



**Planning Commission Meeting Agenda
Tuesday, December 17, 2024, 7:00 PM
Council Chambers, 616 NE 4th AVE**

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

To Participate Remotely:

OPTION 1 -

1. Go to www.zoom.us and download the app or click "Join A Meeting" and use Meeting ID – 828 9400 4377
2. Or, from any device click <https://us06web.zoom.us/j/82894004377>

OPTION 2 - Join by phone (audio only):

Dial 877-853-5257 and enter meeting ID# 828 9400 4377

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

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. [October 15, 2024 Planning Commission Meeting Minutes](#)

MEETING ITEMS

2. [Johnson Annexation – 10% Notice of Intent / Zoning Designation](#)
Presenter: Robert Maul, Planning Manager
3. [Our Camas 2045 – Preferred Land Use Alternative](#)
Presenter: Alan Peters, Community Development Director and Nicole McDermott,
[WSP](#)
[Time Estimate: 30 minutes](#)

MISCELLANEOUS UPDATES

NEXT MEETING DATE

CLOSE OF MEETING



Planning Commission Meeting Minutes
Tuesday, October 15, 2024, 7:00 PM
Council Chambers, 616 NE 4th AVE

CALL TO ORDER

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

ROLL CALL

Planning Commissioners Present: Geoerl Niles, Mahsa Eshghi, Joe Walsh, Marlo Maroon, and Paul Anderson

Commissioners Excused: Troy Hull and Shawn High

Staff Present: Alan Peters, Lauren Hollenbeck, David Schultz, and Carey Certo

PUBLIC COMMENT

There was no public comment.

MINUTES

1. August 20, 2024 Planning Commission Meeting Minutes

It was moved by Commissioner Eshghi and seconded by Commissioner Maroon, to approve the minutes of the August 20, 2024, Planning Commission Meeting. The motion passed unanimously.

MEETING ITEMS

2. Our Camas 2045 Climate and Resiliency Element - Greenhouse Gas Inventory and Vulnerability and Risk Assessment
Presenters: Alan Peters, Community Development Director; Emma Johnson, WSP; Claudia Denton, Parametrix

Alan Peters, Emma Johnson, and Claudia Denton reviewed the Our Camas 2045 Climate and Resiliency Element - Greenhouse Gas Inventory and Vulnerability and Risk Assessment and responded to Commissioners questions.

3. Strategic Plan Listening Session
Presenter: Lauren Hollenbeck, Senior Planner

Lauren Hollenbeck conducted the strategic plan listening session and responded to Commissioners questions.

MISCELLANEOUS UPDATES

Alan Peters, Community Development Director, informed the commissioners about the Our Camas 2045 Community Summit that will be held on October 22, 2024, at the Camas-Washougal Fire Department Station 42 (4321 NW Parker Street) from 4:30 p.m. to 6:30 p.m.

Alan Peters also stated he will advise the Commissioners if the remaining planning commission calendar meetings that are scheduled in November and December will occur.

NEXT MEETING DATE

The next meeting is scheduled for November 19, 2024.

CLOSE OF MEETING

The meeting closed at 8:41 p.m.



Staff Report

December 17th, 2024 Planning Commission Workshop

Johnson Annexation – 10% Notice of Intent / Zoning Designation
Presenter: Robert Maul, Planning Manager

Phone	Email
360.817.1568	rmaul@cityofcamas.us

BACKGROUND: An annexation application has been submitted to the City to annex approximately 19.18 acres into the city limits of Camas.

SUMMARY: Jordan Ramis PC submitted a 10% notice of intent to the City of Camas on July 24th, 2024 on behalf of the property owners within the proposed annexation area. The annexation area is comprised of four parcels that total approximately 19.18 acres of land located south of NE 28th Street across from Green Mountain Estates and Green Mountain Planned Residential Development (see Figure 1). The annexation area is within the Camas Urban Growth Boundary (UGB).

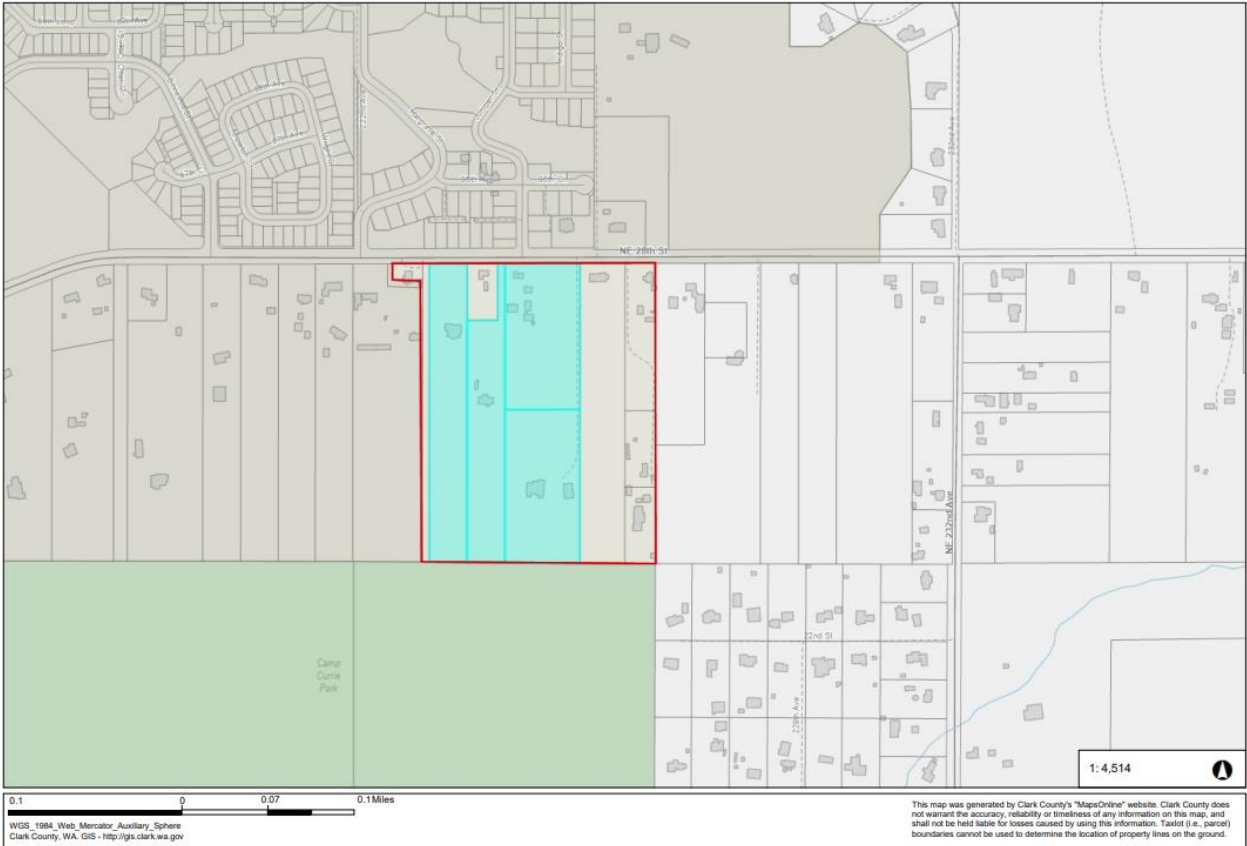
Property owners of the four parcels have signed the notice of intent to annex. The initiating parties represent 100% of valuation (\$5,022,039) of landowners in the proposed area. Three of the four parcels abut the existing city limit boundary to the north at the public right of way along NE 28th Street. The notice is valid and satisfies the requirements of RCW 35A.14.120.

The adopted comprehensive plan designation for the subject area is currently Single-Family Medium, which allows for zoning designations of R-7.5, R-10, and R-12. The current zoning for the subject area is Clark County R-12, Urban High Density, with an Urban Holding Overlay. The park land to the south is zoned Public Facilities and also carries an Urban Holding Overlay. Across the Street within the city limits the zoning designation is R-6 (6,000 square foot lots).

The Camas City Council met on this matter on September 16th, 2024 and accepted a modified boundary for this annexation proposal (see fig 1).

The role for the Planning Commission is to consider establishing a zoning designation for the subject annexation area.

Figure 1: Proposed Annexation Area

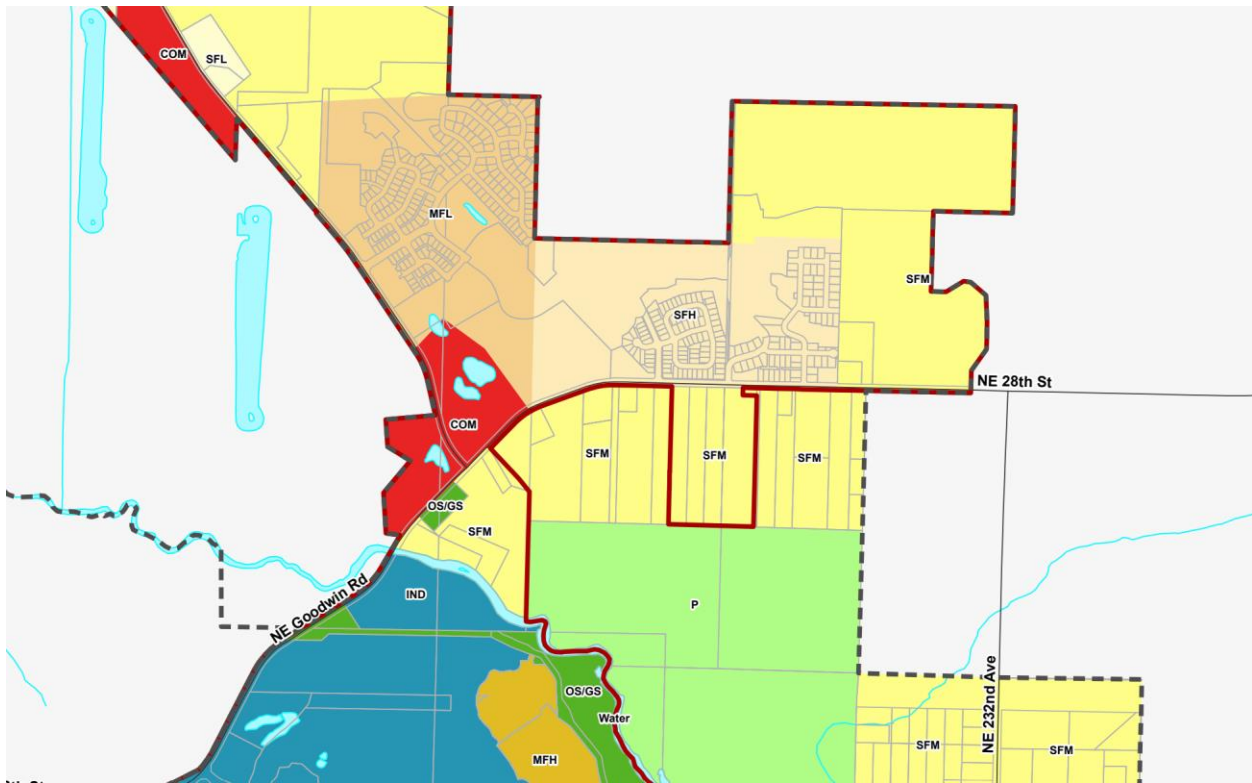


City Boundary:

When drawing annexation boundaries, the goal is to have orderly patterns that allow for the ability provide services, continuity and allow for potential growth patterns that make sense. As proposed the four parcels have gaps to the west, east in in the middle. Planning staff has discussed this potential layout with city Parks and Public Works Department and as proposed this annexation creates a number of service challenges for utilities, emergency response, addressing and future public property ownership and maintenance challenges.

There are four parcels east of the proposed annexation area that are within the UGA, and two to the west. All of those parcels should be included in this annexation area by expanding the boundary to include them. One of the two parcels west of the proposed annexation area is a "flag stem" of a lot owned by Clark County as part of Camp Currie south of the subject area. Staff has been in discussions with County representatives to determine impacts to county operations should this annexation occur.

