehensive plan. Uses within this area may be subject to standards which deviate from those in the primary zone.

(Ord. 2515 § 1 (Exh. A (part)), 2008: Ord. 2443 § 3 (Exh. A (part)), 2006)

( Ord. No. 17-013 , § I(Exh. A), 10-2-2017)

### **18.05.070 Park zoning.**

The park zoning districts provide recreation and open space functions for the long-term benefit and enjoyment of city residents, adjacent neighborhoods and visitors. These districts apply only to land held in public trust.

( Ord. No. 2667, § II, 12-17-2012 ; Ord. No. 2691, § I(Exh. A), 1-21-2014 )

## **Chapter 18.07 USE AUTHORIZATION**

### **18.07.010 Establishment of uses.**

The use of a property is defined by the activity for which the building or lot is intended, designed, arranged, occupied or maintained. The use is considered permanently established when that use will, or has been, in continuous operation for a period exceeding sixty days. A use which will operate for less than one hundred eighty days is considered a temporary use, and shall be governed by Chapter 18.47 "Temporary Use Permits." All applicable requirements of this code, or other applicable state or federal requirements, shall govern a use located in the city.

(Ord. 2515 § 1 (Exh. A (part)), 2008: Ord. 2443 § 3 (Exh. A (part)), 2006)

### **18.07.020 Interpretation of land use tables.**

The land use tables in this chapter determine whether a specific use is allowed in a zone district. The zone district is located on the vertical column and the specific use is located on the horizontal rows of these tables.

- A. If the letter "X" appears in the box at the intersection of the column and the row, the use is not allowed in that district, except for certain temporary uses.
- B. If the letter "P" appears in the box at the intersection of the column and the row, the use is allowed in that district subject to review procedures in accordance with CMC Chapter 18.55 "Administration and Procedures."
- C. If the letter "C" appears in the box at the intersection of the column and the row, the use is allowed subject to the conditional use review procedures specified in Chapter 18.43 "Conditional Use Permits," and the general requirements of the Camas Municipal Code.

- D. If the letter "T" appears in the box at the intersection of the row, the use is temporarily permitted under the procedures of Chapter 18.47 "Temporary Use Permits." Other temporary uses not listed may be authorized as provided in Chapter 18.47.
- E. If a number appears in a box at the intersection of the column and the row, the use is subject to the requirements specified in the note corresponding with the number immediately following the table.
- F. Uses accessory to a use permitted or conditionally permitted in any zone may be authorized subject only to those criteria and/or processes deemed applicable by the head of the planning department.
- G. If a use is not listed under either Section 18.07.030 Table 1 or 18.07.040 Table 2, and is not an accessory or temporary use, then the use shall be subject to a zoning code text amendment. Notwithstanding a zoning code text amendment, the community development director may determine whether a proposed land use not specifically listed in a land use table is allowed in a zone. The director shall take into consideration the following when making a determination:
  1. Whether or not the proposed use in a particular zone is similar impact to other permitted or conditional uses or is compatible with other uses; and
  2. Whether or not the proposed use is consistent with the zone's purpose.

A use listed in one table but not the other shall be considered a prohibited use in the latter.

(Ord. 2515 § 1 (Exh. A (part)), 2008; Ord. 2443 § 3 (Exh. A (part)), 2006)

(Ord. No. 2612, § I(Exh. A), 2-7-2011; Ord. No. 2691, § I(Exh. A), 1-21-2014 ; Ord. No. 17-013 , § I(Exh. A), 10-2-2017)

**18.07.030 Table 1—Commercial and industrial land uses.**

KEY: P = Permitted Use  
 C = Conditional Use  
 X = Prohibited Use  
 T = Temporary Use

Zoning Districts	NC	DC	CC	RC	MX	BP	LI/BP	LI	HI	C-NS	MX-NS	ME-NS
<b>Commercial Uses</b>												
Animal kennel, commercial boarding <sup>6</sup>	X	X	X	p <sup>11</sup>	X	p <sup>11</sup>	X	p <sup>11</sup>	p <sup>11</sup>	<u>X</u>	<u>X</u>	<u>p<sup>11</sup></u>
Animal shelter <sup>6</sup>	X	X	X	C	X	C	X	C	P	<u>X</u>	<u>X</u>	<u>C</u>
Antique shop <sup>6</sup>	P	P	P	P	P	C	X	X	P	<u>P</u>	<u>P</u>	<u>P</u>
Appliance sales and service <sup>6</sup>	X	P	P	P	P	P	X	C	P	<u>P</u>	<u>P</u>	<u>P</u>
Automobile repair (garage) <sup>6</sup>	X	P	C	P	X	P	X	P	P	<u>C</u>	<u>X</u>	<u>P</u>
Automobile sales, new or used <sup>6</sup>	X	P	X	P	X	P	X	P	P	<u>X</u>	<u>X</u>	<u>P</u>

Zoning Districts	NC	DC	CC	RC	MX	BP	LI/BP	LI	HI	C-NS	MX-NS	ME-NS
Automobile service station <sup>6</sup>	X	P	C	P	X	P	X	P	P	<u>C</u>	<u>X</u>	<u>P</u>
Automobile wrecking <sup>6</sup>	X	X	X	X	X	X	X	X	C	<u>X</u>	<u>X</u>	<u>X</u>
Bakery (wholesale) <sup>6</sup>	X	X	X	P	X	P	P <sup>5</sup>	P	P	<u>C</u>	<u>C</u>	<u>P</u>
Bakery (retail) <sup>6</sup>	P	P	P	P	P	P	P <sup>5</sup>	P	P	<u>P</u>	<u>P</u>	<u>P</u>
Banks, savings and loan	X	P	P	P	P	P	P <sup>5</sup>	P	P	<u>P</u>	<u>P</u>	<u>P</u>
Barber and beauty shops <sup>6</sup>	P	P	P	P	P	P	P <sup>5</sup>	P	P	<u>P</u>	<u>P</u>	<u>P</u>
Boat building <sup>6</sup>	X	X	X	C	X	C	X	C	P	<u>X</u>	<u>X</u>	<u>C</u>
Boat repair and sales <sup>6</sup>	X	P	X	P	X	P	X	P	P	<u>X</u>	<u>X</u>	<u>P</u>
Book store <sup>6</sup>	C	P	P	P	P	P	P <sup>5</sup>	P	P	<u>P</u>	<u>P</u>	<u>P</u>
Bowling alley/billiards <sup>6</sup>	X	P	X	P	P	P	X	P	P	<u>X</u>	<u>P</u>	<u>P</u>
Building, hardware and garden supply store <sup>6</sup>	X	P	C	P	P	P	X	P	P	<u>C</u>	<u>P</u>	<u>P</u>
Bus station <sup>6</sup>	X	C	C	P	C	P	X	P	P	<u>P</u>	<u>P</u>	<u>P</u>
Cabinet and carpentry shop <sup>6</sup>	X	P	C	P	C	P	P <sup>5</sup>	P	P	<u>C</u>	<u>C</u>	<u>P</u>
Candy; confectionery store <sup>6</sup>	P	P	P	P	P	P	P <sup>5</sup>	P	P	<u>P</u>	<u>P</u>	<u>P</u>
Cemetery <sup>6</sup>	X	X	X	C	X	X	X	C	P	<u>X</u>	<u>X</u>	<u>C</u>
Clothing store <sup>6</sup>	C	P	P	P	P	P	X	P	P	<u>P</u>	<u>P</u>	<u>P</u>
Coffee shop, cafe <sup>6</sup> or kiosk	P	P	P	P	P	P	P <sup>5</sup>	P	P	<u>P</u>	<u>P</u>	<u>P</u>
Convention center <sup>6</sup>	X	P	X	C	C	P	P	C	X	<u>X</u>	<u>C</u>	<u>C</u>
Day care center <sup>6</sup>	C	P	P	C	P	C	P <sup>5</sup>	C	C	<u>P</u>	<u>P</u>	<u>C</u>
Day care, adult	P	P	P	P	P	P	P	P	P	<u>P</u>	<u>P</u>	<u>P</u>
Day care, family home <sup>6</sup>	P	P	P	P	P	X	P <sup>5</sup>	P	X	<u>P</u>	<u>P</u>	<u>P</u>
Day care, mini-center <sup>6</sup>	P	P	P	P	P	P	P <sup>5</sup>	P	X	<u>P</u>	<u>P</u>	<u>P</u>
Delicatessen (deli) <sup>6</sup>	P	P	P	P	P	P	P <sup>5</sup>	P	P	<u>P</u>	<u>P</u>	<u>P</u>
Department store <sup>6</sup>	X	P	C	P	P	P	X	P	X	<u>C</u>	<u>C</u>	<u>P</u>
Electric vehicle battery charging station and rapid charging stations	P	P	P	P	P	P	P	P	P	<u>P</u>	<u>P</u>	<u>P</u>
Equipment rental <sup>6</sup>	C	P	C	C	C	P	P <sup>5</sup>	P	P	<u>C</u>	<u>P</u>	<u>C</u>
Event center	X	P	C	P	C	P	P	P	P	<u>P</u>	<u>P</u>	<u>P</u>

Zoning Districts	NC	DC	CC	RC	MX	BP	LI/BP	LI	HI	C-NS	MX-NS	ME-NS
Feed store <sup>6</sup>	X	X	X	P	X	C	X	P	P	<u>X</u>	<u>X</u>	<u>P</u>
Fitness center/sports club <sup>6</sup>	X	P	P	P	P	P	P <sup>5</sup>	P	P	<u>P</u>	<u>P</u>	<u>P</u>
Florist shop <sup>6</sup>	P	P	P	P	P	P	P <sup>5</sup>	P	X	<u>P</u>	<u>P</u>	<u>P</u>
Food cart/food truck/food delivery business <sup>6</sup>	C	P	C	P	C	P	C	P	X	<u>C</u>	<u>C</u>	<u>P</u>
Furniture repair; upholstery <sup>6</sup>	X	P	C	P	P	P	X	P	P	<u>C</u>	<u>P</u>	<u>P</u>
Furniture store <sup>6</sup>	X	P	C	P	P	P	X	P	X	<u>C</u>	<u>P</u>	<u>P</u>
Funeral home <sup>6</sup>	X	P	C	P	P	X	X	X	X	<u>C</u>	<u>C</u>	<u>P</u>
Gas/fuel station <sup>6</sup>	X	P	C	P	X	P	X	P	P	<u>C</u>	<u>X</u>	<u>P</u>
Gas/fuel station with mini market <sup>6</sup>	X	P	C	P	X	P	X	P	P	<u>C</u>	<u>X</u>	<u>P</u>
Grocery, large scale <sup>6</sup>	X	P	C	P	P	C <sup>8</sup>	X	P	P	<u>C</u>	<u>C</u>	<u>P</u>
Grocery, small scale <sup>6</sup>	P	P	C	P	P	P	X	P	P	<u>P</u>	<u>P</u>	<u>P</u>
Grocery, neighborhood scale <sup>6</sup>	P	P	P	P	P	P	P <sup>5</sup>	P	X	<u>P</u>	<u>P</u>	<u>P</u>
Hospital, emergency care <sup>6</sup>	X	C	P	P	P	P	X	P	X	<u>C</u>	<u>C</u>	<u>P</u>
Hotel, motel <sup>6</sup>	X	C	C	P	P	P	X	P	X	<u>C</u>	<u>C</u>	<u>C</u>
Household appliance repair <sup>6</sup>	X	P	C	P	P	P	X	P	P	<u>C</u>	<u>P</u>	<u>P</u>
Industrial supplies store <sup>6</sup>	X	P	X	C	C	C	X	C	P	<u>X</u>	<u>C</u>	<u>C</u>
Laundry/dry cleaning (industrial)	X	X	X	P	X	X	X	P	P	<u>X</u>	<u>X</u>	<u>P</u>
Laundry/dry cleaning (retail) <sup>6</sup>	P	P	P	P	P	P	P <sup>5</sup>	P	P	<u>P</u>	<u>P</u>	<u>P</u>
Laundry (self-serve)	P	P	P	P	P	P	X	P	P	<u>P</u>	<u>P</u>	<u>P</u>
Liquor store <sup>6</sup>	X	P	C	P	C	C	X	C	C	<u>P</u>	<u>P</u>	<u>P</u>
Machine shop <sup>6</sup>	X	X	C	C	C	C	P <sup>5</sup>	C	P	<u>C</u>	<u>C</u>	<u>C</u>
Marijuana processor	X	X	X	X	X	X	X	X	X	<u>X</u>	<u>X</u>	<u>X</u>
Marijuana producer	X	X	X	X	X	X	X	X	X	<u>X</u>	<u>X</u>	<u>X</u>
Marijuana retailer	X	X	X	X	X	X	X	X	X	<u>X</u>	<u>X</u>	<u>X</u>
Medical or dental clinics (outpatient) <sup>6</sup>	C	P	P	P	P	P	P <sup>5</sup>	P	P	<u>P</u>	<u>P</u>	<u>P</u>

Zoning Districts	NC	DC	CC	RC	MX	BP	LI/BP	LI	HI	C-NS	MX-NS	ME-NS
Mini-storage/vehicular storage <sup>6</sup>	X	X	X	X	X	X	X	P	P	<u>X</u>	<u>X</u>	<u>X</u>
Manufactured home sales lot <sup>6</sup>	X	X	X	P	X	X	X	P	P	<u>X</u>	<u>X</u>	<u>P</u>
Newspaper printing plant <sup>6</sup>	X	P	C	C	X	X	X	P	P	<u>C</u>	<u>X</u>	<u>C</u>
Nursery, plant <sup>6</sup>	X	P	C	C	C	C	X	C	P	<u>C</u>	<u>C</u>	<u>P</u>
Nursing, rest, convalescent, retirement home <sup>6</sup>	C	P	P	P	P	X	X	X	X	<u>P</u>	<u>P</u>	<u>P</u>
Office supply store <sup>6</sup>	X	P	P	P	P	X	P <sup>5</sup>	P	P	<u>P</u>	<u>P</u>	<u>P</u>
Pawnshop <sup>6</sup>	X	X	X	X	X	X	X	C	C	<u>X</u>	<u>X</u>	<u>X</u>
Parcel freight depots <sup>6</sup>	X	P	X	P	X	P	P <sup>5</sup>	P	P	<u>X</u>	<u>X</u>	<u>P</u>
Permanent supportive housing	C	P	X/P <sup>10</sup>	X/P <sup>10</sup>	P	X	X	X	X	<u>X/P<sup>10</sup></u>	<u>P</u>	<u>X/P<sup>10</sup></u>
Pet shops <sup>6</sup>	X	P	P	P	P	P	X	P	C	<u>P</u>	<u>P</u>	<u>P</u>
Pharmacy <sup>6</sup>	X	P	P	P	P	P	P <sup>5</sup>	P	P	<u>P</u>	<u>P</u>	<u>P</u>
Photographic/electronic store <sup>6</sup>	X	P	P	P	P	P	P <sup>5</sup>	P	P	<u>P</u>	<u>P</u>	<u>P</u>
Plumbing, or mechanical service <sup>6</sup>	X	X	X	P	C	P	X	P	P	<u>X</u>	<u>C</u>	<u>P</u>
Printing, binding, blue printing <sup>6</sup>	C	P	P	P	P	P	P <sup>5</sup>	P	P	<u>P</u>	<u>P</u>	<u>P</u>
Professional office(s) <sup>6</sup>	C	P	P	P	P	P	P	P	P	<u>P</u>	<u>P</u>	<u>P</u>
Public agency <sup>6</sup>	C	P	P	P	P	P	P	P	P	<u>P</u>	<u>P</u>	<u>P</u>
Real estate office <sup>6</sup>	C	P	P	P	P	P	T	P	P	<u>P</u>	<u>P</u>	<u>P</u>
Recycling center <sup>6</sup>	X	X	X	X	X	X	X	P	P	<u>X</u>	<u>X</u>	<u>X</u>
Recycling collection point <sup>6</sup>	T or C	P	T or C	T or C	C	C	P <sup>5</sup>	P	P	<u>T or C</u>	<u>C</u>	<u>X</u>
Recycling plant <sup>6</sup>	X	X	X	X	X	X	X	C	P	<u>X</u>	<u>X</u>	<u>C</u>
Research facility <sup>6</sup>	X	P	C	C	X	P	P	P	P	<u>C</u>	<u>C</u>	<u>C</u>
Restaurant <sup>6</sup>	C	P	P	P	C	P	P <sup>5</sup>	P	P	<u>P</u>	<u>P</u>	<u>P</u>
Restaurant, fast food <sup>6</sup>	X	P	C	P	C	P	P <sup>5</sup>	P	P	<u>C</u>	<u>C</u>	<u>P</u>
Roadside produce stand <sup>6</sup>	T	T	T	T	C	X	T	T	T	<u>T</u>	<u>C</u>	<u>T</u>