Figure 2 Comprehensive Plan Map



Process:

As per RCW 35.13.125, the City Council is required to meet with the initiating parties and will discuss the following:

1. Whether the City will accept, reject, or geographically modify the proposed annexation;
2. Whether it will require the simultaneous adoption of a proposed zoning regulation, if such a proposal has been prepared and filed (as provided for in RCW 35A.14.330, and RCW 35A.14.340); and

- 3. Whether it will require the assumption of all or any portion of existing City indebtedness by the area to be annexed.

Zoning:

As mentioned previously, the currently adopted comprehensive plan is Single-Family Medium density, which can be implemented by any one of three zoning designations. Camas Municipal Code (CMC) table 18.05.020 lists Residential 7,500 (R-7.5), Residential 10,000 (R-10), and Residential 12,000 (R-12) as possible zoning designations that can be applied to the annexation area. The current city zoning surrounding the annexation area is R-7.5 to the west, R-6 to the north across NW 28th Street, and Unincorporated Clark County Rural 5 Acres to the east, and South of the site is still Clark County jurisdiction and carries a zoning designation of parks and open space (Figure 3).

Utility and road impacts generated by any one of the three zoning designations has been anticipated when developing the capital facilities plans that have been adopted and correspond with the comprehensive plan, so any of the three can comply with current policies.

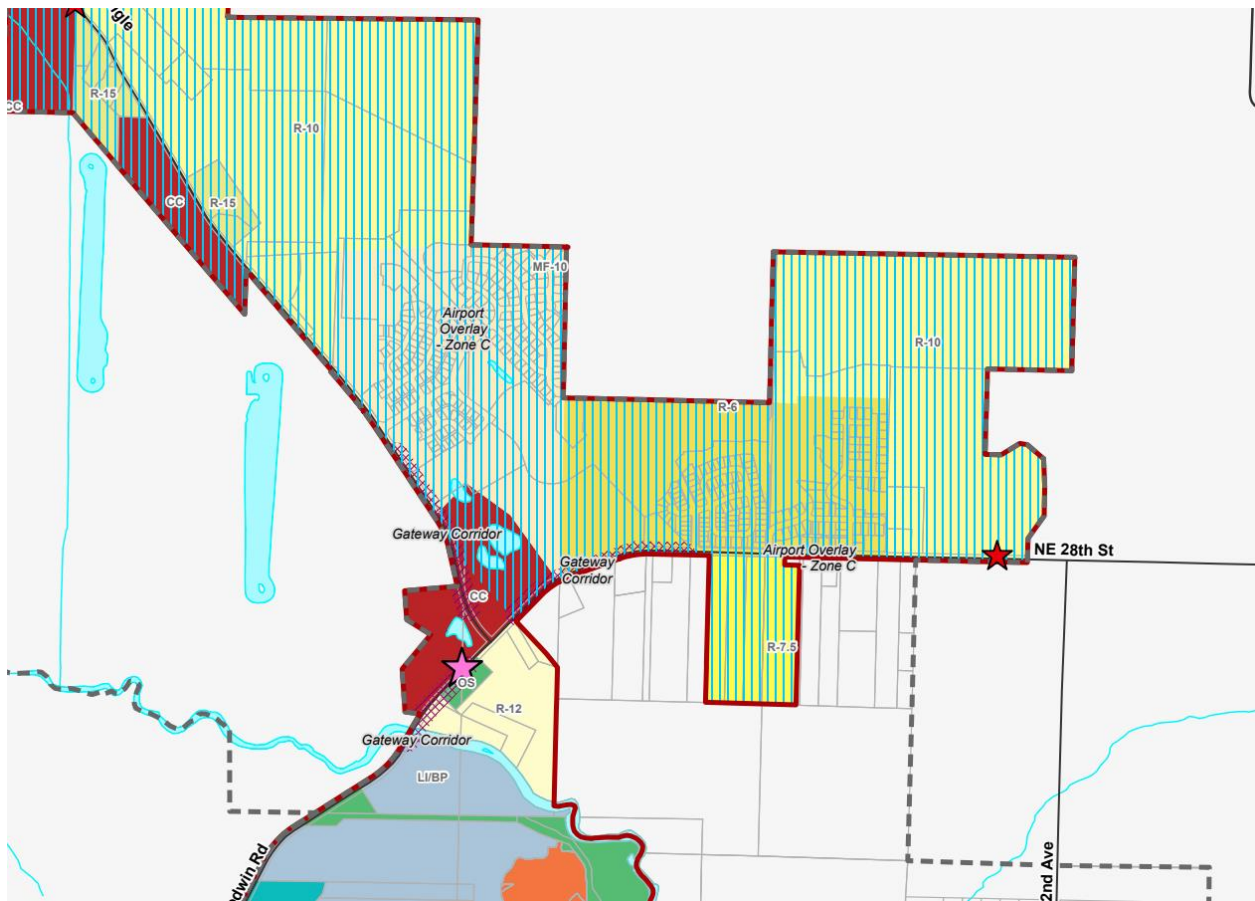
Table 18.05.020

District	Symbol	Comprehensive Plan Designation
Residential 15,000	R-15	Single-family Low
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
Multifamily Cottage	MF-C	Overlay

BUDGET IMPACT: Initially service impacts will be minimal but may increase over time with future development and the demands it creates. Currently there are no capital related projects in the annexation area.

RECOMMENDATION: This is for discussion purposes only. No action to be taken at this workshop.

Figure 3 Current Zoning Map



10% Annexation Application Narrative

Applicant submits its intent to annex the following nine parcels: 173181000, 173198000, 173172000, 174412000, 173167000, 173197000, 173197005, 173197010, 173174000 (collectively, the “Properties”).

Zoning and Site Characteristics. The Properties are zoned Residential (R-12), with a zoning overlay of Urban Holding-10 (UH-10), have a comprehensive plan designation of SFM and a comprehensive plan overlay of Urban Holding. The Properties are generally flat, with very few of areas of slopes 5-10%, and no apparent critical areas. There are several residential structures on the Properties today; however, a significant portion of the Properties remains undeveloped, with open grass and dirt and wooded areas. These wooded areas transition directly into the southern forested area (the Clark County park facility area) and eventually toward Lacamas Lake.



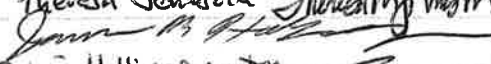
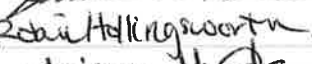
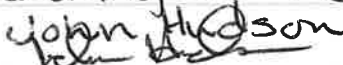

Surrounding Area. The Properties are bounded by Rural 5 zoned land to the east and Residential-7,500 (R-7.5) zoned land to the west. To the north, on the other side of NE 28th St., there is a developed subdivision, zoned Residential-6,000 (R-6). There is a county park facility to the south, which is zoned Public Facilities (PF) and Residential (R-12).

Future Development. Applicant anticipates future residential development of the Properties. Applicant requests that the City consider rezoning the Properties to Residential-7,500 (R-7.5) in order to facilitate new housing consistent with the surrounding communities. However, Applicant is open to the idea of working with the City to determine whether the underlying zoning or another zoning is most appropriate given the City’s housings needs.

NOTICE OF INTENT TO ANNEX 10% PETITION, RCW 35A.01

We, the undersigned, are owners of real property lying outside of the corporate limits of the City of Camas, Washington. We certify that we are the legal owners of property representing at least ten percent (10%) or more of the total value of all property within the area we are asking to be annexed. The following information shall this Notice of Intent to Annex Application: (1) the legal description and depiction of the area and properties proposed to be annexed (Exhibit A) and (2) a Clark County GIS packet identifying all involved properties of the proposed annexation area (Exhibit B).

The undersigned hereby certifies that all information submitted with this application is complete and true under penalty of perjury under the laws of the State of Washington. The undersigned also understands that any errors and omissions may lengthen the time to process this request

Parcel No.	Address	Sign and Print Name	Date
173181000	22307 NE 28 th ST CAMAS WA 98607	Glen Johnson 	
173198000	22421 NE 28 th ST CAMAS WA 98607	Devesa Johnson  John B. Johnson 	6/11/2021
173172000	22413 NE 28 th ST CAMAS WA 98607	Robin H. Kingsworth  John Hudson 	6/11/2021
174412000	22505 NE 28 th ST CAMAS WA 98607	 CLYDE E BRADEN	6/11/2021
173167000	22519 NE 28 th ST CAMAS WA 98607		
173197000	22617 NE 28 th ST CAMAS WA 98607		
173197005	22633 NE 28 th ST CAMAS WA 98607		
173197010	22643 NE 28 th ST CAMAS WA 98607		
173174000	22401 NE 28 th ST CAMAS WA 98607		

LEGAL DESCRIPTIONS

LEGAL DESCRIPTIONS**NE 28th Street, Camas, WA – 10% Annex Application****APN 173181000****PARCEL I**

The East half of the Southeast quarter of the Northwest quarter of the Northwest quarter and the Northeast quarter of the Northwest quarter of the Northwest quarter of Section 27, Township 2 North, Range 3 East of the Willamette Meridian, Clark County, Washington.

EXCEPT that portion of the Northeast quarter of the Northwest quarter of the Northwest quarter of said Section 27 lying Westerly of the center line of the following described road easement in Parcel II.

ALSO EXCEPT that portion taken by the United States of America for the Bonneville power line which was conveyed by Deed recorded under Auditor's File No. E 1358.

ALSO EXCEPT that portion of the East half of the Southeast quarter of the Northwest quarter of the Northwest quarter of Section 27, Township 2 North, Range 3 East of the Willamette Meridian, in Clark County, Washington, described as follows:

BEGINNING at the Northwest corner of the East half of the Southeast quarter of the Northwest quarter of the Northwest quarter of Section 27; thence South along the West line of said subdivision, 150 feet to the true point of beginning; thence continuing South along the West line of said subdivision 208.7 feet; thence East, parallel with the North line of the Southeast quarter of the Northwest quarter of the Northwest quarter of said Section 27, 208.7 feet; thence North, parallel with the West line of the East half of the Southeast quarter of the Northwest quarter of the Northwest quarter of said Section 27, 208.7 feet; thence West, parallel with the North line of the Southeast quarter of the Northwest quarter of the Northwest quarter of said Section 27, 208.7 feet to the true point of beginning.

PARCEL II

A 60.00 foot easement for ingress, egress and public utilities, over, under and across a strip of land being 30.00 feet in width on both sides of the following described centerline:

Continued

BEGINNING at the Northwest corner of the Southwest quarter of the

Northwest quarter of the Northwest quarter of section 27, Township 2 North, Range 3 East of the Willamette Meridian, Clark County, Washington; thence South $89^{\circ}12'14''$ East along the North line of the South half of said Northwest quarter of the Northwest quarter of Section 27, a distance of 1055.50 feet.

EXCEPT any portion lying thereof lying in NE 232nd Avenue.

ALSO an. easement for ingress, egress and public utilities over, under and across a strip of land being 30.00 feet in width on both sides of the following described centerline for the first 551.14 feet and then continuing at 20 feet in width on both sides of the following described centerline:

BEGINNING at a point on the North line of the South half of the Northwest quarter of the Northwest quarter of Section 27, Township 2 North, Range 3 East of the Willamette Meridian, Clark County, Washington, said point being South $89^{\circ}12'14''$ East 912.43 feet from the Northwest corner of said South half of the Northwest quarter of the Northwest quarter of Section 27; thence North $47^{\circ}14'05''$ East 551.14 feet, more or less, to a point 20 feet North $88^{\circ}31'41''$ West of the East line of said Northwest quarter of the Northwest quarter of Section 27, as measured at right angles to said East line, said easement being 60.00 feet wide to this point; thence North $01^{\circ}20'19''$ East parallel with the East line of said Northwest quarter of the Northwest quarter of Section 27, a distance of 280.69 feet, more or less, to the North line of said Northwest quarter of the Northwest quarter of Section 27, said easement being 40.00 feet wide.

ALSO a 60.00 foot road easement for ingress, egress and public utilities over, under and across the following property, being 30.00 feet in width on both sides of the following described line:

BEGINNING at a point on the South line of the Southeast quarter of the Southeast quarter of the Southwest quarter of Section 22, Township 2 North, Range 3 East of the Willamette Meridian, Clark County, Washington, said point being 30.00 feet East of the West line of said Southwest quarter of the Southeast quarter of the Southwest quarter of Section 22 measured at right angles to said West line; thence North parallel to said West line to the North line of the South half of said Southeast quarter of the Southwest quarter of Section 22; thence East along the North line of said South half of the Southeast quarter of the Southwest quarter of Section 22, 1320 feet, more or less to the East line of said Southeast quarter of the Southwest quarter of Section 22 and the end of said 60.00 foot easement.

Continued

ALSO an easement for ingress, egress and public utilities over, under and across that portion of the Northeast quarter of the Northwest quarter of Section 27, Township 2 North, Range 3 East of the Willamette Meridian, Clark County, Washington, described as follows:

BEGINNING at the Northeast corner of the Northwest quarter of the Northwest quarter of Section 27, Township 2 North, Range 3 East of Willamette Meridian, Clark County, Washington, and running thence South 75 feet; thence North 45° East, 100 feet, more or less, to the North boundary line of said Section 27; thence West 75 feet to the Point of Beginning.

EXCEPT THEREFROM that portion taken by the United States of America for the Bonneville Power line which is a strip of land 300 feet wide, but INCLUDING any rights acquired by Grantors by and under that certain Easement Deed from the United States of America, Department of Interior, acting by and through the Bonneville Power Administrator, to Charles B. Mays and Maude W. Mays, husband and wife, dated September 14, 1940.

PARCEL I

The East half of the Southeast quarter of the Northwest quarter of the Northwest quarter and the Northeast quarter of the Northwest quarter of the Northwest quarter of Section 27, Township 2 North, Range 3 East of the Willamette Meridian, Clark County, Washington.

EXCEPT that portion of the Northeast quarter of the Northwest quarter of the Northwest quarter of said Section 27 lying Westerly of the center line of the following described road easement in Parcel II.

ALSO EXCEPT that portion taken by the United States of America for the Bonneville power line which was conveyed by Deed recorded under Auditor's File No. E 1358.

ALSO EXCEPT that portion of the East half of the Southeast quarter of the Northwest quarter of the Northwest quarter of Section 27, Township 2 North, Range 3 East of the Willamette Meridian, in Clark County, Washington, described as follows:

BEGINNING at the Northwest corner of the East half of the Southeast quarter of the Northwest quarter of the Northwest quarter of Section 27; thence South along the West line of said subdivision, 150 feet to the true point of beginning; thence continuing South along the West line of said subdivision 208.7 feet; thence East, parallel with the North line of the Southeast quarter of the Northwest quarter of the Northwest quarter of said Section 27, 208.7 feet; thence North, parallel with the West line of the East half of the Southeast quarter of the Northwest quarter of the Northwest quarter of said Section 27, 208.7 feet; thence West, parallel with the North line of the Southeast quarter of the Northwest quarter of the Northwest quarter of said Section 27, 208.7 feet to the true point of beginning.

PARCEL II

A 60.00 foot easement for ingress, egress and public utilities, over, under and across a strip of land being 30.00 feet in width on both sides of the following described centerline:

Continued

BEGINNING at the Northwest corner of the Southwest quarter of the Northwest quarter of the Northwest quarter of section 27, Township 2 North, Range 3 East of the Willamette Meridian, Clark County, Washington; thence South $89^{\circ}12'14''$ East along the North line of the South half of said Northwest quarter of the Northwest quarter of Section 27, a distance of 1055.50 feet. EXCEPT any portion lying thereof lying in NE 232nd Avenue.

ALSO an. easement for ingress, egress and public utilities over, under and across a strip of land being 30.00 feet in width on both sides of the following described centerline for the first 551.14 feet and then continuing at 20 feet in width on both sides of the following described centerline:

BEGINNING at a point on the North line of the South half of the Northwest quarter of the Northwest quarter of Section 27, Township 2 North, Range 3 East of the Willamette Meridian, Clark County, Washington, said point being South $89^{\circ}12'14''$ East 912.43 feet from the Northwest corner of said South half of the Northwest quarter of the Northwest quarter of Section 27; thence North $47^{\circ}14'05''$ East 551.14 feet, more or less, to a point 20 feet North $88^{\circ}31'41''$ West of the East line of said Northwest quarter of the Northwest quarter of Section 27, as measured at right angles to said East line, said easement being 60.00 feet wide to this point; thence North $01^{\circ}20'19''$ East parallel with the East line of said Northwest quarter of the Northwest quarter of Section 27, a distance of 280.69 feet, more or less, to the North line of said Northwest quarter of the Northwest quarter of Section 27, said easement being 40.00 feet wide.

ALSO a 60.00 foot road easement for ingress, egress and public utilities over, under and across the following property, being 30.00 feet in width on both sides of the following described line:

BEGINNING at a point on the South line of the Southeast quarter of the Southeast quarter of the Southwest quarter of Section 22, Township 2 North, Range 3 East of the Willamette Meridian, Clark County, Washington, said point being 30.00 feet East of the West line of said Southwest quarter of the Southeast quarter of the Southwest quarter of Section 22 measured at right angles to said West line; thence North parallel to said West line to the North line of the South half of said Southeast quarter of the Southwest quarter of Section 22; thence East along the North line of said South half of the Southeast quarter of the Southwest quarter of Section 22, 1320 feet, more or less to the East line of said Southeast quarter of the Southwest quarter of Section 22 and the end of said 60.00 foot easement.

Continued

ALSO an easement for ingress, egress and public utilities over, under and across that portion of the Northeast quarter of the Northwest quarter of Section

27, Township 2 North, Range 3 East of the Willamette Meridian, Clark County, Washington, described as follows:

BEGINNING at the Northeast corner of the Northwest quarter of the Northwest quarter of Section 27, Township 2 North, Range 3 East of Willamette Meridian, Clark County, Washington, and running thence South 75 feet; thence North 45° East, 100 feet, more or less, to the North boundary line of said Section 27; thence West 75 feet to the Point of Beginning.

EXCEPT THEREFROM that portion taken by the United States of America for the Bonneville Power line which is a strip of land 300 feet wide, but INCLUDING any rights acquired by Grantors by and under that certain Easement Deed from the United States of America, Department of Interior, acting by and through the Bonneville Power Administrator, to Charles B. Mays and Maude W. Mays, husband and wife, dated September 14, 1940.

THE EAST HALF OF THE EAST HALF OF THE WEST HALF OF THE
NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION
21, TOWNSHIP 2 NORTH, RANGE 3 EAST OF THE WILLAMETTE
MERIDIAN, CLARK COUNTY, WASHINGTON.

EXCEPT ANY PORTION LYING WITHIN THE RIGHT OF WAY OF NE
28TH STREET.

ALSO EXCEPT THAT PORTION CONVEYED TO KIRK AND KELLI
LAUERMAN BY AUDITOR'S FILE NO 3034507.

SITUATE IN THE COUNTY OF CLARK, STATE OF WASHINGTON.

The West half of the Northeast quarter of the Northwest quarter of the southeast quarter of Section 21, Township 2 North, Range 3 East of the Willamette Meridian, Clark County, Washington.

RESERVING UNTO THE GRANTOR their heirs and assigns an Easement for ingress, egress and utilities over the East 30 feet thereof for the benefit of the grantor's tract lying to the South thereof.

Parcel I

The West half of the Southeast quarter of the Northwest quarter of the Southeast quarter of Section 21, Township 2 North, Range 3, East of the Willamette Meridian, Clark County, Washington.

Parcel II

An easement for ingress, egress and utilities over the East 30 feet of the West half of the Northeast quarter of the Northwest er of the Southeast quarter of said Section 21.

DEVELOPER'S PACKET

Produced By:

Clark County Geographic Information System (GIS)



For:

Jordan Ramis PC

Subject Property Account Number(s):

173181000

173198000

173172000

174412000

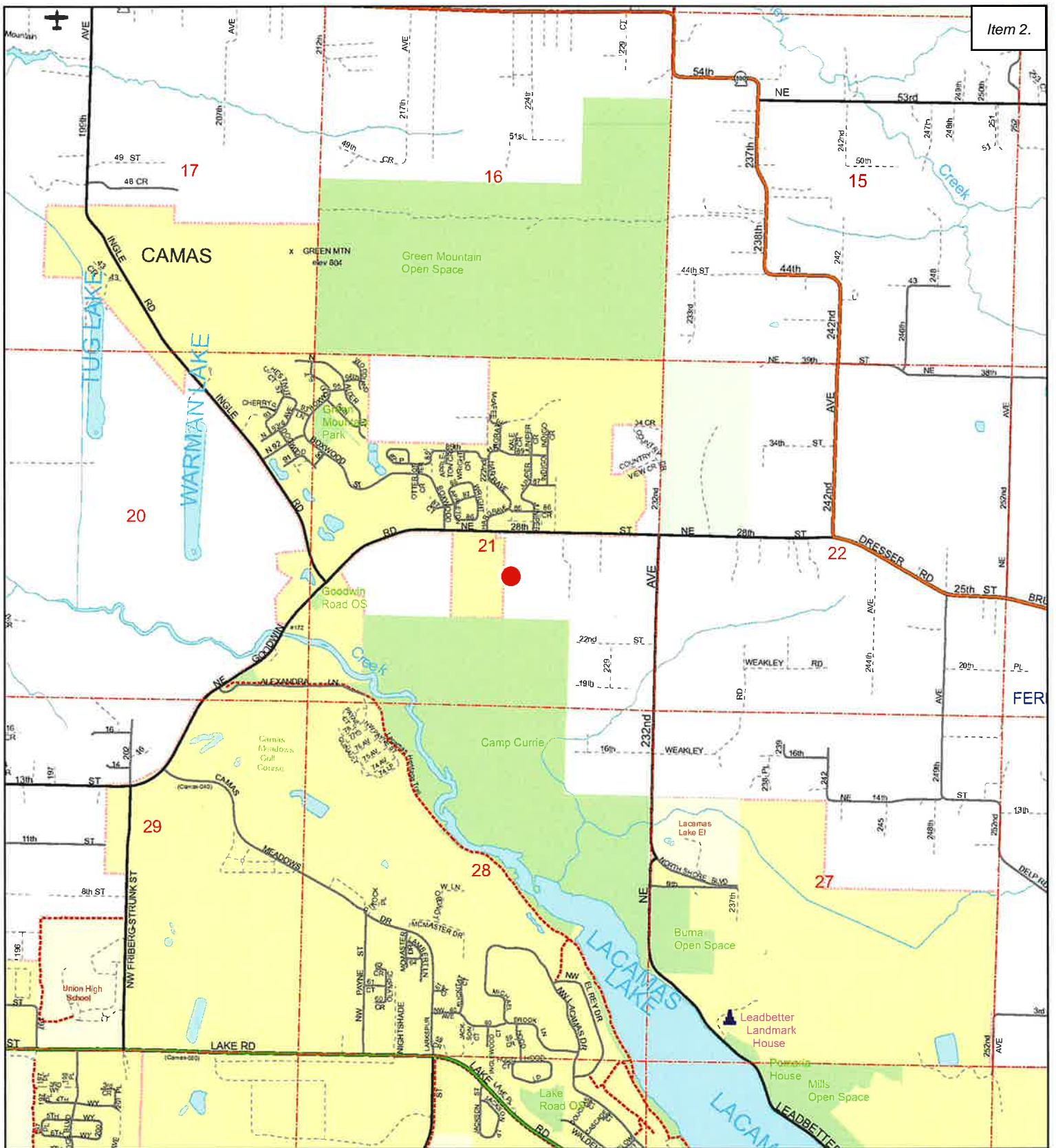
PDF # 271041

Printed: August 24, 2021

Expires: August 24, 2022

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General Location

Account: 173181000, 173198000, 173172000, 174412000
 Owner: JOHNSON GLEN C & JOHNSON THERESA M
 Address: 22307 NE 28TH ST
 C/S/Z: CAMAS, WA 98607

Printed on: August 24, 2021



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.