Zoning Districts	NC	DC	CC	RC	MX	BP	LI/BP	LI	HI	C-NS	MX-NS	ME-NS
Sand, soil, gravel sales and storage <sup>6</sup>	X	X	X	X	X	X	X	C	P	<u>X</u>	<u>X</u>	<u>X</u>
Second-hand/consignment store <sup>6</sup>	C	P	P	P	P	P	X	P	P	<u>P</u>	<u>P</u>	<u>P</u>
Sexually oriented business <sup>1,5</sup>	X	X	X	X	X	X	P	X	X	<u>X</u>	<u>X</u>	<u>X</u>
Shoe repair and sales <sup>6</sup>	P	P	P	P	P	P	X	P	P	<u>P</u>	<u>P</u>	<u>P</u>
Smoke shop/head shop <sup>9</sup>	X	X	P	P	X	X	X	X	X	<u>P</u>	<u>X</u>	<u>P</u>
Stock broker, brokerage firm	P	P	P	P	P	P	P	P	P	<u>P</u>	<u>P</u>	<u>P</u>
Specialty goods production (e.g. brew pub)	P	P	P	P	P	P	P	P	P	<u>P</u>	<u>P</u>	<u>P</u>
Taverns <sup>6</sup>	X	P	C	P	C	P	X	P	P	<u>C</u>	<u>C</u>	<u>P</u>
Theater, except drive-in <sup>6</sup>	X	P	C	P	P	P	X	P	P	<u>P</u>	<u>P</u>	<u>P</u>
Truck terminals <sup>6</sup>	X	C	X	C	X	X	X	C	P	<u>X</u>	<u>X</u>	<u>C</u>
Veterinary clinic <sup>6</sup>	X	P	C	P	P	P	X	P	P	<u>P</u>	<u>P</u>	<u>P</u>
Warehousing, wholesale and trade <sup>6</sup>	X	X	X	C	C	P	P <sup>5</sup>	P	P	<u>X</u>	<u>X</u>	<u>P</u>
Warehousing, bulk retail <sup>6</sup>	X	X	X	C	C	X	X	P	P	<u>X</u>	<u>X</u>	<u>P</u>
<b>Manufacturing and/or processing of the following:</b>												
Cotton, wool, other fibrous material	X	X	X	X	X	P	X	P	P	<u>X</u>	<u>X</u>	<u>X</u>
Food production or treatment	X	X	X	C	C	P	X	P	C	<u>X</u>	<u>C</u>	<u>C</u>
Foundry	X	X	X	X	X	X	X	C	C	<u>X</u>	<u>X</u>	<u>X</u>
Furniture manufacturing	X	P	X	X	C	C	X	P	P	<u>X</u>	<u>C</u>	<u>X</u>
Gas, all kinds (natural, liquefied)	X	X	X	X	X	X	X	X	C	<u>X</u>	<u>X</u>	<u>X</u>
Gravel pits/rock quarries	X	X	X	X	X	X	X	C	P	<u>X</u>	<u>X</u>	<u>X</u>
Hazardous waste treatment—Off-site	X	X	X	X	X	X	X	X	P	<u>X</u>	<u>X</u>	<u>X</u>
Hazardous waste treatment—On-site	X	X	X	X	X	X	X	X	P	<u>X</u>	<u>X</u>	<u>X</u>



Zoning Districts	NC	DC	CC	RC	MX	BP	LI/BP	LI	HI	C-NS	MX-NS	ME-NS
Junkyard/wrecking yard	X	X	X	X	X	X	X	X	C	<u>X</u>	<u>X</u>	<u>X</u>
Metal fabrication and assembly	X	X	X	X	X	C	X	X	P	<u>X</u>	<u>X</u>	<u>C</u>
Hazardous waste treatment—On-site	X	X	X	X	X	X	X	X	P	<u>X</u>	<u>X</u>	<u>X</u>
Paper, pulp or related products	X	X	X	X	X	X	X	X	P	<u>X</u>	<u>X</u>	<u>X</u>
Signs or other advertising structures	X	X	X	C	C	C	P	C	P	<u>X</u>	<u>C</u>	<u>C</u>
Electronic equipment	X	P	X	X	X	X	P	P	P	<u>X</u>	<u>X</u>	<u>X</u>
<b>Industrial Uses</b>												
High-tech industry	X	P	X	X	P	P	P <sup>2</sup>	X	X	<u>X</u>	<u>P</u>	<u>P</u>
Manufacturing of miscellaneous goods (e.g. musical instruments, toys, vehicle parts)	X	X	X	X	C	X	X	P	P	<u>X</u>	<u>C</u>	<u>P</u>
Optical goods	X	C	C	C	C	P	P <sup>5</sup>	P	P	<u>C</u>	<u>C</u>	<u>C</u>
Packaging of prepared materials	X	X	C	P	C	C	P <sup>5</sup>	C	P	<u>C</u>	<u>C</u>	<u>P</u>
Scientific and precision instruments	X	P	X	X	X	P	P	P	P	<u>X</u>	<u>X</u>	<u>P</u>
<b>Recreational, Religious, Cultural Uses</b>												
Auditorium <sup>6</sup>	C	P	P	P	P	P	X	P	P	<u>P</u>	<u>P</u>	<u>P</u>
Community club <sup>6</sup>	C	P	P	P	P	P	X	P	P	<u>P</u>	<u>P</u>	<u>P</u>
Church <sup>6</sup>	P	P	P	P	P	P	X	P	P	<u>P</u>	<u>P</u>	<u>P</u>
Golf course/driving range <sup>6</sup>	P	X	P	P	X	P	P <sup>5</sup>	P	P	<u>X</u>	<u>X</u>	<u>P</u>
Library <sup>6</sup>	C	P	P	P	P	P	X	P	P	<u>P</u>	<u>P</u>	<u>P</u>
Museum <sup>6</sup>	C	P	P	P	P	P	X	P	P	<u>P</u>	<u>P</u>	<u>P</u>
Recreational vehicle park <sup>6</sup>	X	X	X	C	X	X	X	P	P	<u>X</u>	<u>X</u>	<u>C</u>
Open space <sup>6</sup>	P	P	P	P	P	P	P	P	P	<u>P</u>	<u>P</u>	<u>P</u>
Park or playground	P	P	P	P	P	P	P	P	P	<u>P</u>	<u>P</u>	<u>P</u>
Sports fields <sup>6</sup>	C	X	P	P	P	P	X	P	P	<u>P</u>	<u>P</u>	<u>P</u>
Trails	P	P	P	P	P	P	P	P	P	<u>P</u>	<u>P</u>	<u>P</u>

Zoning Districts	NC	DC	CC	RC	MX	BP	LI/BP	LI	HI	C-NS	MX-NS	ME-NS
<b>Educational Uses</b>												
College/university <sup>6</sup>	P	P	P	P	P	P	X	P	P	<u>P</u>	<u>P</u>	<u>P</u>
Elementary school <sup>6</sup>	P	P	P	P	P	P	X	P	P	<u>P</u>	<u>P</u>	<u>P</u>
Junior or senior high school <sup>6</sup>	P	P	P	P	P	P	X	P	P	<u>P</u>	<u>P</u>	<u>P</u>
Private, public or parochial school <sup>6</sup>	P	P	P	P	P	P	X	P	P	<u>P</u>	<u>P</u>	<u>P</u>
Trade, technical or business college <sup>6</sup>	P	P	P	P	P	P	P	P	P	<u>P</u>	<u>P</u>	<u>P</u>
<b>Residential Uses</b>												
Adult family home	C	P	P	X	P	X	X	X	X	<u>P</u>	<u>P</u>	<u>X</u>
Assisted living	C	P	P	X/P <sup>10</sup>	P	X	X	X	X	<u>P</u>	<u>P</u>	<u>X/P<sup>1</sup><sub>0</sub></u>
Bed and breakfast	P	P	P	X	P	X	X	X	X	<u>P</u>	<u>P</u>	<u>X</u>
Designated manufactured home	X	X	X	X	P	X	X	X	X	<u>X</u>	<u>X</u>	<u>X</u>
Duplex or two-family dwelling	X	C/P <sup>7</sup>	X	X	P	X	X	X	X	<u>X</u>	<u>P</u>	<u>X</u>
Group home	C	P	P	X	P	X	X	X	X	<u>P</u>	<u>P</u>	<u>X</u>
Home occupation	P	P	P	X/P <sup>10</sup>	P	X	X	X	X	<u>P</u>	<u>P</u>	<u>X/P<sup>1</sup><sub>0</sub></u>
Housing for the disabled	P	P	P	X/P <sup>10</sup>	P	X	X	X	X	<u>P</u>	<u>P</u>	<u>X/P<sup>1</sup><sub>0</sub></u>
Apartment, multifamily development, row houses	X	C/P <sup>7</sup>	X/P <sup>10</sup>	X/P <sup>10</sup>	C	X	X	X	X	<u>X</u>	<u>P</u>	<u>X</u>
Residence accessory to and connected with a business	P	P	P	X/P <sup>10</sup>	P	X	X	X	X	<u>P</u>	<u>P</u>	<u>X/P<sup>1</sup><sub>0</sub></u>
Residential Treatment Facility <sup>12</sup>	C	P	P	P	P	X	X	X	X	<u>P</u>	<u>P</u>	<u>P</u>
<u>Single-family Cottage-style homes</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>P</u>	<u>X</u>
Single-family dwelling	X	X	X	X	P	X	X	X	X	<u>X</u>	<u>X</u>	<u>X</u>
Sober Living Homes	C	P	P	X	P	X	X	X	X	<u>P</u>	<u>P</u>	<u>X</u>
Transitional Housing	C	P	C	P	P	P	X	P	X	<u>C</u>	<u>P</u>	<u>P</u>

Zoning Districts	NC	DC	CC	RC	MX	BP	LI/BP	LI	HI	C-NS	MX-NS	ME-NS
<b>Communication, Utilities and Facilities</b>												
Electrical vehicle infrastructure	P	P	P	P	P	P	P	P	P	<u>P</u>	<u>P</u>	<u>P</u>
Wireless communications facility	Refer to Chapter 18.35											
Facilities, minor public	P	P	P	P	C	P	P	C	P	<u>P</u>	<u>C</u>	<u>P</u>
Facility, essential <sup>6</sup>	X	X	C	C	C	C	P	C	C	<u>C</u>	<u>C</u>	<u>C</u>
Railroad tracks and facilities <sup>6</sup>	C	X	C	C	C	X	X	C	C	<u>C</u>	<u>C</u>	<u>C</u>
<b>Temporary Uses</b>												
Temporary sales office for a development <sup>4</sup>	T	T	T	T	T	T	T	T	T	<u>T</u>	<u>T</u>	<u>T</u>

## Notes:

- See CMC Chapter 5.36 Sexually Oriented Businesses for additional regulations for siting sexually oriented business facilities.
- Similar uses are permitted in the zone district only at the discretion of the community development director or designee.
- Reserved.
- See CMC Chapter 18.47 "Temporary Uses" for additional regulations.
- See secondary use provisions of LI/BP zone.
- See CMC Chapter 18.19 "Design Review" for additional regulations. CMC Chapter 18.19 is not applicable to development in the LI/BP zone.
- Residential uses may be outright permitted if part of a mixed use building, where residential use is not located on the ground level; otherwise it shall be a conditional use.
- If grocery store is less than one hundred thousand square feet then use is outright permitted. If one hundred thousand square feet or over then a conditional use permit is required.
- A. Must be sited a minimum one thousand feet of the perimeter of the grounds of any elementary or secondary school, playground, recreation center or facility, child care center, public park, public transit center, or library, or game arcade to which is not restricted to persons twenty-one years or older as defined in WAC 314-55-010 on June 20, 2015;  
B. The business shall post clear signage in a conspicuous location near each public entrance stating no person under the age of twenty-one may enter the premises; and  
C. No smoke shop/head shop subject to this note shall be located within five miles of an existing lawfully established smoke shop/head shop. All measurements under (A) and (C) shall be measured from the nearest property line of the property on which the use is proposed to the nearest property line of an existing business utilizing Clark County GIS.
- On tracts ten acres or more, subject to approval by city council of a master plan and development agreement, a mixed use development may be approved provided no less than fifty-one percent of the net developable acreage is committed to commercial uses.
- Conditional use permit is required if facilities for kennels are proposed outdoors.
- A Residential Treatment Facility shall not be located within one thousand feet of public and private schools, public parks, public libraries, other RTFs or similar uses.

(Ord. 2515 § 1 (Exh. A (part)), 2008; Ord. 2443 § 3 (Exh. A (part)), 2006)

(Ord. No. 2545, § III, 5-4-2009; Ord. No. 2547, § IV(Exh. D), 5-18-2009; Ord. No. 2584, § II, 5-3-2010; Ord. No. 2612, § I(Exh. A), 2-7-2011; Ord. No. 2656, § I(Exh. A), 7-16-2012; Ord. No. 2667, § III, 12-17-2012 ; Ord. No. 2672, §

II(Exh. B), 1-22-2013 ; Ord. No. 2691, § I(Exh. A), 1-21-2014 ; Ord. No. 2712 , § 2, 10-20-2014; Ord. No. 2720 , § I(Exh. A), 12-15-2014; Ord. No. 15-012 , § II(Exh. B), 8-17-2015; Ord. No. 15-023 , § II, 11-16-2015; Ord. No. 15-024 , § II, 11-16-2015; Ord. No. 17-013 , § I(Exh. A), 10-2-2017; Ord. No. 19-012, § II(Exh. A), 11-4-2019 ; Ord. No. 21-004 , § II(Exh. A), 3-15-2021; Ord. No. 22-007 , § I, 5-16-2022)

### 18.07.040 Table 2—Residential and multifamily land uses.

KEY: P = Permitted Use  
C = Conditional Use  
X = Prohibited Use  
T = Temporary Use

#### Authorized Uses in Residential and Multifamily Zones

	R	MF
<b>Residential Uses</b>		
Adult family home, residential care facility, supported living arrangement, or housing for the disabled <sup>1</sup>	P	P
Apartments	P <sup>2</sup>	P
Assisted living <sup>1</sup> , retirement home <sup>1</sup>	C	P
<u>Cottage-style homes</u>	X/P <sup>7</sup>	P <sup>8</sup>
Designated manufactured homes	P	P
Duplex or two-family dwelling	C	P
Manufactured home	X	X
Manufactured home park	X	C
Nursing, rest, convalescent home <sup>1</sup>	C	P
Permanent Supportive Housing	C/P <sup>2</sup>	P
Residential attached housing for three or more units (e.g., rowhouses)	X/P <sup>2</sup>	P
Residential Treatment Facility <sup>5</sup>	X	C
Single-family dwelling (detached)	P	P
Sober Living Homes	P	P
Transitional Housing	P	P
<b>Incidental Uses</b>		
Accessory dwelling unit	P	P
Animal training, kennel, boarding	X	C
Day care center <sup>1</sup>	C	P
Day care, family home	P	P
Day care, minicenter <sup>1</sup>	C	P
Electric vehicle battery charging station and rapid charging stations	P	P
Gardening and horticulture activities	P	P
Home occupation	P	P
Bed and breakfast <sup>1</sup>	C	C
<b>Recreation/Religious/Cultural</b>		
Church <sup>1</sup>	C	C
Community clubs, private or public <sup>1</sup>	C	C
Library <sup>1</sup>	C	C
Museum <sup>1</sup>	C	C
Open space <sup>1</sup>	P	P

Created: 2022-10-13 14:57:34 [EST]

(Supp. No. 42, Update 1)

Public or semi-public building <sup>1</sup>	C	C
Park or playground	P	P
Sports fields <sup>1</sup>	C	C
Trails	P	P
Event center <sup>6</sup>	C	C
<b>Educational Uses</b>		
Private, public or parochial school <sup>1</sup>	C	C
Trade, technical, business college <sup>1</sup>	X	C
College/university <sup>1</sup>	X	X
<b>Communication and Utilities</b>		
Wireless communication facility	Refer to Chapter 18.35	
Facilities, minor public	C	C
Public utilities, minor	C	C
Pumping station <sup>1</sup>	C	C
Railroad tracks and facilities 1	C	C
<b>Temporary Uses</b>		
Sales office for a development in a dwelling <sup>1, 4</sup>	T	T
Sales office for a development in a trailer <sup>3, 4</sup>	T	T

Notes:

1. See Chapter 18.19 "Design Review" for additional regulations.
2. Permitted in the LD-NS zone. Permitted in all other R zones as part of a planned development only.
3. Site plan review required per CMC Section 18.18.020(A)(1).
4. Notwithstanding the time limitations of a temporary use, a sales office proposed and approved through a Type III application may be approved with a longer time frame than one hundred eighty days.
5. A Residential Treatment Facility shall not be located within one thousand feet of public and private schools, public parks, public libraries, other RTFs, or similar uses.
6. Permitted in the LD-NS and HD-NS zones only.
7. Cottages are only permitted in the LD-NS zone.
8. Cottages are permitted in the HD-NS zone and multi-family zones with the MF-C overlay only.

(Ord. 2515 § 1 (Exh. A (part)), 2008; Ord. 2481 § 1 (Exh. A (part)), 2007; Ord. 2443 § 3 (Exh. A (part)), 2006)

(Ord. No. 2612, § I(Exh. A), 2-7-2011; Ord. No. 2691, § I(Exh. A), 1-21-2014 ; Ord. No. 17-013 , § I(Exh. A), 10-2-2017; Ord. No. 21-004 , § II(Exh. A), 3-15-2021; Ord. No. 21-005 , § I(Exh. A), 3-15-2021; Ord. No. 22-007 , § I, 5-16-2022)

**18.07.050 Park and open space land uses.**

- KEY: P = Permitted Use                      NP = Neighborhood Park  
 C = Conditional Use                        SU = Special Use  
 X = Prohibited Use                          OS = Open Space  
 T = Temporary Use

**Authorized Uses in Park and Open Space Zones**

	NP	SU	OS
<b>General Uses</b>			
1. City-approved festivals, community events, and event center	P	P	X
2. Community and recreation centers	P	P	X
3. Community gardens	P	P	C
4. Concession stands	P	P	X
5. Open Spaces	P	P	P
6. Other buildings and structures to support park use	P	P	P
7. Other uses identified through the Park, Recreation and Open Space Comprehensive Plan	P	P	P
8. Parking areas/lots to serve park use	P	P	P
9. Pedestrian and multi-use trails	P	P	P
10. Recreation areas and facilities	P	P	C
11. Residence for park caretaker and accessory structures	C	P	P
12. Restrooms	P	P	P
13. Stages and band shells	P	P	X
14. Temporary Use	T	T	T
<b>Utility Uses</b>			
15. Public utilities, minor	P	P	P
16. Pumping station	C	P	P
17. Railroad tracks and facilities	X	X	X
18. Communication facilities, minor	C	C	X
19. Communication facilities, major	X	X	X

( Ord. No. 2691, § I(Exh. A), 1-21-2014 )

## Chapter 18.09 DENSITY AND DIMENSIONS<sup>3</sup>

### 18.09.010 Purpose.

The purpose of this chapter is to establish requirements for development relative to basic dimensional standards, as well as specific rules for general application. The standards and rules are established to provide flexibility in project design, maintain privacy between adjacent land uses, and promote public safety. Supplementary provisions are included to govern density calculations for residential districts and specific deviations from general rules.

(Ord. 2515 § 1 (Exh. A (part)), 2008: Ord. 2443 § 3 (Exh. A (part)), 2006)

<sup>3</sup>Ord. No. 17-013 , § I(Exh. A), adopted Oct. 2, 2017, added a second table to § 18.09.040 pertaining to density and dimensions for single-family residential zones, and revised the table designations provided in various section catchlines. For purposes of organization and clarity, the editor has removed table designations (e.g. Table 1, Table 2, etc.) from the catchlines of §§ 18.09.030—18.09.050 and included them with the table headers, also conforming said catchlines stylistically.



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**18.09.020 Interpretation of tables.**

- A. The Camas Municipal Code Sections 18.09.030 through 18.09.050 (Tables) contain general density and dimension standards of the particular zone districts. Additional rules and exceptions are stated in Sections 18.09.060 through 18.09.180.
- B. The density and dimension tables are arranged in a matrix format on three separate tables, and are delineated into three general land use categories:
  - 1. Commercial and industrial;
  - 2. Single-family residential; and
  - 3. Multifamily residential.
- C. Development standards are listed down the left side of the tables, and the zones are listed across the top. Each cell contains the minimum or maximum requirement of the zone. Footnote numbers identify specific requirements found in the notes immediately following the table. Additional dimensional and density exceptions are included in Sections 18.09.060 through 18.09.180 of this chapter following the tables.

(Ord. 2515 § 1 (Exh. A (part)), 2008; Ord. 2443 § 3 (Exh. A (part)), 2006)

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**18.09.030 Density and dimensions—Commercial and industrial zones.**

**Table 1—Density and Dimensions for Commercial and Industrial Zones**

	NC	DC	CC	RC	MX	LI	BP	HI	LI/BP <sup>Note 2</sup>	C-NS	MX-NS	ME-NS
<b>Bulk Regulations</b>												
Maximum Density (dwelling units/net acre)	n/a	None	n/a	n/a	24	n/a	n/a	n/a	n/a	n/a	24	n/a
Minimum lot area (square feet)	5,000	None	None	None	1,800	10,000	½ acre	None	10 acres	None	1,800	None
Minimum lot width (feet)	40	None	None	None	None	100	100	None	Not specified	None	None	None
Minimum lot depth (feet)	40	None	None	None	None	None	100	None	Not specified	None	None	None
<b>Setbacks:</b> 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)	15'	Note 4	Note 4	Note 4	Note 3	None	15	None	5' per 1 foot of building height (200' minimum)	15	Note 3, Note 7	None
Minimum side yard (feet)	None/10' Note 1	None	None	None	10'	15' or 25' if abutting a residential area	15	None	100' for building; 25' for parking	None	10'	None
Minimum rear yard (feet)	None	None	None	None	25'	25'	50	None	100' for building; 25' for parking area	None	10'	None
<b>Lot Coverage</b>												
Lot coverage (percentage)	85%	None	None	None	1 story (60%) 2 stories	70%	50%	None	1 story (30%) 2 stories (40%) 3 stories (45%)	None	65%	None

Created: 2022-10-13 14:57:34 [EST]

(Supp. No. 42, Update 1)

					or more (50%)							
Minimum Usable Open Space <sup>5</sup>	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	5% (net acreage)	100 sf/du	5% (net acreage)
<b>Building Height</b>												
Maximum building height (feet)	2.5 stories; or 35	None	None	None	None	acre or less: 35'; 1 to 2 acres: 45'; 2 acres or more: 60'	None	None	60	100 <sup>6</sup>	100 <sup>6</sup>	100 <sup>6,8</sup>

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.
5. Areas that provide opportunities for active and passive uses and encourage community interaction. These spaces are accessible to the general public or to residents, employees, or customers and can include, but are not limited to plazas, courtyards, sports courts, and viewpoints (see 18.03.040 "Definitions for development terms").
6. Building heights shall "step-down" and provide compatible scale and privacy between developments. See the North Shore Design Manual.
7. If buildings are rear loaded from an alley, the rear yard setback shall be 20 feet and the front yard setback shall be 10 feet.

(Ord. 2515 § 1 (Exh. A (part)), 2008; Ord. 2443 § 3 (Exh. A (part)), 2006)

(Ord. No. 2545, § III, 5-4-2009; Ord. No. 2547, § V(Exh. E), 5-18-2009; Ord. No. 2612, § I(Exh. A), 2-7-2011; Ord. No. 2672, § III(Exh. C), 1-22-2013 ; Ord. No. 17-013 , § I(Exh. A), 10-2-2017)

**18.09.040 Density and dimensions—Single-family residential zones.****Table 1—Density and Dimensions for Single-family Residential Zones<sup>1</sup>**

	R-6	R-7.5	R-10	R-12	R-15	LD-NS
<b>A. Standard New Lots</b>						
Maximum density (dwelling units/net acre)	7.2	5.8	4.3	3.6	2.9	<u>5.8</u>
Minimum density (dwelling units/net acres)	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>4</u>
Average lot area (square feet) <sup>4</sup>	6,000	7,500	10,000	12,000	15,000	<u>7,500</u>
Minimum lot size (square feet)	4,800	6,000	8,000	9,600	12,000	<u>5,400<sup>7</sup></u>
Maximum lot size (square feet) <sup>3</sup>	9,000	12,000	14,000	18,000	24,000	<u>12,000</u>
Minimum lot width (feet)	60	70	80	90	100	<u>40<sup>8</sup></u>
Minimum lot depth (feet)	80	90	100	100	100	<u>90<sup>9</sup></u>
Maximum building lot coverage <sup>5</sup>	40%	40%	35%	30%	30%	<u>N/A</u>
Average building lot coverage <sup>6</sup>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>45%</u>
Maximum building height (feet) <sup>2</sup>	35	35	35	35	35	<u>35<sup>7</sup></u>
<b>B. Density Transfer Lots<sup>1</sup></b>						
Maximum density (dwelling units/net acre)	7.2	5.8	4.3	3.6	2.9	<u>5.8</u>
Minimum lot size (square feet)	4,200	5,250	7,000	8,400	10,500	<u>5,250</u>
Maximum lot size (square feet) <sup>3</sup>	7,200	9,000	12,000	14,400	18,000	<u>9,000</u>
Minimum lot width (feet) <sup>1</sup>	50	60	60	70	80	<u>60</u>
Minimum lot depth (feet) <sup>1</sup>	80	80	90	90	100	<u>80</u>
Maximum building lot coverage	40%	40%	40%	35%	35%	<u>60%</u>
Maximum building height (feet) <sup>2</sup>	35	35	35	35	35	<u>35</u>

## Notes:

- For additional density and dimension provisions, see CMC Sections 18.09.060 through 18.09.180.
- Maximum building height: three stories and a basement, not to exceed height listed.
- For parcels with an existing dwelling, a one-time exception may be allowed to partition from the parent parcel a lot that exceeds the maximum lot size permitted in the underlying zone. Any further partitioning of the parent parcel or the oversized lot must comply with the lot size requirements of the underlying zone.
- Average lot area is based on the square footage of all lots within the development or plat. The average lot size may vary from the stated standard by no more than five hundred square feet.
- The maximum building lot coverage for single-story homes may be up to forty-five percent in R-6, and R-7.5, and LD-NS zones, and forty percent in R-10 and R-12 zones. To qualify for increased lot coverage, a single-story home cannot include a basement or additional levels.
- Average building lot coverage is based on the square footage of all lots within the development or plat with an LD-NS zoning designation. The average building lot coverage may increase to 55% for single-story development and/or lots below 5,000 square feet.
- Minimum lot size for cottage-style development shall be 1,800 square feet and rowhouse developments shall be 2,500 square feet.
- Minimum lot width for cottage-style development shall be 30 feet and rowhouse developments shall be 20 feet.
- Minimum lot depth for cottage-style and rowhouse development shall be 50 feet.

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(Supp. No. 42, Update 1)

**Table 2—Building Setbacks for Single-Family Residential Zones<sup>1</sup>**

Lot Area	Up to 4,999 sq. ft.	5,000 to 11,999 sq. ft.	12,000 to 14,999 sq. ft.	15,000 or more sq. ft.	LD-NS
Minimum front yard (feet) <sup>2</sup>	20	20	25	30	<u>10-25<sup>3</sup></u>
Minimum side yard (feet)	5	5	10	15	<u>5</u>
Minimum side yard flanking a street and corner lot rear yard (feet)	10	10	15	15	<u>10</u>
Minimum rear yard (feet)	20	25	30	35	<u>10-20<sup>4</sup></u>
Minimum lot frontage on a cul-de-sac or curve (feet)	25	30	35	40	<u>25</u>

Note:

- Setbacks may be reduced to be consistent with the lot sizes of the development in which it is located. Notwithstanding the setbacks requirements of this chapter, setbacks and/or building envelopes clearly established on an approved plat or development shall be applicable.
- Garage setback is five feet behind the front of the dwelling.
- LD-NS subarea developments are encouraged to vary the front yard building setbacks to provide visual interest along a residential block. Garage faces to maintain a minimum setback of 20 feet. Lots with alley-access garages may have a front yard building setback a minimum of 10 feet.
- LD-NS subarea developments with street-access garages may have a minimum rear yard setback of 10 feet. LD-NS developments with alley-access garages must maintain a 20-foot rear-yard building setback from the alley.

(Ord. 2515 § 1 (Exh. A (part)), 2008; Ord. 2443 § 3 (Exh. A (part)), 2006)

(Ord. No. 2612, § I(Exh. A), 2-7-2011; Ord. No. 15-010, § I, 8-17-2015; Ord. No. 17-013, § I(Exh. A), 10-2-2017; Ord. No. 19-012, § II(Exh. A), 11-4-2019 ; Ord. No. 21-005, § I(Exh. A), 3-15-2021)

### 18.09.050 Density and dimensions—Multifamily residential zones.

**Table 1—Density and Dimensions for Multifamily Residential Zones**

	MF-10	MF-18	MF-C Overlay	HD-NS
<b>Density</b>				
Maximum density (dwelling units per net acre)	10	18	24	<u>18</u>
Minimum density (dwelling units per net acre)	6.0	6.0	6.0	<u>10</u>
<b>Standard lots</b>				
Minimum lot area (square feet)	3,000	2,100	None	<u>1,800</u>
Minimum lot width (feet)	36	26	None	<u>20</u>
Minimum lot depth (feet)	70	60	None	<u>60</u>

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(Supp. No. 42, Update 1)



Maximum gross floor area (GFA) per dwelling unit (square feet)	No max	No max	1,000 <sup>Note 4</sup>	<u>No max</u>
<b>Setbacks</b>				
Minimum front yard/at garage front (feet)	15/20	10/20	0/20	<u>10/20</u>
Minimum side yard (feet)	3 <sup>Note 1</sup>	3 <sup>Note 1</sup>	0 / If abutting R-zone than setback is 10'	<u>3<sup>1</sup></u>
Minimum side yard, flanking a street (feet)	15	15	15	<u>15<sup>7</sup></u>
Minimum rear yard	10	10	0 / If abutting R-zone than setback is 10'	<u>10</u>
<b>Lot coverage</b>				
Maximum building lot coverage	55%	65%	Building coverage is limited by a minimum of 200 sq. ft. of useable yard adjacent to each dwelling unit.	<u>65%</u>
<b>Building height</b>				
Maximum building height (feet)	35 <sup>Note 2</sup>	50 <sup>Note 5</sup>	18 <sup>Note 3</sup>	<u>50<sup>5,6</sup></u>

## Table Notes:

1. The non-attached side of a dwelling unit shall be three feet, otherwise a zero-lot line is assumed.
2. Maximum three stories and a basement but not to exceed height listed.
3. Maximum one story and a basement but not to exceed height listed.
4. Gross floor area (GFA) in this instance does not include covered porches or accessory structures as defined per CMC 18.17.040.
5. Maximum four stories but not to exceed height listed.
6. Building heights shall "step-down" and provide compatible scale and privacy between developments. Building height transitions shall be applied to new and vertically expanded buildings in the HD-NS zone within 20 feet (measured horizontally) of an existing single detached residential building 30 feet less in height. The building-height-transition standard is met when the height of the taller building does not exceed 1 foot of height for every 1 foot separating the new building from the existing single detached residential structure.
7. Minimum side yard flanking a street shall be 10 feet for cottage-style and rowhouse developments.

(Ord. 2515 § 1 (Exh. A (part)), 2008; Ord. 2443 § 3 (Exh. A (part)), 2006)

(Ord. No. 2612, § I(Exh. A), 2-7-2011; Ord. No. 2694, § III, 2-3-2014 ; Ord. No. 17-013 , § I(Exh. A), 10-2-2017)

### 18.09.060 Density transfers.

- A. Purpose. To achieve the density goals of the comprehensive plan with respect to the urban area, while preserving environmentally sensitive lands and the livability of the single-family residential neighborhoods, while also maintaining compatibility with existing residences.
- B. Scope. This section shall apply to new development in all residential (R) zoning districts.
- C. Where a land division proposes to set aside a tract for the protection of a critical area, natural open space network, or network connector (identified in the city of Camas parks plan), or approved as a recreational area, lots proposed within the development may utilize the density transfer standards under CMC Section 18.09.040.B Table-1.

D. Where a tract under "C" above, includes one-half acre or more of contiguous area, the city may provide additional or negotiated flexibility to the lot size, lot width, lot depth, building setback, or lot coverage standards under CMC Section 18.09.040 Table 1 and 2. In no case shall the maximum density of the overall site be exceeded. A letter explaining the request for negotiated flexibility shall be submitted to the director for consideration. The city may also provide the landowner with:

1. A credit against park and open space impact fees per Chapter 3.88; or
2. Cash from the parks and open space impact fee fund or other public fund.

(Ord. 2515 § 1 (Exh. A (part)), 2008: Ord. 2443 § 3 (Exh. A (part)), 2006)

( Ord. No. 18-014, § XII, 9-4-2018 ; Ord. No. 19-001 , § I(Att. A), 1-22-2019; Ord. No. 21-005 , § I(Exh. A), 3-15-2021)

### **18.09.080 Lot sizes.**

- A. In planned residential developments with sensitive lands and the required recreational open space set aside, a twenty per-cent density bonus on a unit count basis is permitted. Density may be transferred for sensitive areas but the total lot count shall never exceed the number of lots established in the density standards established in CMC Section 18.23.040 "Density Standards."
- B. When creating new lots via short plats or subdivisions that are adjacent to a different residential zone designation, the new lots along that common boundary shall be the maximum lot size allowed for the zone designation of the new development (if a lower density adjacent zone), or the minimum lot size allowed for the zone designation of the new development (if a greater density adjacent zone), as based on CMC 18.09.040 Table 2, Section A. In applying this section, where a land division is required to increase the size of lots, the land division may utilize the density transfer provisions provided for in CMC Section 18.09.060.
- C. For residentially zoned parcels owned or controlled by a religious organization, a twenty percent density bonus to the dwelling unit maximum (Refer to Sections 18.09.040 and 18.09.050) is permitted for the development of affordable housing, when the following criteria are met:
1. Affordable housing is for low-income households. "Low-income household" means a single person, family, or unrelated persons living together whose adjusted income is less than eighty percent of the median family income, adjusted for household size for Clark County;
  2. A lease or other binding obligation shall require development to be used exclusively for affordable housing purposes for at least fifty years, even if the religious organization no longer owns the property; and
  3. Does not discriminate against any person who qualifies as a member of a low-income household.

(Ord. 2515 § 1 (Exh. A (part)), 2008: Ord. 2443 § 3 (Exh. A (part)), 2006)

(Ord. No. 2612, § I(Exh. A), 2-7-2011; Ord. No. 21-004 , § II(Exh. A), 3-15-2021)

### **18.09.090 Reduction prohibited.**

No lot area, yard, open space, off-street parking area, or loading area existing after the effective date of the ordinance codified in this chapter shall be reduced below the minimum standards required by the ordinance codified in this chapter, nor used as another use, except as provided in Chapter 18.41 "Nonconforming Lots, Structures, Uses."

(Ord. 2515 § 1 (Exh. A (part)), 2008: Ord. 2443 § 3 (Exh. A (part)), 2006)

**18.09.100 Lot exception.**

If at the time of passage of the code, a lot has an area or dimension which does not conform with the density provisions of the zoning district in which it is located, the lot may be occupied by any use permitted outright in the district, subject to the other requirements of the district. The person claiming benefits under this section shall submit documentary proof of the fact that the lot existed by title at the time of passage of the code. See Section 18.41.040 "Buildable lot of record."

(Ord. 2515 § 1 (Exh. A (part)), 2008: Ord. 2443 § 3 (Exh. A (part)), 2006)

**18.09.110 Height—Exception.**

The following type of structures or structural parts are not subject to the building height limitations of the code: tanks, church spires, belfries, domes, monuments, fire and hose towers, observation towers, transmission towers, wind turbines, chimneys, flag poles (see setbacks at CMC Section 18.09130(G)), radio and television towers, masts, aerials, cooling towers, and other similar structures or facilities. The heights of telecommunication facilities are addressed in CMC Chapter 18.35 Telecommunication Ordinance.