Location of Subject Property(s)



Property Information Fact Sheet

Item 2.

Mailing Information:

Account No.: 173181000, 173198000, 173172000, 174412000
Owner: JOHNSON GLEN C & JOHNSON THERESA M
Address: 22307 NE 28TH ST
C/S/Z: CAMAS, WA 98607

Assessed Parcel Size: 19.18 Ac

Property Type: Multiple Property Types

PARCEL LOCATION FINDINGS:

Quarter Section(s): SE 1/4,S21,T2N,R3E

Municipal Jurisdiction: Clark County

Urban Growth Area: Camas

Zoning: R-12

Zoning Overlay: Urban Holding - 10 (UH-10)

Comprehensive Plan Designation: UM

Columbia River Gorge NSA: No Mapping Indicators

Late-Comer Area: No Mapping Indicators

Trans. Impact Fee Area: Rural

Park Impact Fee District: No Mapping Indicators

Neighborhood Association: No Mapping Indicators

School District: Camas

Elementary School: Lacamas Lake

Junior High School: Liberty

Senior High School: Camas

Fire District: East County Fire and Rescue

Sewer District: Rural/Resource

Water District: Camas

Wildfire Danger Area: No Mapping Indicators

ENVIRONMENTAL CONSTRAINTS:

Soil Type(s): LeB, 100.0% of parcel

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: Very Low

NEHRP: C

Slope: 0 - 5 percent, 72.1% of parcel

5 - 10 percent, 27.9%

Landslide Hazards: No Mapping Indicators

Slope Stability: No Mapping Indicators

Habitat and Species Resources:

Habitat and Species Impacts: No Mapping Indicators

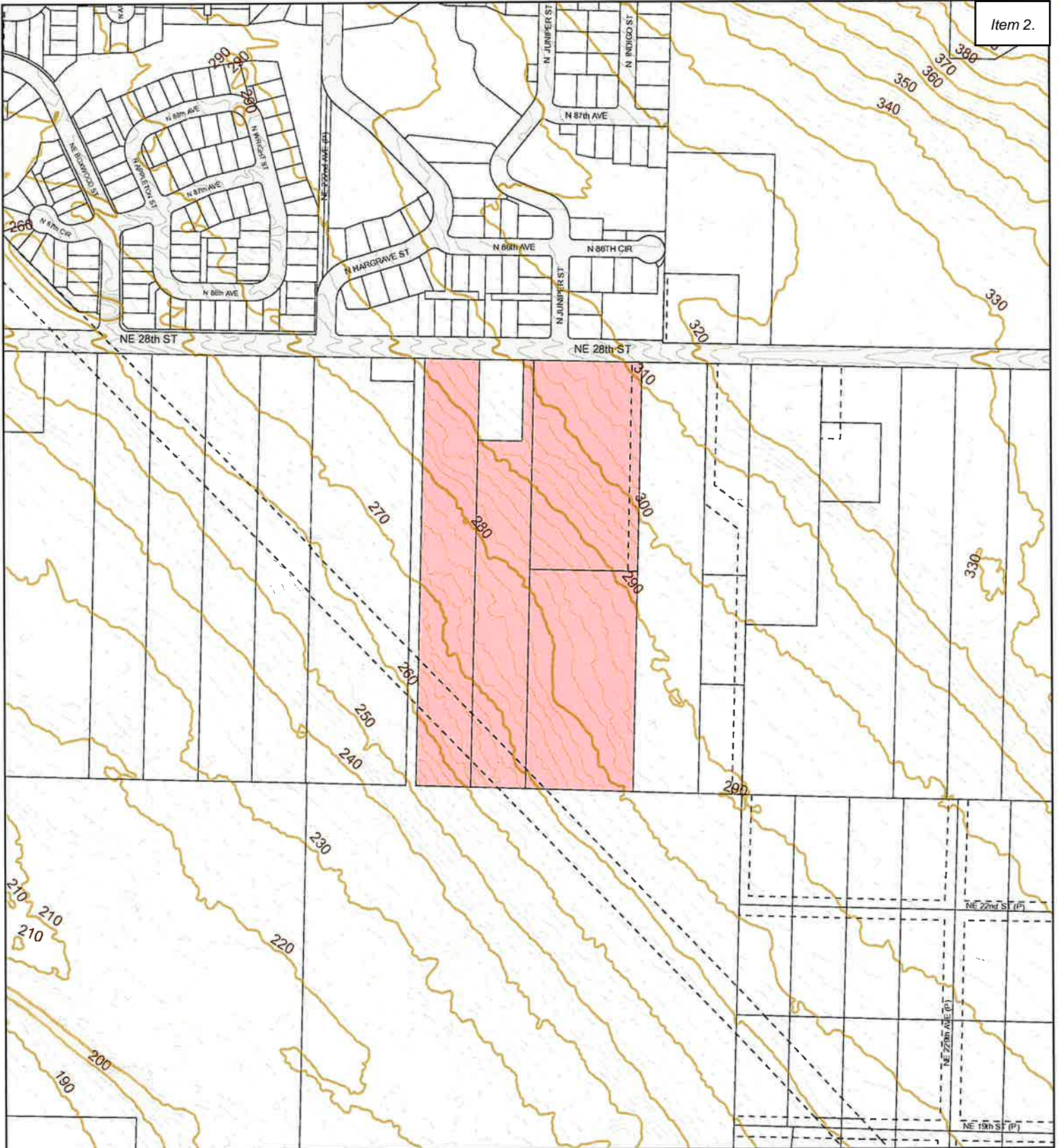
Cultural Resources:

Archeological Predictive: High, 87.1% of parcel

Moderate-High, 12.9%

Archeological Site Buffers: Mapping Indicators Found

Historic Sites: No Mapping Indicators



Elevation Contours

Printed on: August 24, 2021

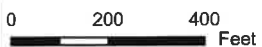
Account: 173181000, 173198000, 173172000, 174412000
 Owner: JOHNSON GLEN C & JOHNSON THERESA M
 Address: 22307 NE 28TH ST
 C/S/Z: CAMAS, WA 98607

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

23117	23116	23115
23120		23122
23128	23128	23127



Geographic Information System



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2020 Aerial Photography

Account: 173181000, 173198000, 173172000, 174412000
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Address: 22307 NE 28TH ST
C/S/Z: CAMAS, WA 98607

Printed on: August 24, 2021



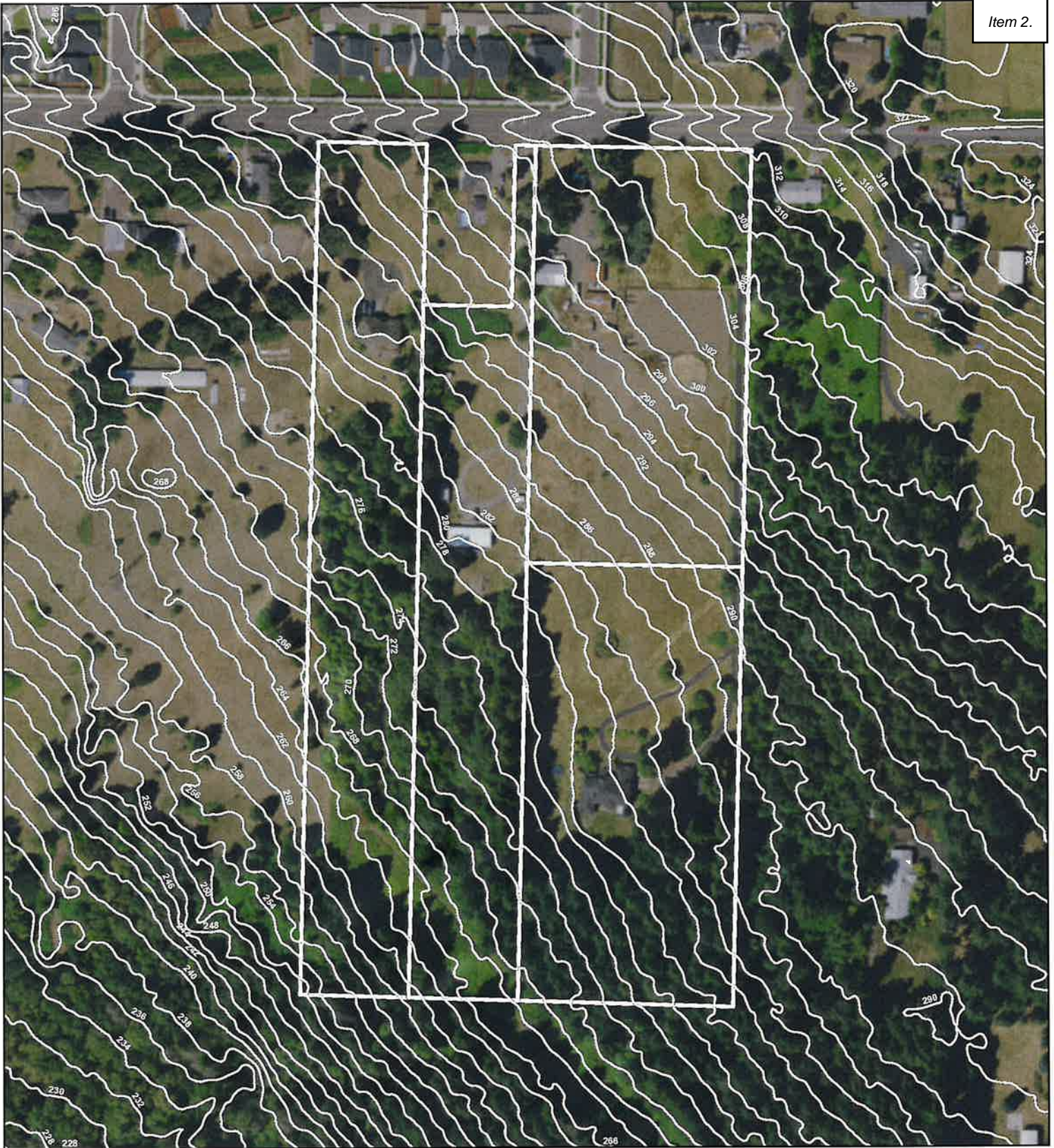
Geographic Information System

0 200 400 Feet

| Subject Property(s)

23117	23116	23115
23120		23122
23129	23128	23127

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2020 Aerial Photography with Elevation Contours

Printed on: August 24, 2021

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 Owner: JOHNSON GLEN C & JOHNSON THERESA M
 Address: 22307 NE 28TH ST
 C/S/Z: CAMAS, WA 98607