(Ord. 2515 § 1 (Exh. A (part)), 2008: Ord. 2443 § 3 (Exh. A (part)), 2006)

(Ord. No. 2612, § I(Exh. A), 2-7-2011; Ord. No. 2691, § I(Exh. A), 1-21-2014 )

**18.09.120 Roof overhang permitted.**

The maximum a roof overhang may intrude into yard setbacks shall be as follows:

Yard Setback	Maximum Roof Overhang
5 feet	2 feet
10 feet	3.5 feet
15 feet	5 feet
15 feet or greater	5 feet

(Ord. 2515 § 1 (Exh. A (part)), 2008: Ord. 2443 § 3 (Exh. A (part)), 2006)

**18.09.130 Setback—Exception.**

- A. Cornices, eaves, chimneys, belt courses, leaders, sills, pilasters, or other similar architectural or ornamental features (not including bay windows or vertical projections) may extend or project into a required yard not more than two feet.
- B. Open balconies, unenclosed fire escapes, or stairways, not covered by a roof or canopy, may extend or project into a required front yard, or a required rear yard along a flanking street of a corner lot, or into a required side yard not more than three feet.
- C. Open, unenclosed patios, terraces, roadways, courtyards, or similar surfaced areas, not covered by a roof or canopy, and not more than thirty inches from the finished ground surface, may occupy, extend, or project into a required yard.
- D. Cantilevered floors, bay windows, or similar architectural projections, not wider than twelve feet, may extend or project into the required side yard along a flanking street of a corner lot not more than two feet.

The total of all projections for each building elevation shall not exceed fifty percent of each building elevation.

- E. Detached accessory buildings or structures may be established in a side or rear yard, provided such structure maintains a minimum setback of five feet from side and rear lot lines, and a minimum six feet setback from any building. In no event shall an accessory building(s) occupy more than thirty percent of a rear yard requirement. For accessory dwelling units, see Chapter 18.27.
- F. On sloping lots greater than fifty percent, only uncovered stairways and wheelchair ramps that lead to the front door of a building may extend or project into the required front yard setback no more than five feet in any R or MF zone.
- G. Flag poles may be placed within any required yard but shall maintain a five-foot setback from any lot line.

(Ord. 2515 § 1 (Exh. A (part)), 2008: Ord. 2443 § 3 (Exh. A (part)), 2006)

(Ord. No. 2612, § I(Exh. A), 2-7-2011; Ord. No. 2691, § I(Exh. A), 1-21-2014 )

#### **18.09.140 Front yard—Exception.**

- A. Commercial and Industrial Districts. For a lot in a NC, CC, RC, LI or HI district proposed for commercial or industrial development, which is across a street from a residential (R) zone, the yard setback from the street shall be fifteen feet.
- B. Sloping Lot in Any Zone. If the natural gradient of a lot from front to rear along the lot depth line exceeds an average of twenty percent, the front yard may be reduced by one foot for each two percent gradient over twenty percent. In no case under the provisions of this subsection shall the setback be less than ten feet. The front of a garage shall not be closer than eighteen feet from the back of the sidewalk.

(Ord. 2515 § 1 (Exh. A (part)), 2008: Ord. 2443 § 3 (Exh. A (part)), 2006)

( Ord. No. 17-013 , § I(Exh. A), 10-2-2017)

#### **18.09.150 Side yard—Exception.**

For a lot in a NC, CC or RC district containing a use other than a dwelling structure, and adjoining a residential zoning district, minimum side yard along a side lot line adjoining a lot in a residential zoning district shall be fifteen feet. In the case of a lot in a LI or HI district the side yard setbacks shall be twenty feet. If the adjoining residential district is within an area shown in the comprehensive plan for future commercial or industrial use or expansion, no minimum side yard shall be required.

(Ord. 2515 § 1 (Exh. A (part)), 2008: Ord. 2443 § 3 (Exh. A (part)), 2006)

#### **18.09.160 Side yard—Flanking street.**

For a corner lot in a NC, CC, RC, LI or HI district proposed for commercial or industrial development, which is across a street from a residential (R) zone, the yard setback from the street shall be fifteen feet.

(Ord. 2515 § 1 (Exh. A (part)), 2008: Ord. 2443 § 3 (Exh. A (part)), 2006)

**18.09.170 Rear yard—Exception.**

For a lot in a NC, CC or RC district containing a use other than a dwelling structure and adjoining a residential zoning district, minimum rear yard along a rear lot line adjoining a side or rear yard of a lot in a residential zoning district shall be fifteen feet. In the case of a lot in a LI or HI district, the rear yard setback shall be twenty feet. If the adjoining residential district is within an area shown in the comprehensive plan for future commercial or industrial use or expansion, no minimum rear yard shall be required.

(Ord. 2515 § 1 (Exh. A (part)), 2008; Ord. 2443 § 3 (Exh. A (part)), 2006)

**18.09.180 Elevated decks.**

Rear Yard Setback. The rear yard setback for an elevated deck shall be fifteen feet. As used herein, an elevated deck shall mean a deck thirty inches or more aboveground level that is physically attached to a residential structure. The areas covered by an elevated deck shall be counted when calculating the maximum lot coverage permitted under the applicable density provisions.

(Ord. 2515 § 1 (Exh. A (part)), 2008; Ord. 2443 § 3 (Exh. A (part)), 2006)

**Chapter 18.11 PARKING****18.11.010 Parking policy designated.**

Except as hereafter provided for the MX District and DC District, in all Districts there shall be provided minimum off street parking spaces in accordance with the requirements of Section 18.11.020. Such off street parking spaces shall be provided at the time of erecting new structures, or at the time of enlarging, moving, or increasing the capacity of existing structures by creating or adding dwelling units, commercial or industrial floor space, or seating facilities. Under no circumstances shall off street parking be permitted in the vision clearance area of any intersection. Off street parking will only qualify if located entirely on the parcel in question, and not on City owned right-of-way or privately owned streets less than twenty feet in width. Covered parking structures shall not be permitted within the front yard set back or side yard set back along a flanking street.

For projects one-half block or less in size in the DC District and MX District, the Community Development Director may waive the off street parking requirements if the City Engineer finds that the anticipated parking needs of the project can be adequately met by existing off street parking on site, if any, and on street parking adjacent to the project. The Community Development Director may, as a condition of waiving the off street parking requirements of Section 18.11.020, require that on street parking be converted at the expense of the applicant to angle parking or another parking configuration approved by the City Engineer.

(Ord. 2515 § 1 (Exh. A (part)), 2008; Ord. 2443 § 3 (Exh. A (part)), 2006)

(Ord. No. 2545, § III, 5-4-2009; Ord. No. 2547, § VI, 5-18-2009)

**18.11.020 Design.**

The design of off-street parking shall be as follows:

- A. Ingress and Egress. The location of all points of ingress and egress to parking areas shall be subject to the review and approval of the city.

- B. Backout Prohibited. In all commercial and industrial developments and in all residential buildings containing five or more dwelling units, parking areas shall be so arranged as to make it unnecessary for a vehicle to back out into any street or public right-of-way.
- C. Parking Spaces—Access and Dimensions. Adequate provisions shall be made for individual ingress and egress by vehicles to all parking stalls at all times by means of unobstructed maneuvering aisles.
  - 1. Off-street parking space dimensions shall be as follows or as otherwise approved by the director:
    - a. Standard spaces shall be a minimum of nine feet in width;
    - b. Standard spaces shall be a minimum of eighteen feet in length.
  - 2. Aisle width dimensions shall be as follows or as otherwise approved by the director:
    - a. One-way aisle width shall be fifteen feet;
    - b. Two-way aisle width shall be twenty-four feet.
- D. Small Car Parking Spaces. A maximum of thirty percent of the total required parking spaces may be reduced in size for the use of small cars, provided these spaces shall be clearly identified with a sign permanently affixed immediately in front of each space containing the notation "compacts only." Spaces designed for small cars may be reduced in size to a minimum of eight feet in width and fifteen feet in length. Where feasible, all small car spaces shall be located in one or more contiguous areas and/or adjacent to ingress/egress points within parking facilities. Location of compact car parking spaces shall not create traffic congestion or impede traffic flows.

(Ord. 2515 § 1 (Exh. A (part)), 2008; Ord. 2443 § 3 (Exh. A (part)), 2006)

(Ord. No. 2612, § I(Exh. A), 2-7-2011; Ord. No. 17-013 , § I(Exh. A), 10-2-2017)

**18.11.030 Location.**

Off-street facilities shall be located as hereafter specified. Such distance shall be the maximum walking distance measured from the nearest point of the parking facility to the nearest point of the building that such facility is required to serve:

- A. For single-family or two-family dwelling and motels: on the same lot with the structure they are required to serve.
- B. For multiple dwelling, rooming or lodging house: two hundred feet.
- C. For hospital, sanitarium, home for the aged, or building containing a club: three hundred feet.
- D. For uses other than those specified above: four hundred feet.

(Ord. 2515 § 1 (Exh. A (part)), 2008; Ord. 2443 § 3 (Exh. A (part)), 2006)

**18.11.040 Units of measurement.**

- A. In a stadium, sports arena, church, or other place of assembly, each twenty inches of bench seating shall be counted as one seat for the purpose of determining requirements for off-street parking facilities.
- B. For purposes of determining off-street parking as related to floor space of multilevel structures and building, the following formula shall be used to compute gross floor area for parking determination:

Main floor	100%
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Basement and second floor	50%
Additional stories	25%

(Ord. 2515 § 1 (Exh. A (part)), 2008: Ord. 2443 § 3 (Exh. A (part)), 2006)

### **18.11.050 Change or expansion.**

Except in a DC District or MX District, whenever a building is enlarged or altered, or whenever the use of a building or property is changed, off street parking shall be provided for such expansion or change of use. The number of off street parking spaces required shall be determined for only the square footage of expansion and not the total square footage of the building or use; however, no additional off street parking space need be provided where the number of parking spaces required for such expansion, enlargement, or change in use since the effective date of this Code is less than ten percent of the parking spaces specified in the Code. Nothing in this provision shall be construed to require off street parking spaces for the portion and/or use of such building existing at the time of passage of the Code.

(Ord. 2515 § 1 (Exh. A (part)), 2008: Ord. 2443 § 3 (Exh. A (part)), 2006)

(Ord. No. 2545, § III, 5-4-2009; Ord. No. 2547, § VII, 5-18-2009)

### **18.11.060 Unspecified use.**

In case of a use not specifically mentioned in Section 18.11.130 of this chapter, the requirements for off-street parking facilities shall be determined by the city in accordance with a conditional use permit. Such determination shall be based upon the requirements for the most comparable use listed.

(Ord. 2515 § 1 (Exh. A (part)), 2008: Ord. 2443 § 3 (Exh. A (part)), 2006)

### **18.11.070 Joint use.**

The city may authorize the joint use of parking facilities for the following uses or activities under conditions specified:

- A. Up to fifty percent of the parking facilities required by the code for a theater, bowling alley, tavern, or restaurant may be supplied by the off-street parking facilities provided by certain types of buildings or uses herein referred to as "daytime" uses in subsection D of this section.
- B. Up to fifty percent of the off-street parking facilities required for any building or use specified in subsection D of this section, "daytime" uses, may be supplied by the parking facilities provided by uses herein referred to as "nighttime or Sunday" uses in subsection E of this section.
- C. Up to one hundred percent of the parking facilities required for a church or for an auditorium incidental to a public or parochial school may be supplied by the off-street parking facilities provided by uses herein referred to as "daytime" uses in subsection D of this section.
- D. For the purpose of this section, the following and similar uses are considered as primary daytime uses: banks, offices, retail, personal service shops, household equipment or furniture stores, clothing or shoe repair shops, manufacturing or wholesale buildings, and similar uses.

- E. For the purpose of this section, the following and similar uses are considered as primary nighttime or Sunday uses: auditorium incidental to a public or parochial school, churches, bowling alleys, theaters, taverns or restaurants.
- F. Owners of two or more buildings or lots may agree to utilize jointly the same parking space, subject to such conditions as may be imposed by the city. Satisfactory legal evidence shall be presented to the city in the form of deeds, leases, or contracts to establish the joint use. Evidence shall be required that there is no substantial conflict in the principal operating hours of the buildings or uses for which joint off-street parking is proposed.

(Ord. 2515 § 1 (Exh. A (part)), 2008: Ord. 2443 § 3 (Exh. A (part)), 2006)

#### **18.11.080 Plan submittal.**

Every tract or lot hereafter used as public or private parking area, having a capacity of five or more vehicles, shall be developed and maintained in accordance with the requirements and standards of this chapter.

The plan of the proposed parking area shall be submitted to the city at the time of the application for the building for which the parking area is required. The plan shall clearly indicate the proposed development, including location, size, shape, design, curb cuts, lighting, landscaping, and other features and appurtenances required. The parking facility shall be developed and completed to the required standards before an occupancy permit for the building may be issued.

(Ord. 2515 § 1 (Exh. A (part)), 2008: Ord. 2443 § 3 (Exh. A (part)), 2006)

#### **18.11.090 Landscaping.**

Landscaping requirements for parking areas shall be provided under Chapter 18.13 "Landscaping."

(Ord. 2515 § 1 (Exh. A (part)), 2008: Ord. 2443 § 3 (Exh. A (part)), 2006)

#### **18.11.100 Residential parking.**

Residential off-street parking space shall consist of a parking strip, driveway, garage, or a combination thereof, and shall be located on the lot they are intended to serve.

(Ord. 2515 § 1 (Exh. A (part)), 2008: Ord. 2443 § 3 (Exh. A (part)), 2006)

#### **18.11.110 Parking for the handicapped.**

Off-street parking and access for the physically handicapped persons shall be provided in accordance with the international building code.

(Ord. 2515 § 1 (Exh. A (part)), 2008: Ord. 2443 § 3 (Exh. A (part)), 2006)

#### **18.11.120 Additional requirements.**

In addition to the basic standards and requirements established by other sections of this chapter, the city may make such other requirements or restrictions as shall be deemed necessary in the interests of safety, health and general welfare of the city, including, but not limited to, lighting, jointly development of parking facilities, entrances and exits, accessory uses, and conditional exceptions. Further, performance bonds may be required in

such cases where the city determines that such shall be necessary to guarantee proper completion of improvements within time periods specified.

(Ord. 2515 § 1 (Exh. A (part)), 2008: Ord. 2443 § 3 (Exh. A (part)), 2006)

### 18.11.130 Standards.

The minimum number of off-street parking spaces for the listed uses shall be shown in Table 18.11-1, Off-Street Parking Standards. The city shall have the authority to request a parking study when deemed necessary.

Use	Required Number of Off-Street Parking Spaces
<b>Residential</b>	
Single-family dwelling, duplex, rowhouse	2 per unit
Studio apartment	1
Apartment 1 bedroom/ 2+ bedrooms	1.5/2
Housing for elderly (apartment/unassisted)	.33 per unit
Retirement dwellings	2 per unit
Residential care facility/assisted living	1 per 2 beds + 1 per day shift employee
<b>Lodging</b>	
Hotel or motel	1 space per unit plus additional for bars, restaurants, assembly rooms
Bed and breakfast	1 space per room
<b>Recreation</b>	
Marina	1 space per 2 slips
Miniature golf	1 per hole
Golf course	6 spaces per hole and 1 per employee
Golf driving range	1 space per 15 feet of driving line
Theater, auditorium	1 space per 4 seats maximum occupancy
Stadium, sports arena	1 space per 4 seats, or 1 for each 8 feet of benches, plus 1 space per 2 employees
Tennis, racquetball, handball, courts/club	3 spaces per court or lane, 1 space per 260 square feet of gross floor area (GFA) of related uses, and 1 space per employee
Basketball, volleyball court	9 spaces per court
Bowling, bocce ball center, billiard hall	5 spaces per alley/lane, and/or table
Dance hall, bingo hall, electronic game rooms, and assembly halls without fixed seats	1 space per 75 square feet of gross floor area (GFA)
Sports club, health, spa, karate club	1 space per 260 square feet of gross floor area, plus 1 space per employee
Roller rink, ice-skating rink	1 space per 100 square feet of gross floor area
Swimming club	1 space per 40 square feet of gross floor area
Private club, lodge hall	1 space per 75 square feet of gross floor area
<b>Institutional</b>	
Church/chapel/ synagogue/temple	1 space per 3 seats or 6 feet of pews
Elementary/middle/ junior high school	1 space per employee, teacher, staff, and 1 space per 15 students
Senior high school	1 space per employee, teacher, staff, and 1 space per 10 students

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(Supp. No. 42, Update 1)

Technical college, trade school, business school	1 space per every 2 employees, staff, and 1 space per every full-time student, or 3 part-time students
University, college, seminary	1 per every 2 employees and staff members, and either 1 per every 3 full-time students not on campus, or 1 for every 3 part-time students, whichever is greater
Multi-use community centers	1 per 4 seats maximum occupancy
Museum, art gallery	1 space per 500 square feet of gross floor area
Library	1 per employee and 1 per 500 square feet of gross floor area
Post office	1 per 500 square feet of gross floor area, plus 1 space per each 2 employees
<b>Medical care facilities</b>	
Hospitals	1 per 2 beds
Veterinary clinic/hospital	1 space per 250 square feet of gross floor area
Medical/dental clinic/office	1 per employee plus 1 per 300 square feet of gross floor area
<b>Office</b>	
General offices	1 per employee, plus 1 per 400 square feet of gross floor area
General office (no customer service)	1 per 250 square feet of gross floor area
Office park	1 space per 400 square feet of gross floor area
Meeting rooms	1 per 4 person occupancy load, and 1 per 2 employees
<b>Commercial/service</b>	
Automobile sales new/used	1 per 400 square feet of gross floor area
Auto repair accessory to auto sales	2 spaces per auto service stall
Automobile repair shop, automobile service station, automobile specialty store, automobile body shop	4 per bay
Gas station	1 per 2 fuel pumps
Gas station with mini-market	1 per nozzle plus 1 per 250 square feet of gross floor area
Car wash or quick service lubrication facilities	2 spaces per stall, and 1 space per 2 employees
Beauty parlor, barber shop	1 per 300 square feet of gross floor area
Massage parlor	1 per 300 square feet of gross floor area
Exhibition halls, showrooms, contractor's shop	1 space per 900 square feet of gross floor area
Photographic studio	1 space per 800 square feet of gross floor area
Convenience market, supermarket	1 space per 250 square feet of gross floor area
Multi-use retail center	1 per 250 square feet of gross floor area
Finance, insurance, real estate office	1 per employee plus 1 per 400 square feet of gross floor area
Bank	1 per employee, plus 1 per 400 square feet of gross floor area
Drug store	First 5,000 square feet = 17 spaces plus 1 per additional 1,500 square feet
Furniture/appliance store	1 per 500 square feet of gross floor area
Clothing store	1 per 400 square feet of gross floor area
Lumber yard, building material center	1 space per 275 square feet of indoor sales area, plus 1 space per 5,000 square feet of warehouse/storage

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Hardware/paint store	1 per 400 square feet of gross floor area
Restaurant	1 per 100 square feet of gross floor area
Restaurant, carry-out	1 space per 225 square feet of gross floor area
Fast food restaurant/coffee kiosk	1 space per 110 square feet of gross floor area, plus 6 stacking spaces for drive-through lane
Repair shop	1 per 400 square feet of gross floor area
Laundromats, coin-operated dry cleaners	1 space per every 3 washing or cleaning machines
Mortuary	1 space per 150 square feet of gross floor area
Express delivery service	1 space per 500 square feet of gross floor area, plus 1 space per employee
Retail stores in general	Less than 5,000 square feet: 1 per 300 square feet. Greater than 5,000 square feet: 17 plus 1 per 1,500 square feet
<b>Industrial</b>	
Industrial, manufacturing	1 per 500 square feet of gross floor area
Warehousing, storage	1 per 1,000 square feet of gross floor area
Public or private utility building	1 per 1,000 square feet of gross floor area
Wholesaling	2 plus 1 per 1,000 square feet of gross floor area
Research and development	1 per 500 square feet of gross floor area
LI/BP general office	1 per employee peak plus 15%
LI/BP research	1 per employee peak + 10%

(Ord. 2515 § 1 (Exh. A (part)), 2008; Ord. 2443 § 3 (Exh. A (part)), 2006)

(Ord. No. 2612, § I(Exh. A), 2-7-2011; Ord. No. 2691, § I(Exh. A), 1-21-2014 )

### 18.11.140 Loading standards.

In all districts except the DC districts, buildings or structures to be built or substantially altered which receive and distribute material and merchandise by trucks shall provide and maintain off-street loading berths in sufficient numbers and size to adequately handle the needs of the particular case.

The following standards in Tables 18.11-2 and 18.11-3, shall be used in establishing the minimum number of berths required:

**Table 18.11-2 Berth Standards for Commercial and Industrial Buildings**

Number of Berths	Gross Floor Area of the Building in Square Feet
1	Up to 20,000
2	20,000—50,000
3	50,000—100,000
* One additional berth is required for each 50,000 in excess of 100,000	

**Table 18.11-3 Berth Standards for Office Buildings, Hotels, Hospitals and Other Institutions**

Number of Berths	Gross Floor Area of the Building in Square Feet
1	Up to 100,000
2	100,000 to 300,000

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3	300,000 to 600,000
* One additional berth is required for each 300,000 in excess of 600,000	

No loading berth shall be located closer than fifty feet to a lot in any residential zoning district unless wholly within a completely enclosed building, or unless screened from such lot in the residential district by a wall, fence, or sight-obscuring evergreen hedge not less than six feet in height.

(Ord. 2515 § 1 (Exh. A (part)), 2008: Ord. 2443 § 3 (Exh. A (part)), 2006)

## Chapter 18.13 LANDSCAPING

### 18.13.010 Purpose.

- A. To establish minimum standards for landscaping in order to provide screening between incompatible land uses, minimize the visual impact of paved areas, provide for shade, and minimize erosion; and
- B. To implement the city's comprehensive plan goals which include preserving natural beauty in the city, and protecting Camas' native landscape and mature tree cover.

(Ord. 2515 § 1 (Exh. A (part)), 2008: Ord. 2443 § 3 (Exh. A (part)), 2006)

( Ord. No. 18-014, § XIII, 9-4-2018 )

### 18.13.020 Scope.

- A. Unless otherwise exempted, the standards of this chapter shall apply to any site to be developed. All applicable development activities shall be required to prepare a landscape plan and shall be required to meet the minimum tree density herein created.
- B. The standards of this chapter shall apply to the following:
  1. Commercial, industrial, governmental uses, and land divisions;
  2. Redevelopment including change of use when Site Plan Review is applicable (refer to Chapter 18.18 Site Plan Review);
  3. Parking lots with greater than four spaces;
  4. Development that is subject to Design Review (refer to Chapter 18.19 Design Review);
  5. Undeveloped property converting to an allowed use in the zone (e.g. infill lots); and
  6. Conditional uses. The standards for landscaping will be the same as the landscaping standards in commercial zones if conditional use will occur in a residential zone.

(Ord. 2515 § 1 (Exh. A (part)), 2008: Ord. 2443 § 3 (Exh. A (part)), 2006)

( Ord. No. 17-013 , § I(Exh. A), 10-2-2017; Ord. No. 18-014, § XIII, 9-4-2018 )

### 18.13.025 Exemptions.

The following activities are exempt from submittal of a Landscape Tree and Vegetation Plan:



- A. Commercial Nurseries. Removal of trees and vegetation which are being grown to be sold as landscape trees.
- B. Forest Practices Permit. Removal of trees as allowed with a forest practices permit issued by the Washington State Department of Natural Resources. Exemption does not include conversion of forest land to other uses.
- C. Developed Residential Lots. Removal of trees on lots which: (1) are less than twenty-four thousand square feet and are part of a subdivision or short plat; (2) which cannot be further divided in accordance with the underlying zoning district; and (3) trees to be removed are not within shoreline areas or critical areas.
- D. Undeveloped property and developed lots (twenty-four thousand square feet and greater). Removal of up to six trees per acre, up to a total of six trees within any twelve consecutive month period when: (1) the property is intended to remain undeveloped for a period of six years and such intent is recorded in a covenant; (2) if a minimum tree density of thirty tree units per acre is maintained; and (3) the trees to be removed are not within shoreline areas or critical areas. Removal of trees on parcels of less than one acre in size shall be limited in proportion to six trees per acre (e.g. a half acre parcel can remove three trees).
- E. Downtown commercial zone. Downtown commercial zone properties must include properly spaced street trees, and other landscape screening in accordance with downtown design review standards, but are not required to meet tree density minimums.
- F. Minor development. A Landscape, Tree and Vegetation plan is not required for any site disturbance less than five hundred square feet and where no tree will be removed or adjacent tree(s) impacted.

( Ord. No. 18-014, § XIV, 9-4-2018 )

### **18.13.030 Expansion.**

In a case where a site expands, landscaping shall be provided only for the percentage of expansion.

(Ord. 2515 § 1 (Exh. A (part)), 2008: Ord. 2443 § 3 (Exh. A (part)), 2006)

### **18.13.040 Procedure for landscape, tree and vegetation plans.**

- A. Applicants shall submit a detailed Landscape, Tree and Vegetation Plan with building and site improvement plans. Included in the plans (at a minimum) shall be type, size, and location of plants and materials.
- B. A tree survey must be included for any applicable development proposing to remove trees.

(Ord. 2515 § 1 (Exh. A (part)), 2008: Ord. 2443 § 3 (Exh. A (part)), 2006)

( Ord. No. 18-014, § XIII, 9-4-2018 )

### **18.13.045 Tree survey.**

- A. The applicant must submit a tree survey that is prepared by a certified arborist or professional forester.
- B. A tree survey must contain the following:
  - 1. Inventory.
    - a. Map of the site, with tree locations numbered

- b. Include all significant trees that will be impacted by the proposed development, which may include trees off-site if canopies overhang the subject property. Open space tracts to be set aside for conservation purposes do not need to be included in survey.
  - c. Provide the common and scientific name of inventoried trees.
2. Assessment.
- a. Size. Measure and provide the diameter at breast height (DBH).
  - b. Tree protection zone. (Refer to CMC 18.03.050 Environmental Definitions)
  - c. Tree health. An overall assessment of the trees structural stability and failure potential based on specific structural features (e.g. decay, conks, co-dominate trunks, abnormal lean) and rated as good, fair or poor.
  - d. Recommendation for preservation or removal. The recommendation will consider proposed grading, trenching, paving, fencing and other construction plans.
  - e. If hazardous, then an evaluation of hazardous trees will include a numerical value of hazard based on the following: failure potential; size of part most likely to fail; and distance to target (e.g. new residence).

( Ord. No. 18-014, § XIV, 9-4-2018 )

### **18.13.050 Standards for landscape, tree and vegetation plans.**

- A. The property owner shall be responsible for any future damage to a street, curb, or sidewalk caused by landscaping.
- B. Landscaping and trees shall be selected and located to deter sound, filter air contaminants, curtail erosion, minimize stormwater run-off, contribute to living privacy, reduce the visual impacts of large buildings and paved areas, screen, and emphasize or separate outdoor spaces of different uses or character.
- C. Landscape, Tree and Vegetation Plan must include a combination of trees, shrubs, and ground cover to achieve the purposes of this chapter.
  - 1. Required landscaping shall be comprised of a minimum of sixty percent native vegetation (or adapted to northwest climate), or drought-tolerant vegetation, and fifty percent evergreen.
  - 2. Deciduous trees shall have straight trunks, be fully branched, have a minimum caliper of two inches, be equivalent to a fifteen-gallon container size, and be adequately staked for planting.
  - 3. Evergreen trees shall be a minimum of five feet in height, fully branched, and adequately staked for planting.
- D. Street trees will be required as part of the frontage improvements. Species, size and spacing of the trees must be consistent with the Design Standards Manual. Unless otherwise specified, trees must generally be spaced thirty feet apart. Substitute varieties are subject to approval by the City of Camas.
- E. Proposed vegetation cannot be an invasive species as listed within the most current edition of the Clark County Noxious Weed List (e.g. English Ivy cultivars).
- F. Shrubs shall be a minimum of five-gallon pot size. Upright shrubs shall have a minimum height at planting of eighteen inches. Spreading shrubs at planting shall have a minimum width of eighteen inches (smaller shrub sizes may be approved where it is more appropriate within a particular landscape plan).
- G. Ground Cover, defined as living material and not including bark chips or other mulch, shall be from containers of one gallon or larger. Plants shall be planted and spaced in a triangular pattern which will result

in eighty percent cover in three years. Lawn cannot be the primary ground cover within required landscape buffers unless approved for stormwater conveyance. Grass species, if used as ground cover, shall be native or drought-tolerant, and appropriate for the use of the area.

- H. Appropriate measures shall be taken, e.g., installation of irrigation system, to assure landscaping success. If plantings fail to survive, it is the responsibility of the property owner to replace them.
- I. Required trees, as they grow, shall be pruned in accordance with the International Society of Arboriculture. The pruned tree will provide at least ten feet of clearance above sidewalks and fourteen feet above street roadway surfaces.
- J. Existing trees may be used as street trees if there will be no damage from the development which will kill or weaken the tree. Sidewalks of variable width and elevation may be utilized to save existing street trees, subject to approval by the city.
- K. Vision clearance hazards shall be prohibited.
- L. Street trees and other required landscaping which dies or is removed, must be replaced within one year of death or removal. Replacement street trees may be an alternative species from the city's recommended tree list, and may be in a different location as approved by the city.

(Ord. 2515 § 1 (Exh. A (part)), 2008; Ord. 2443 § 3 (Exh. A (part)), 2006)

(Ord. No. 2612, § I(Exh. A), 2-7-2011; Ord. No. 2691, § I(Exh. A), 1-21-2014 ; Ord. No. 17-013 , § I(Exh. A), 10-2-2017; Ord. No. 18-014, § XIII, 9-4-2018 ; Ord. No. 21-005 , § I(Exh. A), 3-15-2021)

**18.13.051 Minimum tree density requirement.**

- A. Tree Density. A minimum tree density per net acre is required and must be incorporated within the overall landscape plan. The tree density may consist of existing trees, replacement trees or a combination of existing and replacement trees, pursuant to the priority established in Section 18.13.052.

**18.13.051 Table 1: Required Tree Density**

Proposed Activity	Required Minimum Tree Density per Net Acre	Required Tree Replacement	North Shore Subarea Required Minimum Tree Density per Net Acre <sup>1</sup>
New Development	20 Tree Units	20 Tree Units per acre	30 Tree Units
Residential	20 Tree Units	20 Tree Units per acre	30 Tree Units
Developed commercial and industrial properties	20 Tree Units	3 Tree Units for every 1 tree unit removed up to the minimum tree density per acre.	30 Tree Units

<sup>1</sup>At least 50% of minimum tree density must be achieved through retention of existing trees where the existing tree coverage on the site would allow for this standard to be met. If this standard cannot be met, an arborist report is required to demonstrate that it cannot be met. Replacement trees must be native and/or coniferous species. More information is included in the North Shore Design Manual.

- B. Tree Density Calculation. Specific instructions on how to perform tree density calculations are provided in the Design Standards Manual. "Tree Unit" is a unit of measurement based upon the size of the diameter of the tree measured at the breast height ("dbh"). New trees are given a value of one (1) Tree Unit, as they must be a minimum of 2" dbh when planted. Tree Unit values are summarized in the following Table:

**18.13.051 Table 2: Tree Units for Existing Trees**

Diameter at Breast Height "dbh"	Tree Units	Diameter at Breast Height "dbh"	Tree Units
1" to 5"	1	31" to 32"	12
6" to 12"	2	33" to 34"	13
13" to 14"	3	35" to 36"	14
15" to 16"	4	37" to 38"	15
17" to 18"	5	39" to 40"	16
19" to 20"	6	41" to 42"	17
21" to 22"	7	43" to 44"	18
23" to 24"	8	45" to 46"	19
25" to 26"	9	47" to 48"	20
27" to 28"	10	49" to 50"	21
29" to 30"	11	For larger trees, allow a ½ tree unit for every additional inch of dbh.	

( Ord. No. 18-014, § XIV, 9-4-2018 )

**18.13.052 Tree and native vegetation preservation.**

- A. When determining where to retain or plant trees, locations with healthy soils, native understory vegetation, and mature trees shall have priority when there are feasible alternative locations on site for proposed buildings and site improvements to achieve the minimum tree unit density per acre. This may require site redesign. Provided, where necessary, density transfer areas may be used to ensure protection and retention of trees. Residential and mixed-use developments may use density transfer standards when setting aside area outside of critical or natural areas to protect existing trees.
- B. In designing a development project and in meeting the required tree density, the applicant must provide a Landscape, Tree and Vegetation plan that retains healthy, wind firm trees in the following priority:
  - 1. Trees located within critical area buffers. Trees must be identified within a protected tract.
  - 2. Significant wildlife habitat, or areas adjacent and buffering habitat.
  - 3. Significant trees that are greater than 36 inch dbh.
  - 4. Groves of trees, or other individual healthy trees with the intent to retain must be located in separate tract if part of a land division, or other protective mechanism if other development type,
  - 5. Trees, that if removed would cause trees on adjacent properties to become hazardous.
- C. Mitigation and Replacement. In areas where there are currently inadequate numbers of existing trees to meet minimum tree density, where the trees are inappropriate for preservation, the soils are poor, or there are significant invasive species, then mitigation shall be required to meet the minimum tree density. The applicant's proposed location for replacement trees or mitigation shall be subject to the city's approval of the Landscape Plan. Replacement trees shall be planted in the following priority:
  - 1. Onsite.
    - a. Within or adjacent to critical area buffers or wildlife habitat areas
    - b. Adjacent to stormwater facilities

- c. Landscaping tracts, such as at entrances, traffic islands or other common areas
  - d. Removal of invasive species and restorative native vegetation planting equivalent to the area necessary for new tree planting.
2. City tree fund. When on-site locations are unavailable or infeasible, then the applicant can pay an amount equal to the market value of the replacement trees into the city's tree fund.

( Ord. No. 18-014, § XIV, 9-4-2018 )

**18.13.055 Landscape buffering standards.**

A. Landscape buffers shall be in compliance with the below referenced table:

**Table 1—Landscape Buffers**

Abutting Zone ►	Residential		Commercial		Business Park		Industrial	
	Uses on Site ▼	Not Separated by a Street	Separated by a Street	Not Separated by a Street	Separated by a Street	Not Separated by a Street	Separated by a Street	Not Separated by a Street
Multifamily Residential	5' L1	5' L1	10' L3	10' L2	10' L2	10' L2	10' L2 w/F2 Fence	10' L3
Commercial	10' L3	5' L2	5' L1	5' L2	5' L2	5' L2	10' L3	10' L2
Industrial	10' L2 w/F2 Fence	10' L2	10' L3	L2	10' L3	5' L2	5' L2	5' L1

B. Landscaping and Screening Design Standards.

1. L1, General Landscaping.

- a. Intent. The L1 standard is intended to be used where distance is the principal means of separating uses or development, and landscaping enhances the area between them. The L1 standard consists principally of groundcover plants; trees and high and low shrubs also are required.
- b. Required Materials. There are two ways to provide trees and shrubs to comply with an L1 standard. Shrubs and trees may be grouped. Groundcover plants, grass lawn, or approved flowers must fully cover the landscaped area not in shrubs and trees.

2. L2, Low Screen.

- a. The standard is applied where a low level of screening sufficiently reduces the impact of a use or development, or where visibility between areas is more important than a greater visual screen.
- b. Required Materials. The L2 standard requires enough low shrubs to form a continuous screen three feet high and ninety-five percent opaque year-round. In addition, one tree is required per thirty lineal feet of landscaped area, or as appropriate to provide a tree canopy over the landscaped area. Groundcover plants must fully cover the remainder of the landscaped area. A

three-foot high masonry wall or fence at an F2 standard may be substituted for shrubs, but the trees and groundcover plants are still required.