23117	23116	23115
23120	23121	23122
23123	23128	23127

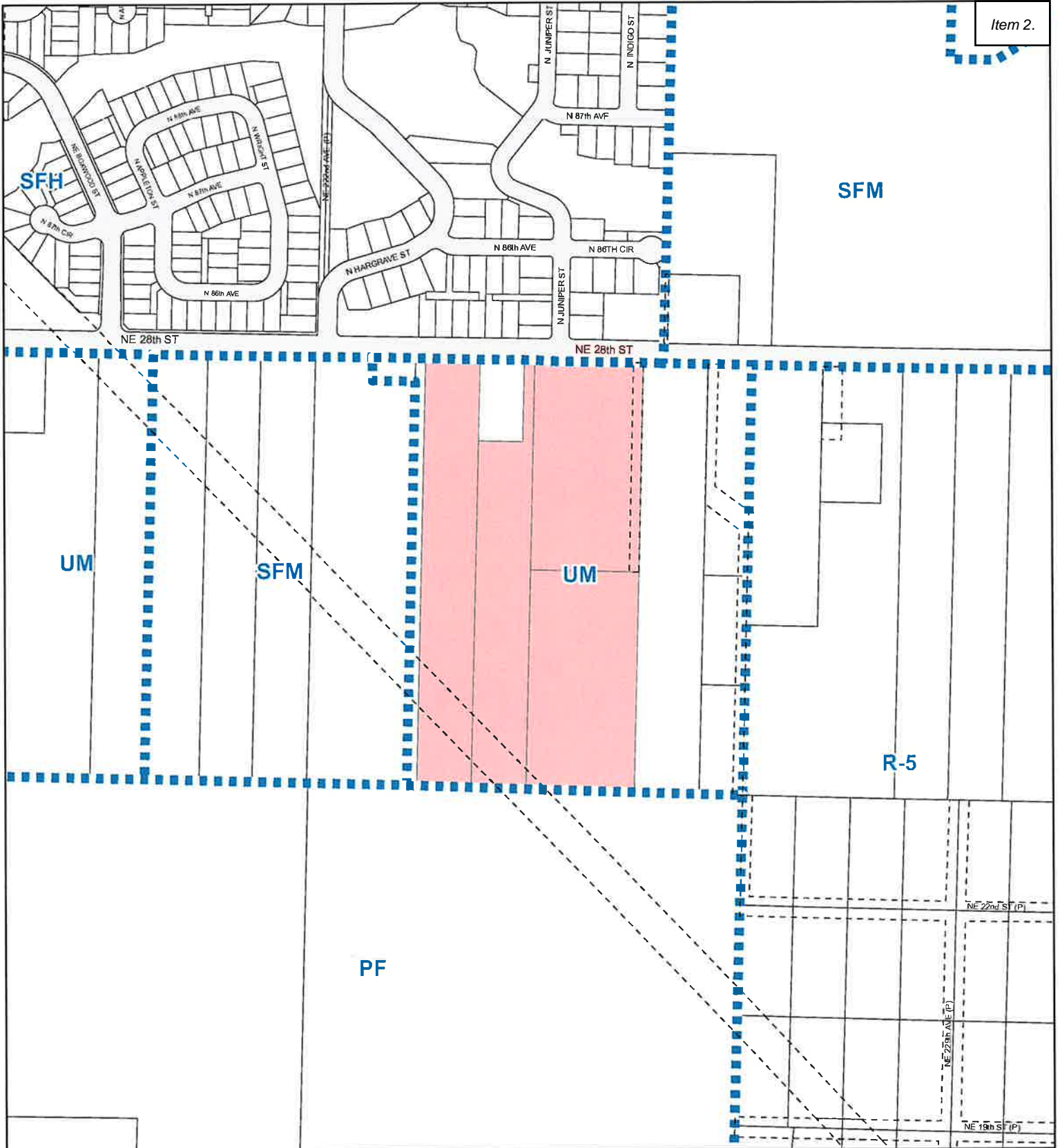


Geographic Information System



- 2' Elevation Contours
- Subject Property(s)

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



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.

Comprehensive Plan Designations

Account: 173181000, 173198000, 173172000, 174412000
 Owner: JOHNSON GLEN C & JOHNSON THERESA M
 Address: 22307 NE 28TH ST
 C/S/Z: CAMAS, WA 98607

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

Printed on: August 24, 2021

23117	23116	23115
23120		23122
23129	23128	23127



Arterials, C-Tran Bus Routes, Parks & Trails

Account: 173181000, 173198000, 173172000, 174412000
 Owner: JOHNSON GLEN C & JOHNSON THERESA M
 Address: 22307 NE 28TH ST
 C/S/Z: CAMAS, WA 98607

Printed on: August 24, 2021



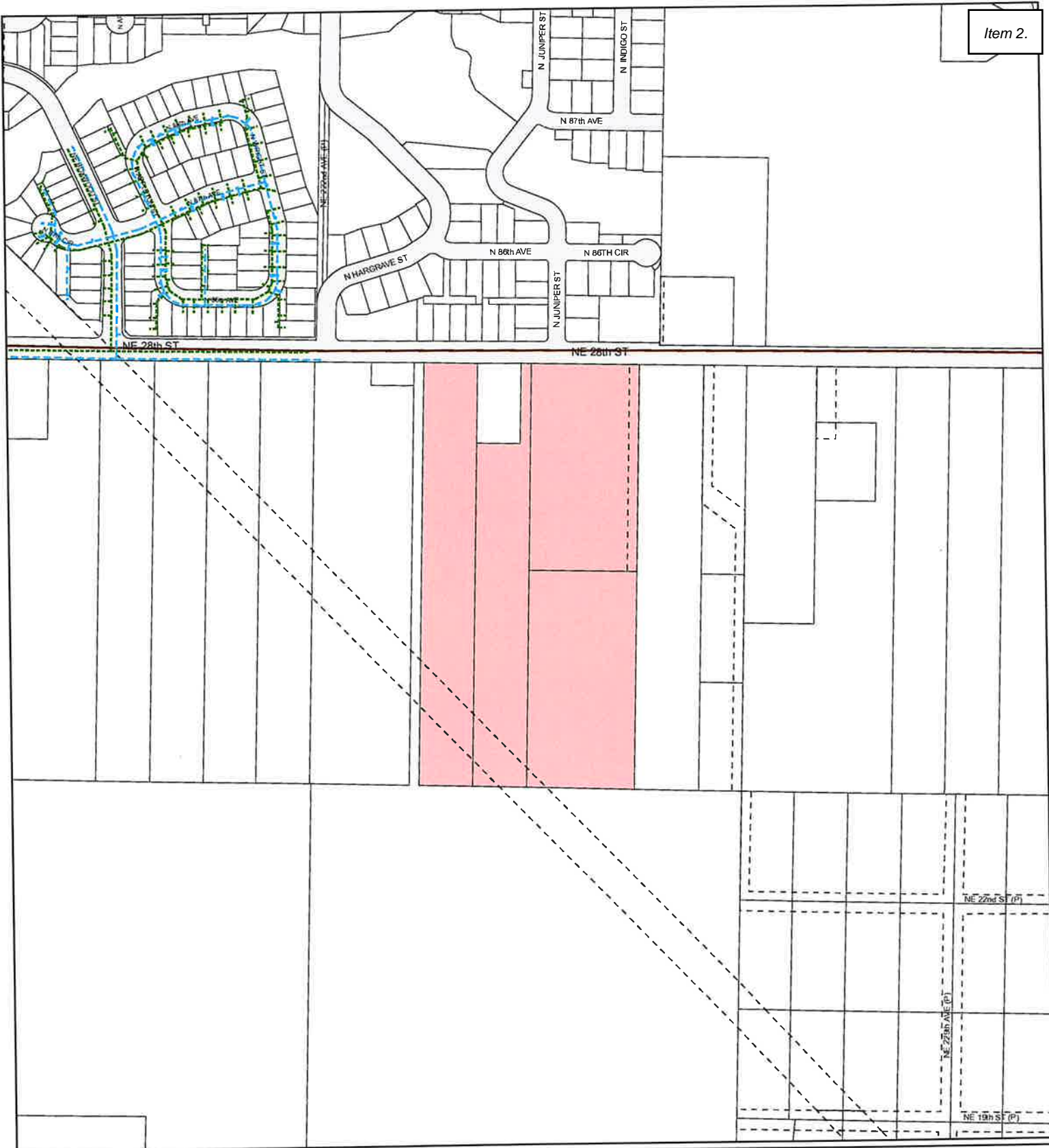
Geographic Information System



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

- 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

23117	23115	23115
23120		23122
23129	23128	23127



Water, Sewer, and Storm Systems

Account: 173181000, 173198000, 173172000, 174412000
 Owner: JOHNSON GLEN C & JOHNSON THERESA M
 Address: 22307 NE 28TH ST
 C/S/Z: CAMAS, WA 98607

Printed on: August 24, 2021



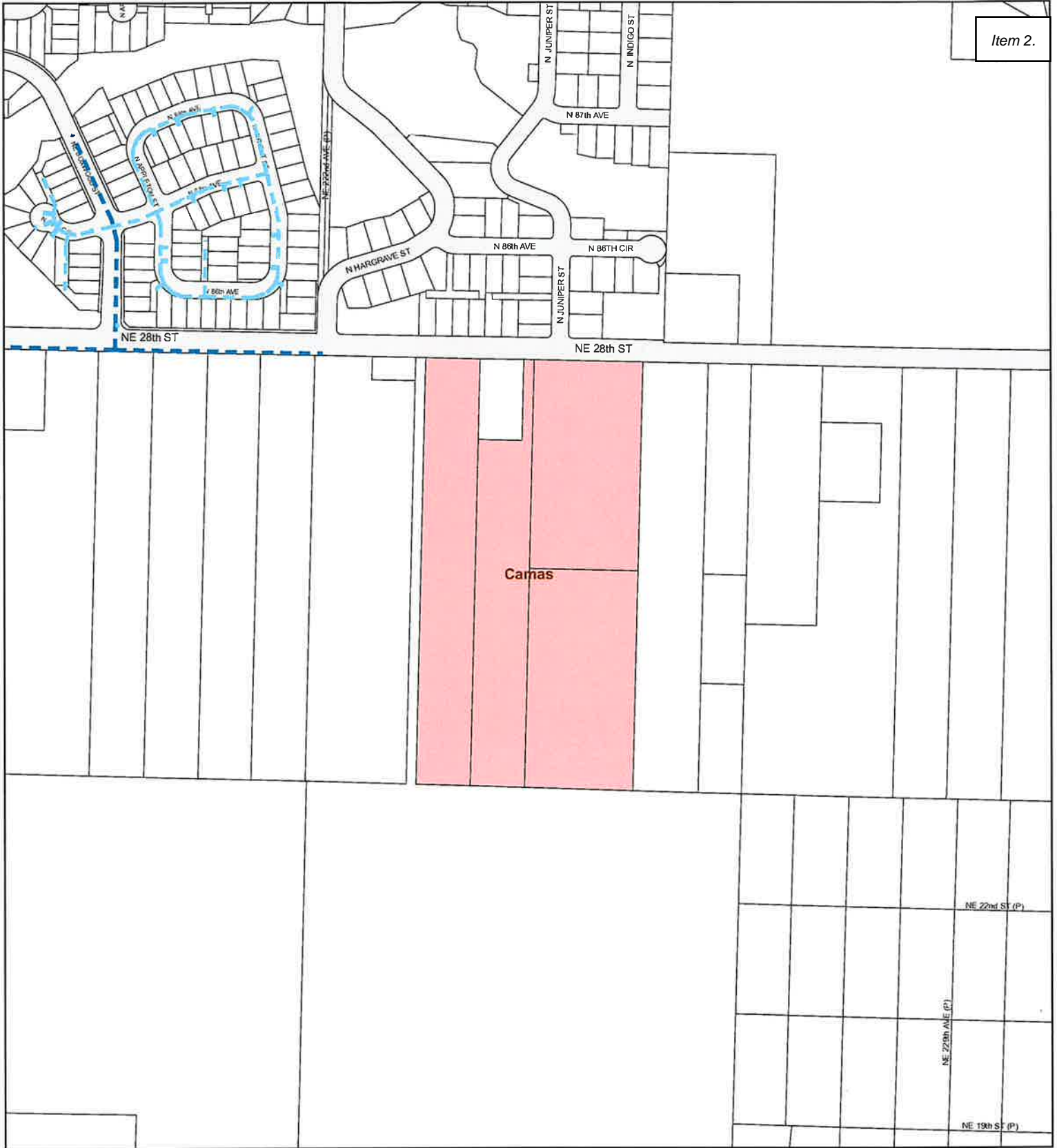
Geographic Information System



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

- 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

23117	23116	23115
23120		23122
23129	23128	23127



Water Systems

Account: 173181000, 173198000, 173172000, 174412000
 Owner: JOHNSON GLEN C & JOHNSON THERESA M
 Address: 22307 NE 28TH ST
 C/S/Z: CAMAS, WA 98607

Printed on: August 24, 2021



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.

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

23117	23116	23115
23120		23122
23129	23128	23127

Hydrant Fire Flow Details

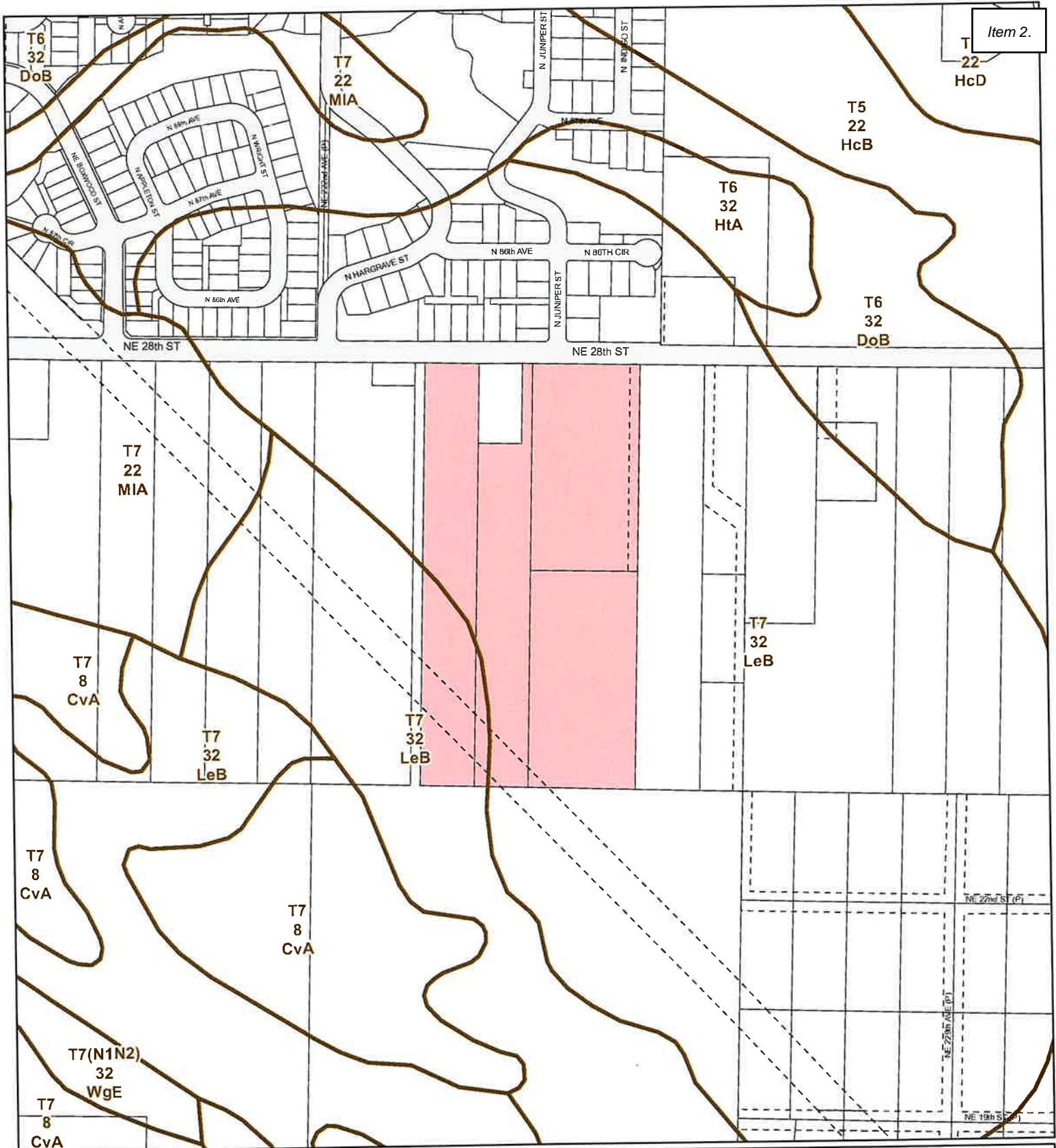
Item 2.

Account No.: 173181000, 173198000, 173172000, 174412000
Owner: JOHNSON GLEN C & JOHNSON THERESA M
Address: 22307 NE 28TH ST
C/S/Z: CAMAS, WA 98607

Water District(s)	Hydrant Data Update	Project Site Provider
Camas	March 17, 2021	Service Provider

HYDRANT INFORMATION:

No hydrants found.



Item 2.
T 22 HcD

Soil Types

Printed on: August 24, 2021

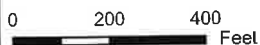
Account: 173181000, 173198000, 173172000, 174412000
 Owner: JOHNSON GLEN C & JOHNSON THERESA M
 Address: 22307 NE 28TH ST
 C/S/Z: CAMAS, WA 98607

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

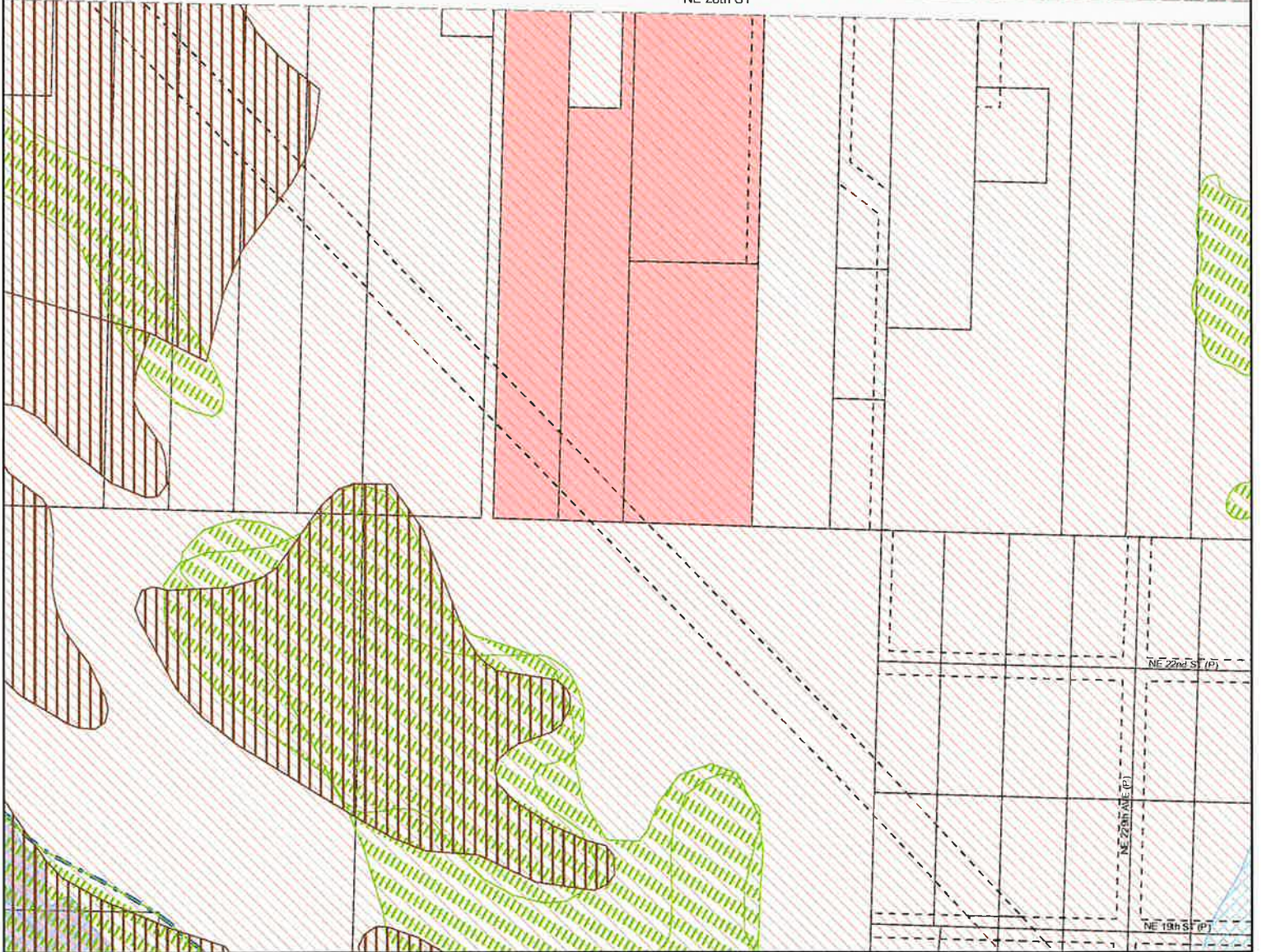
23117	23116	23115
23120		23122
23129	23128	23127



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.



Environmental Constraints I

Account: 173181000, 173198000, 173172000, 174412000
 Owner: JOHNSON GLEN C & JOHNSON THERESA M
 Address: 22307 NE 28TH ST
 C/S/Z: CAMAS, WA 98607

Printed on: August 24, 2021

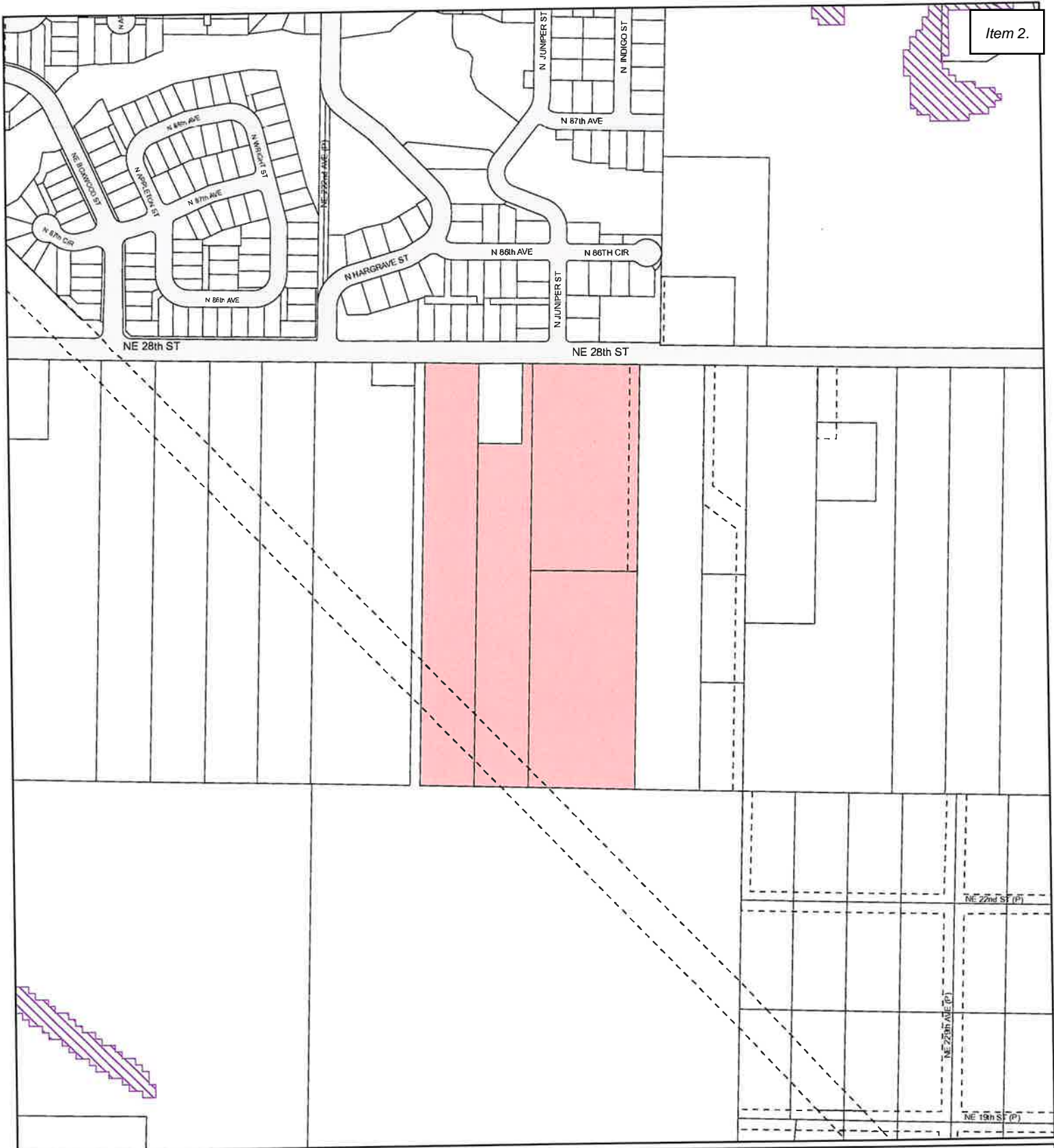
Geographic Information System

0 200 400 Feet

- 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

23117	23110	23115
23120		23122
23129	23128	23127

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



Item 2.