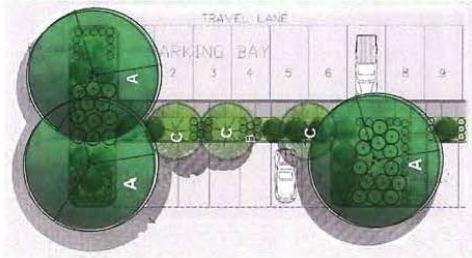
3. L3, High Screen.
  - a. The L3 standard provides physical and visual separation between uses or development principally using screening. It is used where such separation is warranted by a proposed development, notwithstanding loss of direct views.
  - b. Required Materials. The L3 standard requires enough high shrubs to form a screen six feet high and ninety-five percent opaque year-round. In addition, one tree is required per thirty lineal feet of landscaped area, or as appropriate to provide a tree canopy over the landscaped area. Groundcover plants must fully cover the remainder of the landscaped area. A six-foot high wall or fence that complies with an F1 or F2 standard may be substituted for shrubs, but the trees and groundcover plants are still required. When applied along street lot lines, the screen or wall is to be placed along the interior side of the landscaped area.
4. Fences.
  - a. F1, Partially Sight-Obscuring Fence.
    - i. Intent. The F1 fence standard provides partial visual separation. The standard is applied where a proposed use or development has little impact, or where visibility between areas is more important than a total visual screen.
    - ii. Required Materials. A fence or wall that complies with the F1 standard shall be six feet high, and at least fifty percent sight-obscuring. Fences may be made of wood, metal, bricks, masonry, or other permanent materials.
  - b. F2, Fully Sight-Obscuring Fence.
    - i. Intent. The F2 fence standard provides visual separation where complete screening is needed to protect abutting uses, and landscaping alone cannot provide that separation.
    - ii. Required Materials. A fence or wall that complies with the F2 standard shall be six feet high, and one hundred percent sight obscuring. Fences may be made of wood, metal, bricks, masonry or other permanent materials.
5. The applicant may provide landscaping and screening that exceeds the standards in this chapter provided:
  - a. A fence or wall (or a combination of a berm and fence or wall), may not exceed a height of six feet above the finished grade at the base of the fence or wall (or at the base of a berm, if combined with one), unless the approval authority finds additional height is necessary to mitigate potential adverse effects of the proposed use, or other uses in the vicinity; and landscaping and screening shall not create vision clearance hazards.
  - b. The community development director may approve use of existing vegetation to fulfill landscaping and screening requirements of this chapter, if that existing landscaping provides at least an equivalent level of screening as the standard required for the development in question.
  - c. Required landscaping and screening shall be located on the perimeter of a lot or parcel. Required landscaping and screening shall not be located on a public right-of-way or private street easement.

( Ord. No. 17-013 , § III(Exh. A), 10-2-2017)



### 18.13.060 Parking areas.

- A. Parking areas are to be landscaped at all perimeters.
- B. All parking areas shall provide interior landscaping for shade and visual relief.
- C. Parking lots shall include a minimum ratio of one tree per six parking spaces.



**Figure 18.13.060-1 Example of Parking Lot Planter Areas.**

In this example, there are three medium-sized trees ("A") for eighteen parking spaces, with ground cover ("B") and shrubs ("C").

- D. Planter strips (medians) and tree wells shall be used within parking areas and around the perimeter to accommodate trees, shrubs and groundcover.
- E. Planter areas for trees must provide a minimum of five hundred cubic feet of soil, and shall provide eight-foot by eight-foot minimum of clear planting space. For other vegetative buffer areas a minimum of a five foot clear width must be provided.
- F. Wheel stops should be used adjacent to tree wells and planter areas to protect landscaping from car overhangs.
- G. Curbed planting areas shall be provided at the end of each parking aisle to protect parked vehicles.
- H. No more than fifteen parking spaces shall be located in a row without a landscaped divider strip (See Figure 18.13.060-1).

(Ord. 2515 § 1 (Exh. A (part)), 2008; Ord. 2443 § 3 (Exh. A (part)), 2006; Ord. No. 18-014, § XIII, 9-4-2018 ; Ord. No. 19-012, § II(Exh. A), 11-4-2019 )

### 18.13.070 Assurance device.

In appropriate circumstances, the city may require a reasonable performance of maintenance assurance device, in a form acceptable to the finance department, to assure compliance with the provisions of this chapter and the approved landscaping plan.

(Ord. 2515 § 1 (Exh. A (part)), 2008; Ord. 2443 § 3 (Exh. A (part)), 2006)

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## Chapter 18.19 DESIGN REVIEW<sup>4</sup>

### 18.19.010 Purpose.

This chapter is intended to provide for orderly and quality development consistent with the design principles of the "Camas Design Review Manual: Gateways, Commercial, Mixed-Use and Multifamily Uses, and North Shore Subarea development," hereafter referred to as the Design Review Manual (DRM) and the "Downtown design manual." The design review process is not intended to determine the appropriateness of a given use on a given parcel. The design review process is intended to produce a meaningful integration of building, landscaping and natural environment. This will protect the general health, safety, and welfare of the community by making efficient use of the land, which is consistent with the visual character and heritage of the community.

(Ord. 2518 § 1 (Exh. A (part)), 2008)

( Ord. No. 2691, § I(Exh. A), 1-21-2014 )

### 18.19.020 Scope.

Design review is required for all new developments within commercial, mixed-use, business park, or multifamily zones, redevelopment (including change in use, e.g., residential to commercial), or major rehabilitation (exterior changes requiring a building permit or other development permit). Commercial uses in the context of design review include both traditional uses listed as commercial under the zoning code as well as recreational, religious, cultural, educational, and governmental buildings and associated properties. Additionally, design review is applicable to all new developments or redevelopments within a gateway area as defined in the design review manual. Design review is also required for all development within the North Shore subarea, consistent with the North Shore Design Manual.

(Ord. 2518 § 1 (Exh. A (part)), 2008)

( Ord. No. 2691, § I(Exh. A), 1-21-2014 )

### 18.19.025 Scope of the downtown design manual (DDM).

The provisions of this manual shall be applied to public and private parcels located within the downtown commercial zone. The standards within the DDM supersede the general requirements of the DRM for parcels located within the downtown commercial zone.

(Ord. 2518 § 1 (Exh. A (part)), 2008)

### 18.19.030 Design review manual adopted.

The city's design standards are primarily contained in the design review manual, which was adopted by the city.

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<sup>4</sup>Prior ordinance history: Ords. 2443 and 2515.

(Ord. 2518 § 1 (Exh. A (part)), 2008)

### **18.19.035 Downtown design manual adopted.**

The city's design standards for the downtown commercial zone are contained in the manual, which is adopted by the city.

(Ord. 2518 § 1 (Exh. A (part)), 2008)

### **18.19.040 Design review committee.**

- A. The city council shall establish a seven-person design review committee (DRC) for the purposes of reviewing specific proposals, and recommending conditions and/or other actions necessary for consistency with the principles of the DRM. The DRC members serve at the pleasure of the city council. The DRC shall consist of six members appointed by the city council, including two from the development community, one council member, one planning commissioner, and two citizens at large. A seventh member shall be a neighborhood representative of the surrounding neighborhood to a specific proposal, or a United Camas Association of Neighborhoods member.
- B. The DRC will hold a public meeting to consider a design review application when:
  1. The city planner determines that the issues related to a specific proposal are complex enough to warrant a review by the DRC;
  2. The proposal varies from the guidelines of the DRM; or
  3. When an administrative decision on a design review application is appealed with no prior review by the DRC.
- C. The DRC shall not issue a decision, but shall prepare a written recommendation, together with findings to support the recommendation, to the approval authority within ten days of a public meeting held for that purpose (RCW 36.70.020(5)).

(Ord. 2518 § 1 (Exh. A (part)), 2008)

### **18.19.050 Design principles.**

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

- A. Standard Principles.
  1. Landscaping shall be done with a purpose. It shall be used as a tool to integrate the proposed development into the surrounding environment.
  2. All attempts shall be made at minimizing the removal of significant natural features. Significant natural features shall be integrated into the overall site plan.
  3. Buildings shall have a "finished" look. Any use of panelized materials shall be integrated into the development in a manner that achieves a seamless appearance.

4. A proposed development shall attempt to incorporate or enhance historic/heritage elements related to the specific site or surrounding area.
- B. Specific Principles.
1. Gateways.
    - a. Gateways shall be devoid of freestanding signs. Preexisting freestanding signs will be subject to removal at the time of any new development, redevelopment, or major rehabilitation on the site. Exemptions include approved directional or community information signage as approved by the city.
    - b. Business signage not placed on buildings shall be integrated into the landscaping/streetscaping of the subject property.
    - c. Permanent signage within a gateway shall be standardized in a manner that creates a consistent look within the gateway in question.
    - d. The surface of pedestrian walkways within intersections shall be accentuated with a unique character.
    - e. A consistent streetscape lighting scheme shall be used.
  2. Commercial and Mixed Uses.
    - a. On-site parking areas shall be placed to the interior of the development unless site development proves prohibitive. All on-site parking areas along adjacent roadways shall be screened with landscaping. Downtown commercial and mixed-use areas shall not be required to provide on-site parking.
    - b. Buildings shall be used to define the streetscape unless site conditions prove prohibitive.
    - c. Structures abutting, located in, or located near less intensive uses or zoned areas (such as commercial developments next to residential areas) shall be designed to mitigate size and scale differences.
    - d. Developments containing a multiple of uses/activities shall integrate each use/activity in a manner that achieves a seamless appearance, or creates a cohesive development.
    - e. Mixed-use developments that place uses throughout the site (horizontal development) shall organize elements in a manner that minimizes their impact on adjacent lower intensity uses.
    - f. Walls shall be broken up to avoid a blank look and to provide a sense of scale.
    - g. Outdoor lighting shall not be directed off-site.
  3. Multifamily.
    - a. Stacked Housing.
      - i. All on-site parking areas shall be screened with landscaping. Parking spaces shall be clustered in small groups of no more than six to ten spaces.
      - ii. Stacked houses abutting or located in single-family residentially zoned areas shall be designed to mitigate size and scale differences.
      - iii. Walls shall be articulated in order to avoid a blank look and to provide a sense of scale.

- iv. Detached garages shall be located to the rear of stacked unit(s) so as not to be directly viewable from a public street.
  - v. Attached garages shall account for less than fifty percent of the front face of the structure. Garages visible from the street shall be articulated by architectural features, such as windows, to avoid a blank look.
- b. Townhomes and Rowhouses.
- i. All on-site parking areas (excluding driveways and garages) shall be screened with landscaping.
  - ii. Buildings shall be used to define the streetscape unless site conditions prove prohibitive.
  - iii. When appropriate, structures abutting or located in single-family residentially zoned areas shall be designed to mitigate size and scale differences.
  - iv. Walls shall be articulated in order to avoid a blank look and to provide a sense of scale.
  - v. Detached garages shall be located to the rear of the townhouse or rowhouse unit(s) so as not to be directly viewable from a public street.
  - vi. Attached garages shall account for less than fifty percent of the front face of the structure. Garages visible from the street shall be articulated by architectural features, such as windows, to avoid a blank look.
- c. Duplex, Triplex and Four-Plex.
- i. Garages shall account for less than fifty percent of the front face of the structure. Garages visible from the street shall be articulated by architectural features, such as windows, to avoid a blank look.

#### 4. North Shore Subarea.

All development within the North Shore subarea must meet the minimum requirements determined in North Shore Design Manual.

- a. Use a stepped-transition in building height and mass to move from higher density to lower density and from more intense mix-of-uses to single uses to provide compatible scale and privacy between developments. Building height transitions shall be applied to new and vertically expanded buildings in the HD-NS, C-NS, MX-NS, and ME-NS zones within 20 feet (measured horizontally) of an existing single detached residential building 30 feet less in height. The building height transition standard is met when the height of the taller building does not exceed 1 foot of height for every 1 foot separating the new building from the existing single detached residential structure.
- b. Vary lot sizes, front yard setbacks, and building product type for residential uses to avoid predictable suburban development patterns (also known as “cookie cutter” development) and better reflect the natural geography.
- c. Minimize the visibility of off-street surface parking where feasible by instead integrating structured and tuck-under parking in buildings or locating surface parking behind buildings.
- d. Provide public-facing facades and building entries—regardless of land use—that provide weather protection from wind, rain, sun, and the occasional snow.

- e. Include multiple entries and windows on ground floor commercial uses facilitate business access, create visual interest, and promote safety.
- f. Encourage an aesthetic that complements the surroundings (such as the Pacific Northwest style) through site design, exterior building materials, landscaping, and other features. Exterior building materials may include: concrete, wood, standing-seam sheet metal, glass, board-and-batten, wood siding, corrugated sheet metal, board-formed concrete, board-and-batten siding, commercial/industrial terra-cotta, stone siding, spaced wood sun screens, ply-formed concrete, horizontal wood siding, brick, sheet metal panels, standing-seam metal roofing, stucco, and/or heavy-timber.
- g. Use dark-sky friendly lighting for outdoor areas, such as full cutoff fixtures, or limiting light trespass from buildings into the street.
- h. Design the development to maximize potential for passive solar and solar-ready construction.

(Ord. 2518 § 1 (Exh. A (part)), 2008)

( Ord. No. 16-006 , § I, 5-2-2016)

### **18.19.060 Guidelines.**

- A. The guidelines include five major categories:
  1. Landscaping and screening;
  2. Architecture;
  3. Massing and setbacks;
  4. Historic and heritage preservation; and
  5. Circulation and connections.
- B. Each of the major guidelines include subcategories. Compliance with the guideline categories and subcategories demonstrate compliance with the principles. However, not every guideline may be deemed applicable, and therefore required, by the approval authority. Additionally, the approval authority may approve a variance from one or more guidelines, provided the overall intent of the principles is satisfied.

(Ord. 2518 § 1 (Exh. A (part)), 2008)

( Ord. No. 2691, § I(Exh. A), 1-21-2014 )

### **18.19.070 Application requirements.**

Application for design review shall be submitted on the most current forms provided by, and in a manner set forth by the community development director or designee. The application shall include such drawings, sketches, and narrative as to allow the approval authority review of the specific project on the merits of the city's design review manual and other applicable city codes. An application shall not be deemed complete unless all information requested is provided.

(Ord. 2518 § 1 (Exh. A (part)), 2008)

(Ord. No. 2612, § I(Exh. A), 2-7-2011)



### 18.19.090 Deviations to design review guidelines.

A design review application that includes a deviation from any of the five major guidelines of the DRM shall be subject to review and recommendations from the design review committee. The DRC shall base its recommendation upon findings setting forth and showing that all of the following circumstances exist:

- A. Special conditions or circumstances exist which render a specific requirement of the DRM unreasonable, given the location and intended use of the proposed development;
- B. The special conditions and circumstances are characteristic of the proposed general use of the site, and not of a specific tenant;
- C. The specific conditions and circumstances are not representative of typical development which may be allowed within the zoning district;
- D. The requested deviation is based upon functional consideration rather than economic hardship, personal convenience or personal design preferences;
- E. Variation from a guideline(s) has sufficiently been compensated by other site amenities; and
- F. The requested deviation will not result in a project that is inconsistent with the intent and general scope of the DRM principles.

(Ord. 2518 § 1 (Exh. A (part)), 2008)

### 18.19.100 Enforcement.

Failure to comply with the requirements of this chapter, or a decision resulting from this chapter are enforceable under Article VIII of CMC Chapter 18.55 Administration and Procedures.

(Ord. 2518 § 1 (Exh. A (part)), 2008)

(Ord. No. 2612, § I(Exh. A), 2-7-2011)

## Chapter 18.24 MIXED USE<sup>5</sup>

### 18.24.010 Purpose.

- A. To encourage new development and business opportunities;
- B. To foster the development of mixed use areas that are arranged, scaled, and designed to be compatible with surrounding land uses;
- C. To promote a compact growth pattern to efficiently use the remaining developable land and to help sustain neighborhood businesses; and
- D. To promote new construction of multi-story structures with commercial uses on the ground floor and residential uses on the upper stories.

---

<sup>5</sup>Editor's note(s)—Ord. No. 2547, § I, adopted May 18, 2009, amended Ch. 18.24, in its entirety, to read as herein set out. See also the Code Comparative Table and Disposition List.

---

(Ord. No. 2545, § III, 5-4-2009; Ord. No. 2547, § I(Exh. A), 5-18-2009)

#### **18.24.020 Applicability.**

- A. All new development within the Mixed Use (MX) zone shall submit a site plan review application in accordance with CMC Chapter 18.18 Site Plan Review of this title unless otherwise exempt per this title.
- B. All new developments and uses shall be required to submit a design review application in accordance with CMC Chapter 18.19 Design Review of this title prior to applying for a building permit.
- C. Landscaping requirements shall be the same as landscaping standards in community commercial zones.

(Ord. No. 2545, § III, 5-4-2009; Ord. No. 2547, § I(Exh. A), 5-18-2009)

(Ord. No. 2612, § I(Exh. A), 2-7-2011)

#### **18.24.030 Incentives.**

- A. Traffic Impact Fee (TIF) Reduction. A reduction of the TIF may be granted pursuant to § 18.22.100 CMC.
- B. Public Art. A five percent increase in lot coverage area may be granted upon design review committee approval for providing public art within proposed project.
- C. Sustainability. Up to a ten percent reduction in building and/or engineering review fees may be authorized at the discretion of the director in proportion to a proposed low-impact development method.

(Ord. No. 2545, § III, 5-4-2009; Ord. No. 2547, § I(Exh. A), 5-18-2009)

#### **18.24.040 Exemptions.**

Newly created lots, via short plats or subdivisions or combined lots, that are adjacent to existing single-family lots shall not be required to bevel to existing platted lots (Refer to §18.09.080-B).