Environmental Constraints II

Account: 173181000, 173198000, 173172000, 174412000
 Owner: JOHNSON GLEN C & JOHNSON THERESA M
 Address: 22307 NE 28TH ST
 C/S/Z: CAMAS, WA 98607

Printed on: August 24, 2021



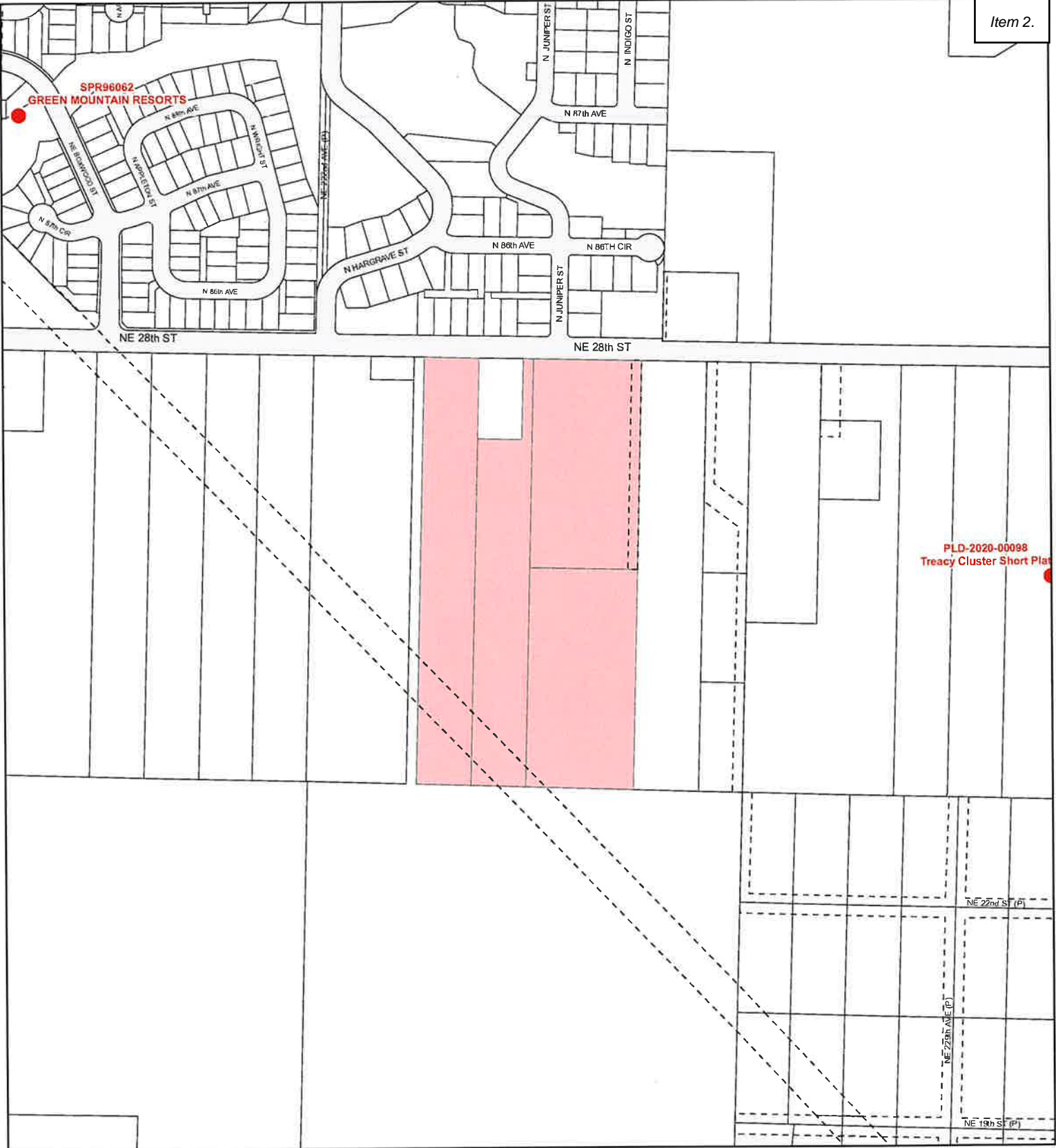
Geographic Information System



- 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

23117	23116	23115
23120		23122
23129	23128	23127

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PLD-2020-00098
Treacy Cluster Short Plat

Adjacent Development

Account: 173181000, 173198000, 173172000, 174412000
Owner: JOHNSON GLEN C & JOHNSON THERESA M
Address: 22307 NE 28TH ST
C/S/Z: CAMAS, WA 98607

Printed on: August 24, 2021



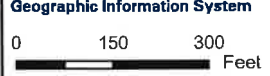
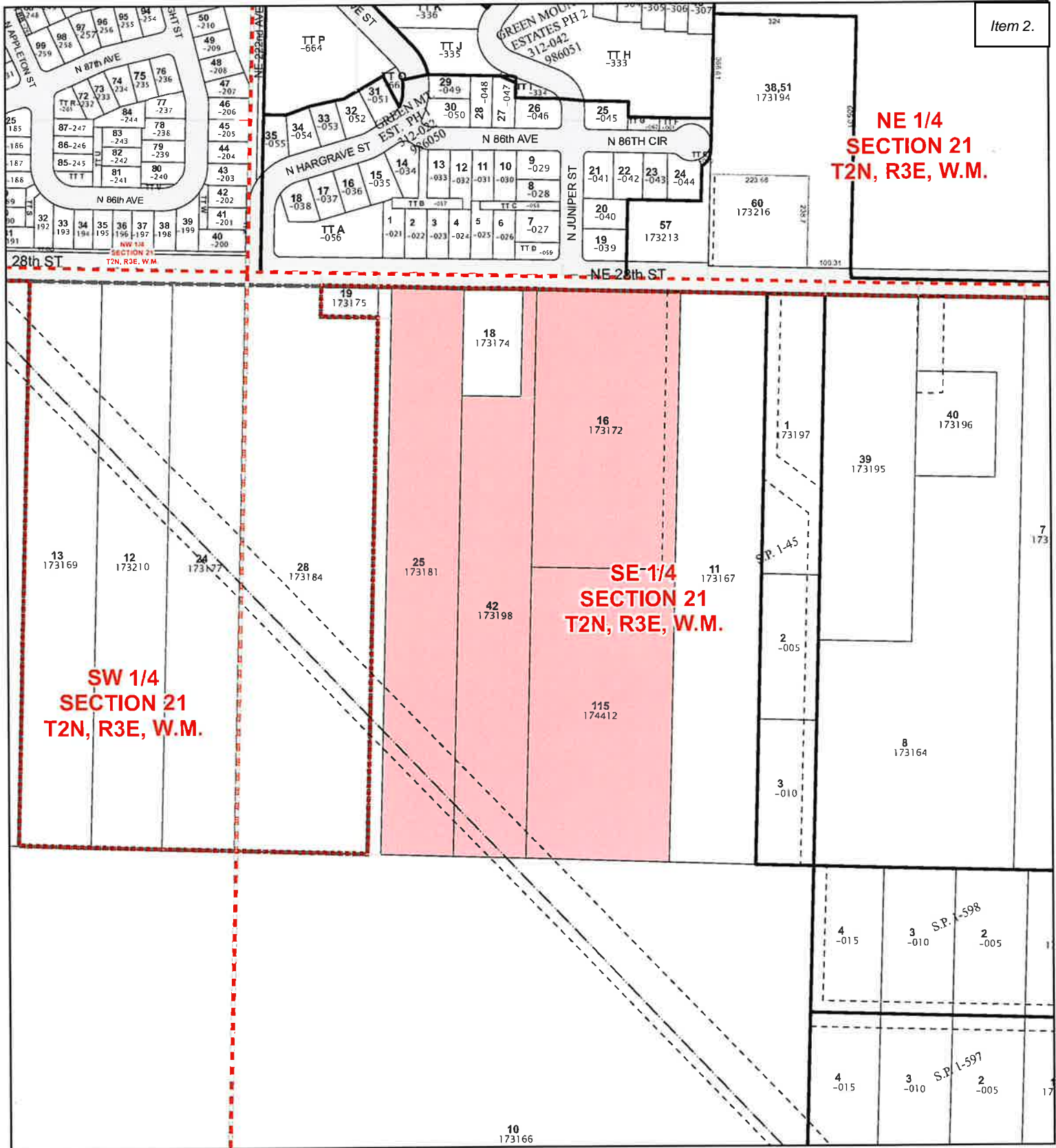
Geographic Information System



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

23117	23116	23115
23120	23122	23122
23129	23128	23127

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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.

Quarter Section Parcels

Account: 173181000, 173198000, 173172000, 174412000
 Owner: JOHNSON GLEN C & JOHNSON THERESA M
 Address: 22307 NE 28TH ST
 C/S/Z: CAMAS, WA 98607

Printed on: August 24, 2021

- 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

23117	23116	23115
23120		23122
23129	23128	23127

LEGAL DESCRIPTIONS

LEGAL DESCRIPTIONS**NE 28th Street, Camas, WA – 10% Annex Application****APN 173181000****PARCEL I**

The East half of the Southeast quarter of the Northwest quarter of the Northwest quarter and the Northeast quarter of the Northwest quarter of the Northwest quarter of Section 27, Township 2 North, Range 3 East of the Willamette Meridian, Clark County, Washington.

EXCEPT that portion of the Northeast quarter of the Northwest quarter of the Northwest quarter of said Section 27 lying Westerly of the center line of the following described road easement in Parcel II.

ALSO EXCEPT that portion taken by the United States of America for the Bonneville power line which was conveyed by Deed recorded under Auditor's File No. E 1358.

ALSO EXCEPT that portion of the East half of the Southeast quarter of the Northwest quarter of the Northwest quarter of Section 27, Township 2 North, Range 3 East of the Willamette Meridian, in Clark County, Washington, described as follows:

BEGINNING at the Northwest corner of the East half of the Southeast quarter of the Northwest quarter of the Northwest quarter of Section 27; thence South along the West line of said subdivision, 150 feet to the true point of beginning; thence continuing South along the West line of said subdivision 208.7 feet; thence East, parallel with the North line of the Southeast quarter of the Northwest quarter of the Northwest quarter of said Section 27, 208.7 feet; thence North, parallel with the West line of the East half of the Southeast quarter of the Northwest quarter of the Northwest quarter of said Section 27, 208.7 feet; thence West, parallel with the North line of the Southeast quarter of the Northwest quarter of the Northwest quarter of said Section 27, 208.7 feet to the true point of beginning.