(Ord. No. 2545, § III, 5-4-2009; Ord. No. 2547, § I(Exh. A), 5-18-2009)







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<b>SECTION</b>	<b>PAGE</b>
Introduction .....	1
About the Subarea Plan .....	1
Planning Process .....	1
Visioning and Outreach.....	4
Phase 1 Community and Stakeholder Outreach.....	4
Phase 2 Community and Stakeholder Outreach.....	5
Phase 1 Analyses .....	8
Existing Conditions .....	8
Market Analysis .....	9
Conceptual Planning.....	11
Draft Concept Plan – Option A.....	11
Draft Concept Plan – Option B.....	12
Preferred Concept Plan.....	13
Design Guidelines.....	22
Implementation.....	25
Development Code Amendments.....	27

**LIST OF TABLES**

Table 1. Land Use Capacity Comparison .....	17
Table 2. Trip Generation Estimate .....	19
Table 3. Implementation Measures .....	25
Table 4. Development Code Amendments .....	27

**LIST OF FIGURES**

Figure 1. Vicinity Map .....	1
Figure 2. Visioning Workshop .....	4
Figure 3. Open House Poster .....	5
Figure 4. Community Open House .....	6
Figure 5. Community Open House .....	6
Figure 6. Existing Zoning .....	8
Figure 7. Critical Areas and Legacy Lands .....	9
Figure 8. Draft Concept Plan – Option A .....	11
Figure 9. Draft Concept Plan – Option B .....	12
Figure 10. Preferred Concept Plan .....	13
Figure 11. Conceptual Aerial Rendering .....	14
Figure 12. Conceptual Site Renderings .....	14
Figure 13. Proposed Roadway Connections .....	18
Figure 14. North Shore Boulevard Cross Section .....	20
Figure 15. Ridgeline Road Cross Section .....	20
Figure 16. Collector Road Cross Section .....	21
Figure 17. Proposed Comprehensive Plan Map .....	26
Figure 18. Proposed Zoning Map .....	26

**LIST OF APPENDICES**

Appendix A. Public Involvement Summaries
Appendix B. Phase 1 Analyses (Existing Conditions and Market Analysis)
Appendix C. Phase 2 Analyses (Land Use Capacity Memorandum, Trip Generation and Roadway Connectivity Assessment, Market Assessment)



SECTION 1

# INTRODUCTION

About the Subarea Plan

P 1

Planning Process

P 1





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

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

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# VISIONING AND OUTREACH

Phase 1 Community and  
Stakeholder Outreach

P 4

Phase 2 Community and  
Stakeholder Outreach

P 5

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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

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# PHASE 1 ANALYSIS

Existing Conditions

P 8

Market Analysis

P 9

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## 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).

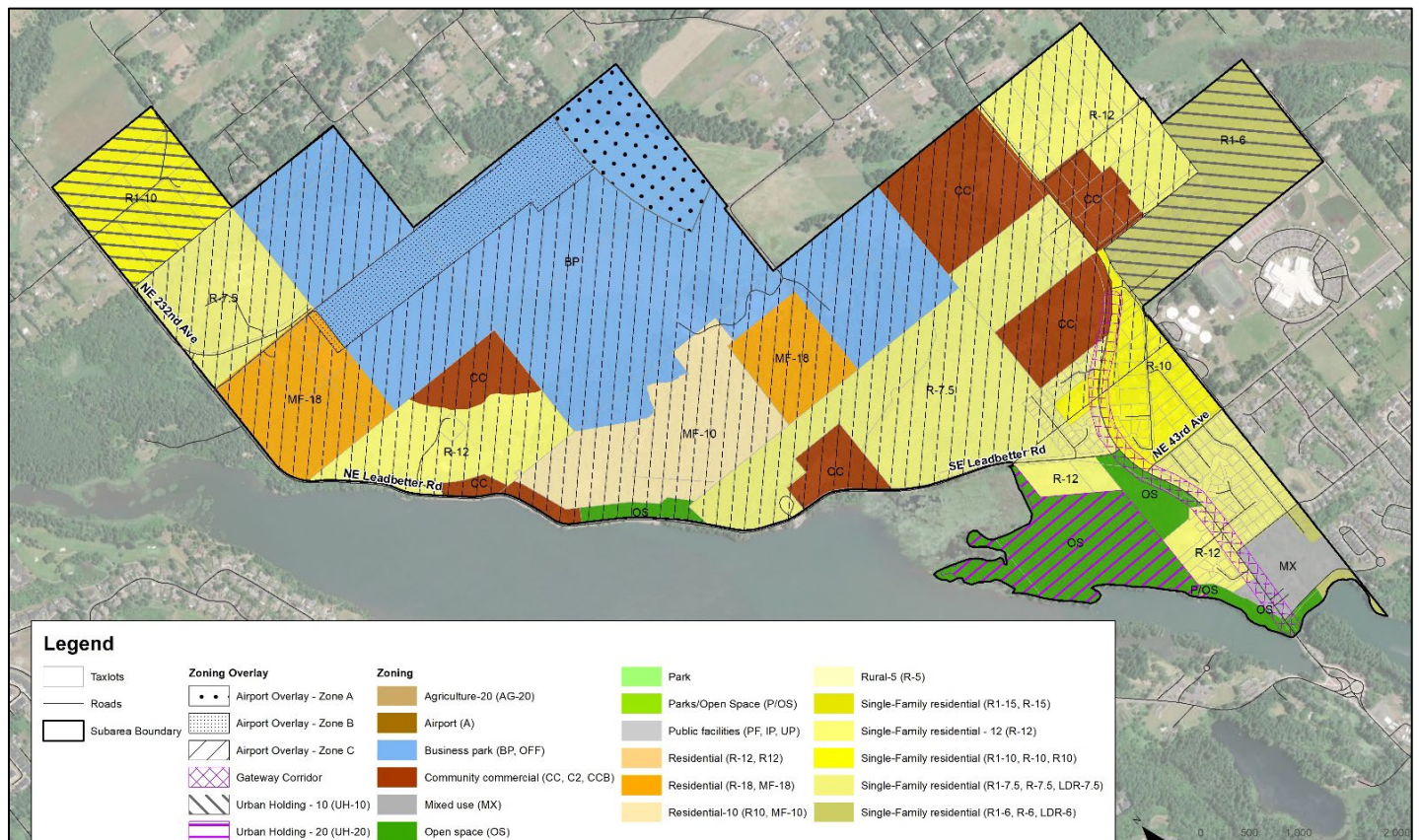


Figure 6. Existing Zoning

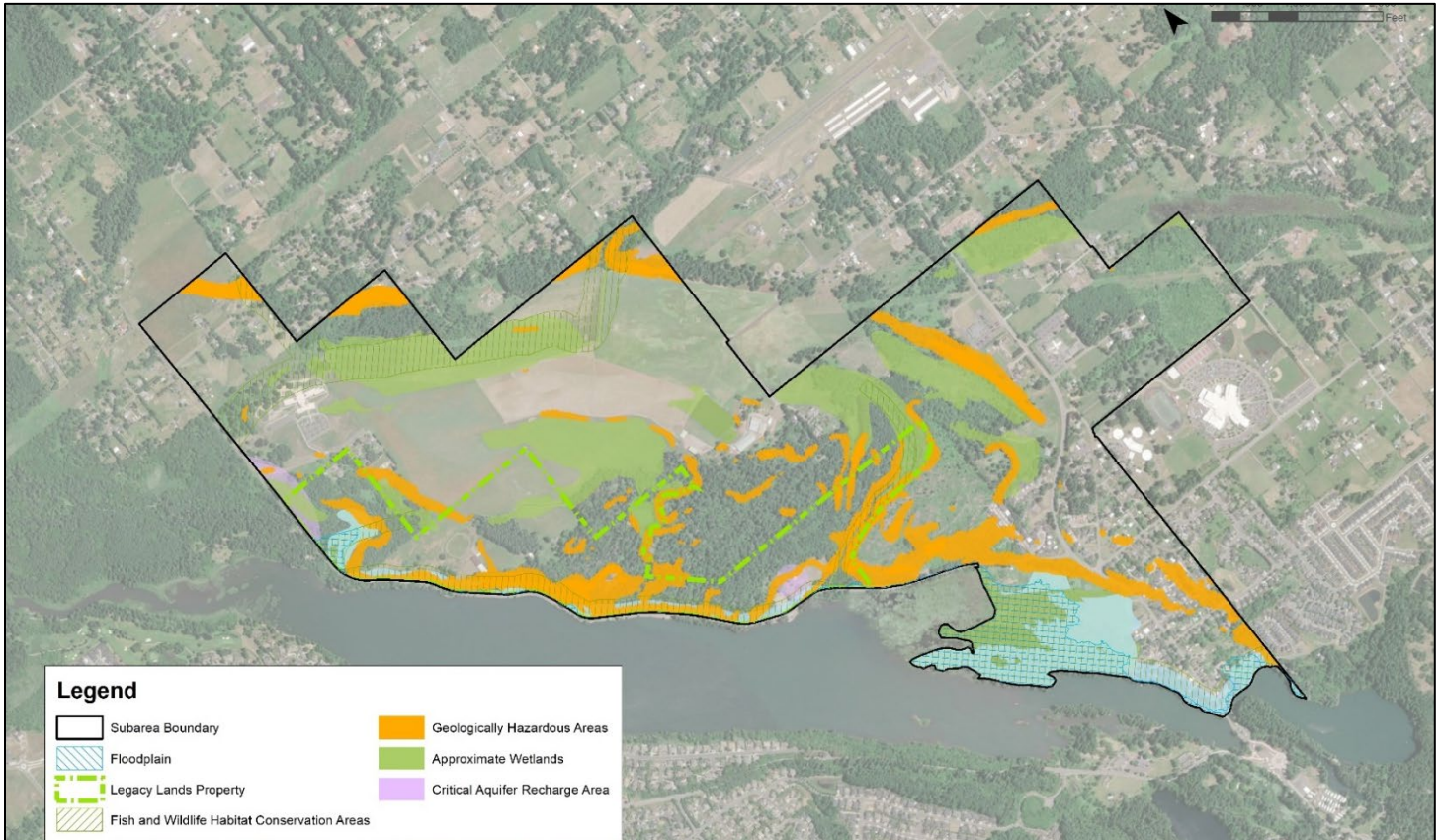
Portions of the subarea are within shoreline jurisdiction along Lacamas Lake and Round Lake and, therefore, will be subject to the City’s Shoreline Master Program. This jurisdiction includes land extending 200 feet in all directions from the ordinary high water mark, floodways, and contiguous floodplain 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

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# CONCEPTUAL PLANNING

Draft Concept Plan - Option A	P 11
Draft Concept Plan - Option B	P 12
Preferred Concept Plan	P 13
Design Guidelines	P 22

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## 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

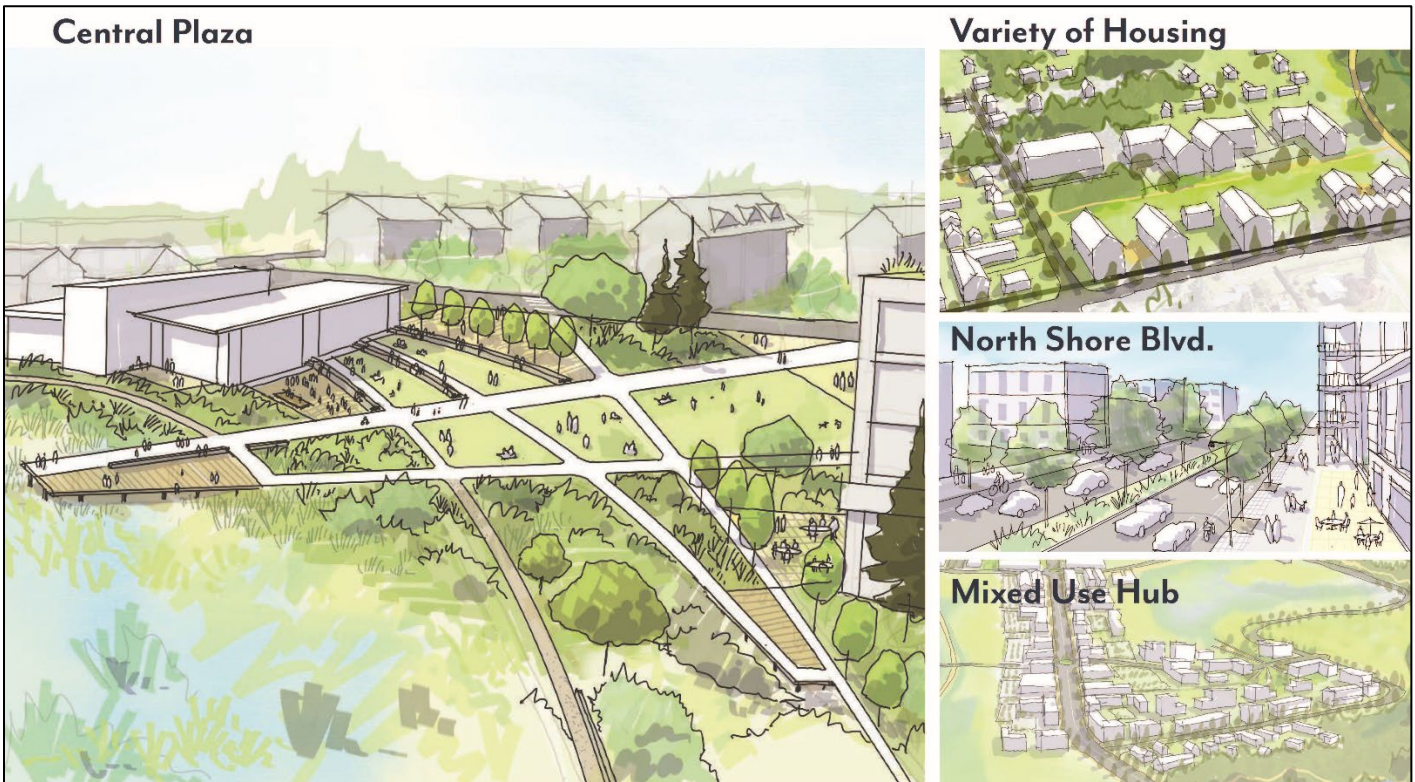


Figure 12. Conceptual Site Renderings

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.

<p>Increase jobs and housing in Camas while also recognizing that the North Shore cannot address all housing and jobs needs for the city</p>	<p>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.</p>
<p>Consider critical areas and other factors, like market conditions, when estimating development capacity</p>	<p>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.</p>
<p>Create design guidelines that encourage sustainability and consider stormwater management, landscaping, and dark skies</p>	<p>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.</p>



## 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 <sup>2</sup>	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 <sup>1</sup>	77	n/a	n/a	n/a	n/a
School <sup>1</sup>	13	n/a	n/a	n/a	n/a
<b>Draft Preferred Concept</b>			<b>1,399</b>	<b>2,969</b>	<b>8,017</b>
<b>Comparison to Existing Zoning</b>					
<b>Existing Zoning</b>			2,829	1,820	4,915
<b>Draft Preferred Concept Compared to Existing Zoning</b>			- 1,430	+ 1,149	+ 3,102

<sup>1</sup> Additional lands designated as parks/open space and school would be added within the other zoning designations as development occurs.

<sup>2</sup> 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 <sup>1</sup>	Size <sup>2</sup>	PM Peak Hour		
			In	Out	Total
Mixed Employment	Industrial Park	817 EMP	68	275	343
Commercial	Shopping Plaza with Supermarket	116 KSF	502	545	1,047
	<i>Passby Trips (40%)</i>		-201	-218	-419
North Shore Mixed Use	Shopping Plaza	264 KSF	671	699	1,370
	<i>Passby Trips (30%)</i>		-201	-210	-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
<b>NET NEW TRIPS</b>			<b>1,565</b>	<b>1,373</b>	<b>2,937</b>

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.

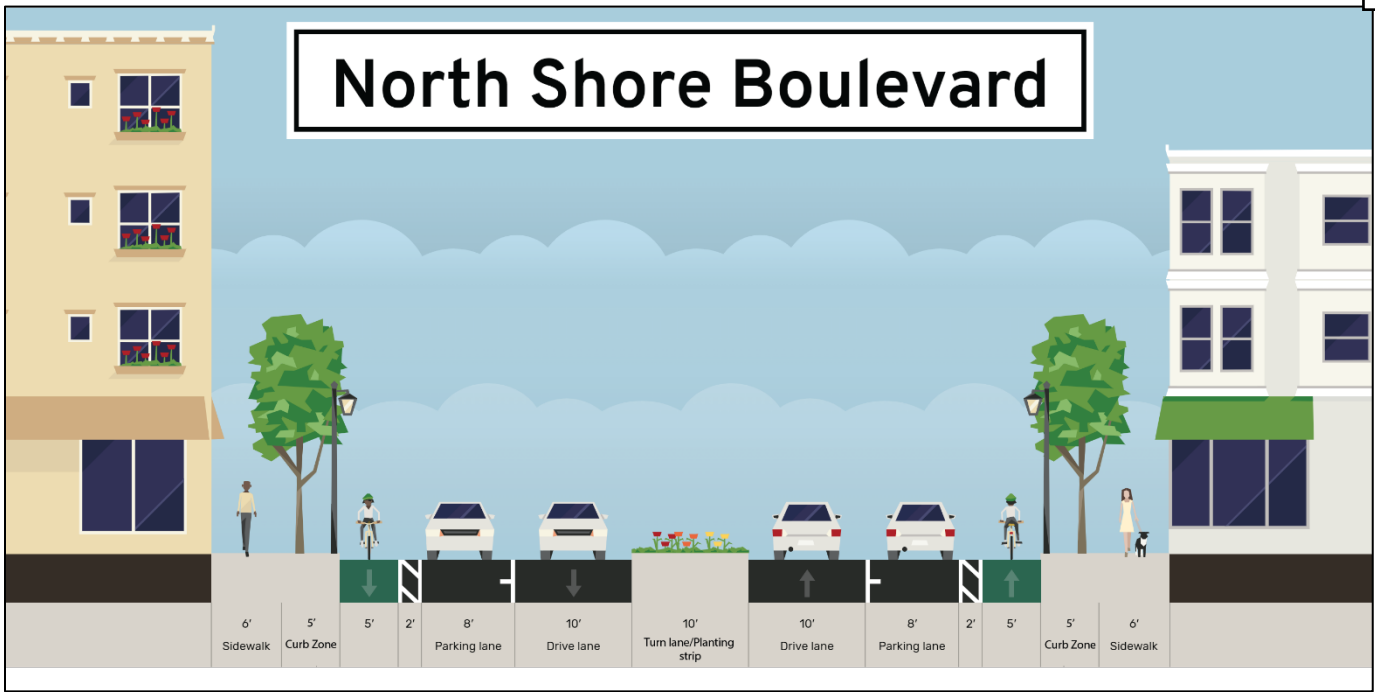


Figure 14. North Shore Boulevard Cross Section

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.

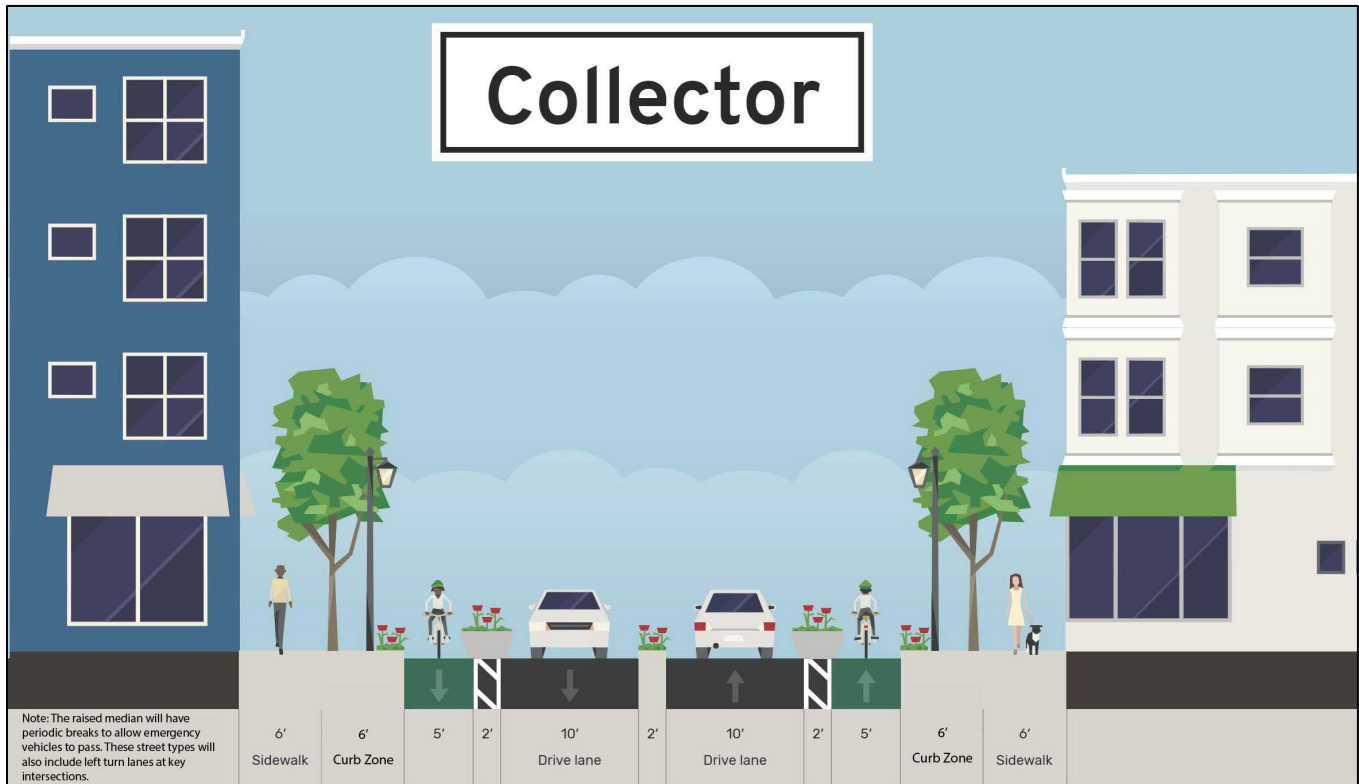


Figure 16. Collector Road Cross Section

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 Measures P 25

Development Code Amendments P 27

## 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)
<b>Planning</b>		
Subarea Plan Adoption	<ul style="list-style-type: none"> <li>Adopt the North Shore subarea plan by reference into the Camas Comprehensive Plan. See Figure 17 for proposed comprehensive plan designations.</li> <li>Review existing comprehensive plan goals and policies to reflect the North Shore subarea vision.</li> </ul>	Short
Municipal Code Amendments	<ul style="list-style-type: none"> <li>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.</li> <li>Implement recommended design guidelines to ensure future development reflects the North Shore subarea vision.</li> </ul>	Short
<b>Infrastructure (Utilities and Transportation)</b>		
Roadway Improvements	<ul style="list-style-type: none"> <li>Ensure future roadway improvements are consistent with the North Shore subarea design standards and provide multimodal transportation options.</li> <li>Coordinate with Clark County on planned improvements, including NE 232nd Avenue and SR 500.</li> </ul>	Short to Long – based on timing of development proposals
Expanded Water and Sewer Service	<ul style="list-style-type: none"> <li>Confirm planned infrastructure improvements will support subarea development and are financially viable based on planned densities.</li> <li>Review timing of infrastructure improvements in conjunction with annexation petitions and development applications.</li> <li>Expand franchise utilities in conjunction with development.</li> </ul>	Short to Long
<b>Parks and Trails</b>		
Park and Trail Improvements	<ul style="list-style-type: none"> <li>Update the City Parks and Recreation Comprehensive Plan to incorporate park and trail locations proposed in the subarea plan and the Legacy Lands project.</li> <li>Refine park and trail locations in conjunction with future development proposals.</li> </ul>	Short to Long



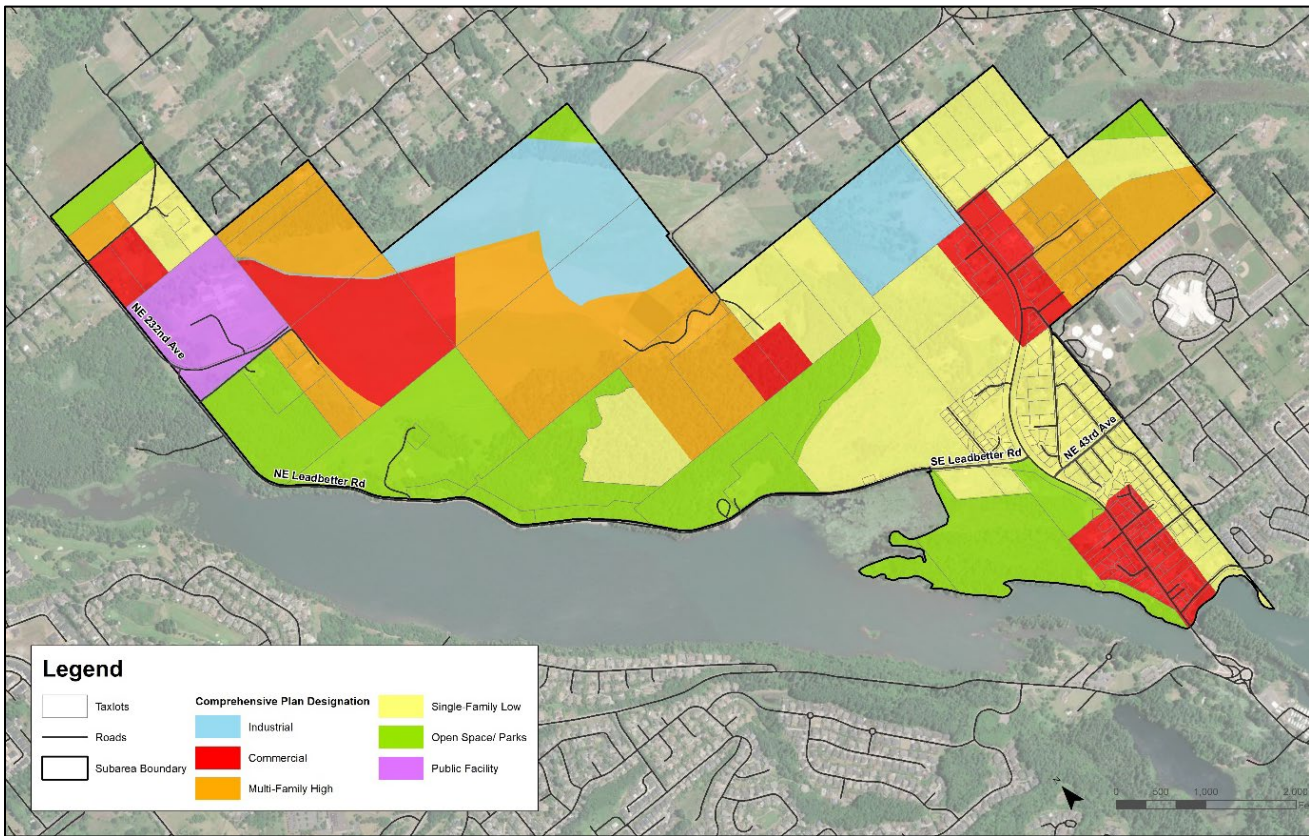


Figure 17. Proposed Comprehensive Plan Map

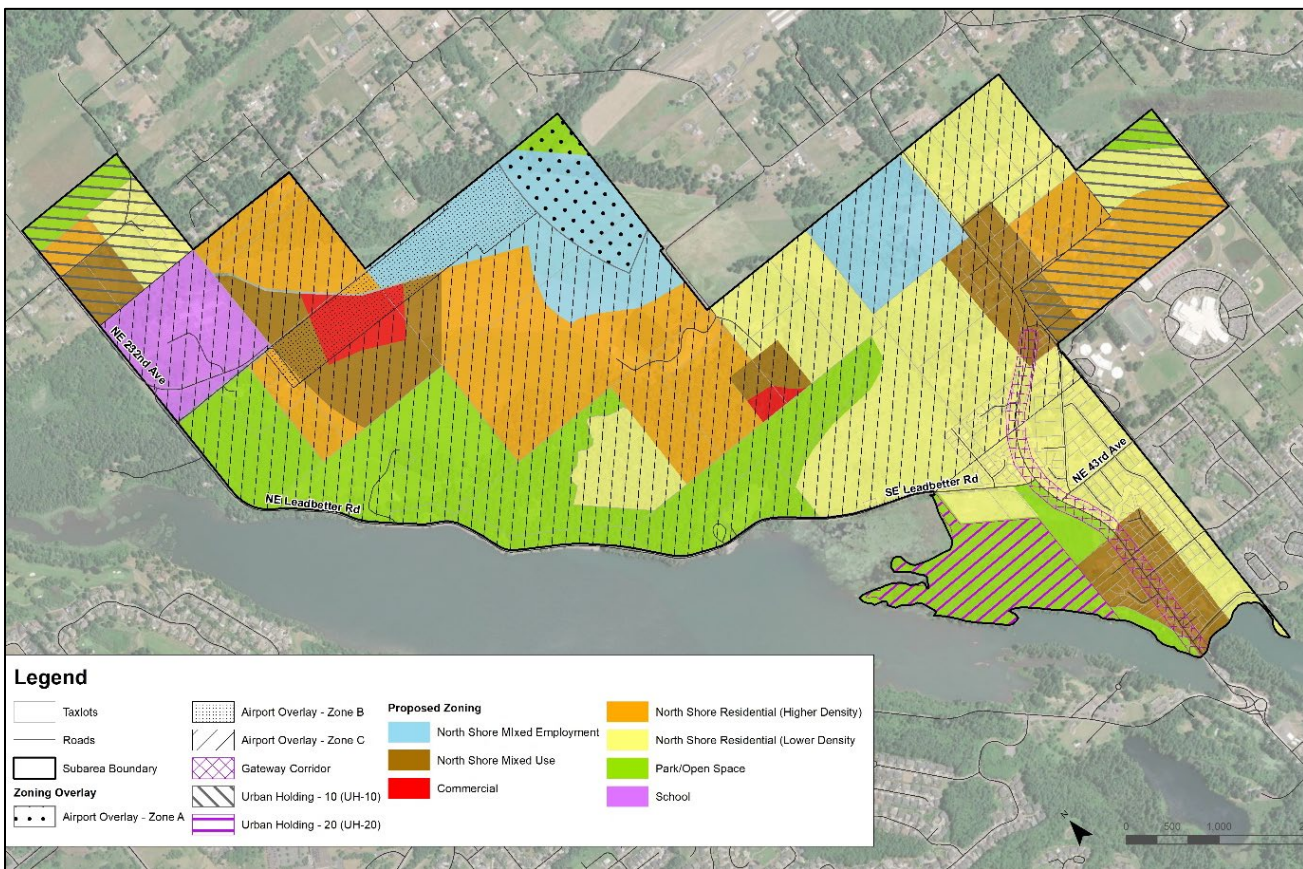


Figure 18. Proposed Zoning Map

## Development Code Amendments

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

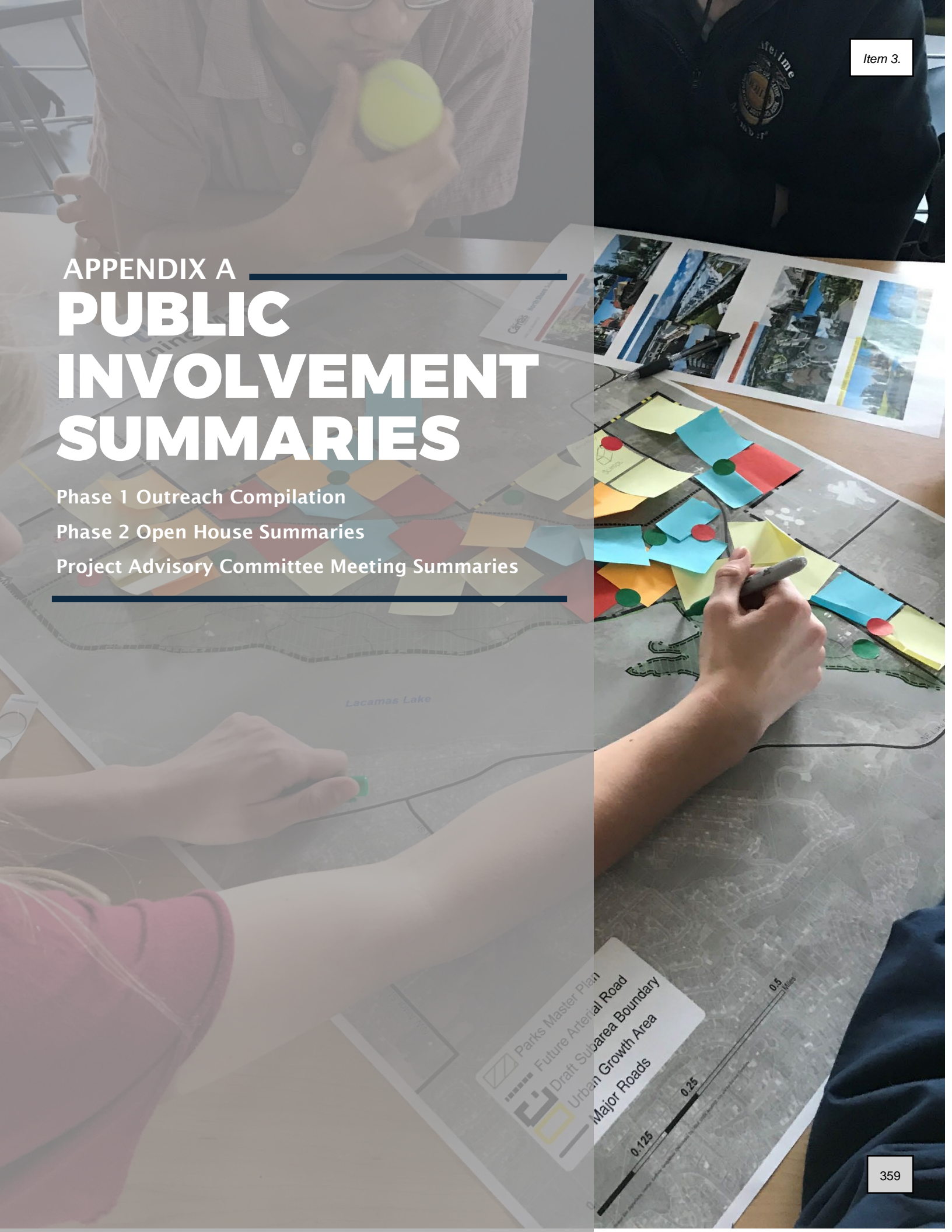
*Table 4. Development Code Amendments*

Existing Code	Recommended Amendments
Title 18 - Zoning	<ul style="list-style-type: none"> <li>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.</li> </ul>
Chapter 18.05.040 – Residential and multifamily zones	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> </ul>
Chapter 18.050 – Commercial and industrial zones	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> </ul>
Chapter 18.13 – Landscaping	<ul style="list-style-type: none"> <li>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.</li> </ul>
Chapter 18.11.010 – Parking policy designated	<ul style="list-style-type: none"> <li>Amend the City’s parking policy to exclude minimum off-street parking spaces for relevant North Shore districts.</li> </ul>
Chapter 18.15.050 – Signs controlled by zoning district	<ul style="list-style-type: none"> <li>Update Table 1 to include signs permitted, prohibited, or only allowed with a Conditional Use Permit for North Shore districts.</li> </ul>



# APPENDIX A PUBLIC INVOLVEMENT SUMMARIES

Phase 1 Outreach Compilation  
Phase 2 Open House Summaries  
Project Advisory Committee Meeting Summaries





APPENDIX B

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# Phase 1 Analyses

Existing Conditions, Opportunities, and Constraints  
Market Analysis

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APPENDIX C

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# Phase 2 Analyses

Land Use Capacity Memorandum  
Trip Generation and Roadway Connectivity  
Assessment  
Market Assessment

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