PARCEL II

A 60.00 foot easement for ingress, egress and public utilities, over, under and across a strip of land being 30.00 feet in width on both sides of the following described centerline:

Continued

BEGINNING at the Northwest corner of the Southwest quarter of the

Northwest quarter of the Northwest quarter of section 27, Township 2 North, Range 3 East of the Willamette Meridian, Clark County, Washington; thence South $89^{\circ}12'14''$ East along the North line of the South half of said Northwest quarter of the Northwest quarter of Section 27, a distance of 1055.50 feet.

EXCEPT any portion lying thereof lying in NE 232nd Avenue.

ALSO an. easement for ingress, egress and public utilities over, under and across a strip of land being 30.00 feet in width on both sides of the following described centerline for the first 551.14 feet and then continuing at 20 feet in width on both sides of the following described centerline:

BEGINNING at a point on the North line of the South half of the Northwest quarter of the Northwest quarter of Section 27, Township 2 North, Range 3 East of the Willamette Meridian, Clark County, Washington, said point being South $89^{\circ}12'14''$ East 912.43 feet from the Northwest corner of said South half of the Northwest quarter of the Northwest quarter of Section 27; thence North $47^{\circ}14'05''$ East 551.14 feet, more or less, to a point 20 feet North $88^{\circ}31'41''$ West of the East line of said Northwest quarter of the Northwest quarter of Section 27, as measured at right angles to said East line, said easement being 60.00 feet wide to this point; thence North $01^{\circ}20'19''$ East parallel with the East line of said Northwest quarter of the Northwest quarter of Section 27, a distance of 280.69 feet, more or less, to the North line of said Northwest quarter of the Northwest quarter of Section 27, said easement being 40.00 feet wide.

ALSO a 60.00 foot road easement for ingress, egress and public utilities over, under and across the following property, being 30.00 feet in width on both sides of the following described line:

BEGINNING at a point on the South line of the Southeast quarter of the Southeast quarter of the Southwest quarter of Section 22, Township 2 North, Range 3 East of the Willamette Meridian, Clark County, Washington, said point being 30.00 feet East of the West line of said Southwest quarter of the Southeast quarter of the Southwest quarter of Section 22 measured at right angles to said West line; thence North parallel to said West line to the North line of the South half of said Southeast quarter of the Southwest quarter of Section 22; thence East along the North line of said South half of the Southeast quarter of the Southwest quarter of Section 22, 1320 feet, more or less to the East line of said Southeast quarter of the Southwest quarter of Section 22 and the end of said 60.00 foot easement.

Continued

ALSO an easement for ingress, egress and public utilities over, under and across that portion of the Northeast quarter of the Northwest quarter of Section 27, Township 2 North, Range 3 East of the Willamette Meridian, Clark County, Washington, described as follows:

BEGINNING at the Northeast corner of the Northwest quarter of the Northwest quarter of Section 27, Township 2 North, Range 3 East of Willamette Meridian, Clark County, Washington, and running thence South 75 feet; thence North 45° East, 100 feet, more or less, to the North boundary line of said Section 27; thence West 75 feet to the Point of Beginning.

EXCEPT THEREFROM that portion taken by the United States of America for the Bonneville Power line which is a strip of land 300 feet wide, but INCLUDING any rights acquired by Grantors by and under that certain Easement Deed from the United States of America, Department of Interior, acting by and through the Bonneville Power Administrator, to Charles B. Mays and Maude W. Mays, husband and wife, dated September 14, 1940.

PARCEL I

The East half of the Southeast quarter of the Northwest quarter of the Northwest quarter and the Northeast quarter of the Northwest quarter of the Northwest quarter of Section 27, Township 2 North, Range 3 East of the Willamette Meridian, Clark County, Washington.

EXCEPT that portion of the Northeast quarter of the Northwest quarter of the Northwest quarter of said Section 27 lying Westerly of the center line of the following described road easement in Parcel II.

ALSO EXCEPT that portion taken by the United States of America for the Bonneville power line which was conveyed by Deed recorded under Auditor's File No. E 1358.

ALSO EXCEPT that portion of the East half of the Southeast quarter of the Northwest quarter of the Northwest quarter of Section 27, Township 2 North, Range 3 East of the Willamette Meridian, in Clark County, Washington, described as follows:

BEGINNING at the Northwest corner of the East half of the Southeast quarter of the Northwest quarter of the Northwest quarter of Section 27; thence South along the West line of said subdivision, 150 feet to the true point of beginning; thence continuing South along the West line of said subdivision 208.7 feet; thence East, parallel with the North line of the Southeast quarter of the Northwest quarter of the Northwest quarter of said Section 27, 208.7 feet; thence North, parallel with the West line of the East half of the Southeast quarter of the Northwest quarter of the Northwest quarter of said Section 27, 208.7 feet; thence West, parallel with the North line of the Southeast quarter of the Northwest quarter of the Northwest quarter of said Section 27, 208.7 feet to the true point of beginning.

PARCEL II

A 60.00 foot easement for ingress, egress and public utilities, over, under and across a strip of land being 30.00 feet in width on both sides of the following described centerline:

Continued

BEGINNING at the Northwest corner of the Southwest quarter of the Northwest quarter of the Northwest quarter of section 27, Township 2 North, Range 3 East of the Willamette Meridian, Clark County, Washington; thence South $89^{\circ}12'14''$ East along the North line of the South half of said Northwest quarter of the Northwest quarter of Section 27, a distance of 1055.50 feet. EXCEPT any portion lying thereof lying in NE 232nd Avenue.

ALSO an. easement for ingress, egress and public utilities over, under and across a strip of land being 30.00 feet in width on both sides of the following described centerline for the first 551.14 feet and then continuing at 20 feet in width on both sides of the following described centerline:

BEGINNING at a point on the North line of the South half of the Northwest quarter of the Northwest quarter of Section 27, Township 2 North, Range 3 East of the Willamette Meridian, Clark County, Washington, said point being South $89^{\circ}12'14''$ East 912.43 feet from the Northwest corner of said South half of the Northwest quarter of the Northwest quarter of Section 27; thence North $47^{\circ}14'05''$ East 551.14 feet, more or less, to a point 20 feet North $88^{\circ}31'41''$ West of the East line of said Northwest quarter of the Northwest quarter of Section 27, as measured at right angles to said East line, said easement being 60.00 feet wide to this point; thence North $01^{\circ}20'19''$ East parallel with the East line of said Northwest quarter of the Northwest quarter of Section 27, a distance of 280.69 feet, more or less, to the North line of said Northwest quarter of the Northwest quarter of Section 27, said easement being 40.00 feet wide.

ALSO a 60.00 foot road easement for ingress, egress and public utilities over, under and across the following property, being 30.00 feet in width on both sides of the following described line:

BEGINNING at a point on the South line of the Southeast quarter of the Southeast quarter of the Southwest quarter of Section 22, Township 2 North, Range 3 East of the Willamette Meridian, Clark County, Washington, said point being 30.00 feet East of the West line of said Southwest quarter of the Southeast quarter of the Southwest quarter of Section 22 measured at right angles to said West line; thence North parallel to said West line to the North line of the South half of said Southeast quarter of the Southwest quarter of Section 22; thence East along the North line of said South half of the Southeast quarter of the Southwest quarter of Section 22, 1320 feet, more or less to the East line of said Southeast quarter of the Southwest quarter of Section 22 and the end of said 60.00 foot easement.

Continued

ALSO an easement for ingress, egress and public utilities over, under and across that portion of the Northeast quarter of the Northwest quarter of Section

27, Township 2 North, Range 3 East of the Willamette Meridian, Clark County, Washington, described as follows:

BEGINNING at the Northeast corner of the Northwest quarter of the Northwest quarter of Section 27, Township 2 North, Range 3 **East** of Willamette Meridian, Clark County, Washington, and running thence South 75 feet; thence North 45° East, 100 feet, more or less, to the North boundary line of said Section 27; thence West 75 feet to the Point of Beginning.

EXCEPT THEREFROM that portion taken by the United States of America for the Bonneville Power line which is a strip of land 300 feet wide, but **INCLUDING** any rights acquired by Grantors by and under that certain Easement Deed from the United States of America, Department of Interior, acting by and through the Bonneville Power Administrator, to Charles B. Mays and Maude W. Mays, husband and wife, dated September 14, 1940.

THE EAST HALF OF THE EAST HALF OF THE WEST HALF OF THE
NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION
21, TOWNSHIP 2 NORTH, RANGE 3 EAST OF THE WILLAMETTE
MERIDIAN, CLARK COUNTY, WASHINGTON.

EXCEPT ANY PORTION LYING WITHIN THE RIGHT OF WAY OF NE
28TH STREET.

ALSO EXCEPT THAT PORTION CONVEYED TO KIRK AND KELLI
LAUERMAN BY AUDITOR'S FILE NO 3034507.

SITUATE IN THE COUNTY OF CLARK, STATE OF WASHINGTON.

The West half of the Northeast quarter of the Northwest quarter of the southeast quarter of Section 21, Township 2 North, Range 3 East of the Willamette Meridian, Clark County, Washington.

RESERVING UNTO THE GRANTOR their heirs and assigns an Easement for ingress, egress and utilities over the East 30 feet thereof for the benefit of the grantor's tract lying to the South thereof.

Parcel I

The West half of the Southeast quarter of the Northwest quarter of the Southeast quarter of Section 21, Township 2 North, Range 3, East of the Willamette Meridian, Clark County, Washington.

Parcel II

An easement for ingress, egress and utilities over the East 30 feet of the West half of the Northeast quarter of the Northwest er of the Southeast quarter of said Section 21.

Clark County Parks
4700 NE 78th St
Vancouver WA 98665

Alan Thayer
PO Box 872828
Vancouver WA 98687

Maribel Carrillo
22401 NE 28th St
Camas WA 98607

Nylund Inc
PO Box 230
Brush Prairie WA 98606

Pacific Lifestyle Homes Inc
11815 NE 99th St #1200
Vancouver WA 98682

Sean Hafeez
22620 NE 28th St
Camas WA 98607

Teresa Spalding
22617 NE 28th St
Camas WA 98607

David Currier Sr
22633 NE 28th St
Camas WA 98607

Robert Lawrence
22643 NE 28th St
Camas WA 98607

Matthew Tobey
22510 NE 28th St
Camas WA 98607

Edward Gotch Jr
7512 NE Payne St
Camas WA 98607

Phernell Walker II
5968 N 86th Ave
Camas WA 98607

Kyle Doyle
5956 N 86th Ave
Camas WA 98607

Jie Song
5944 N 86th St
Camas WA 98607

Duane Briley
5932 N 86th Ave
Camas WA 98607

Erica Green
8545 N Juniper St
Camas WA 98607

Candice Walker
8533 N Juniper St
Camas WA 98607

Mandar Ajaonkar
8517 NE Juniper St
Camas WA 98607

Samreen Khan
8551 N Juniper St
Camas WA 98607

Stacy Struss
5822 N 86th Ave
Camas WA 98607

Charles Kim
5834 N 86th Ave
Camas WA 98607

Greggory Dunn
5888 N 86th St
Camas WA 98607

Marnie Massie
5914 N 86th St
Camas WA 98607

Kenneth Bullis
5920 N 86th St
Camas WA 98607

William Phillips
8556 N Hargrave St
Camas WA 98607

Drew Gottschalk
8544 N Hargrave St
Camas WA 98607

John Moy Jr
8538 N Hargrave St
Camas WA 98607

Richard Boucher
8522 N Hargrave St
Camas WA 98607

Joel Bakker
8510 N Hargrave St
Camas WA 98607

Cody Anglin-Unash
5788 N 86th Cir
Camas WA 98607

Jason Henke
5770 N 86th Cir
Camas WA 98607

Manisha Dhingra
8546 N Juniper St
Camas WA 98607

Caitlin Adams
5762 N 86th Cir
Camas WA 98607

Austin Blank
5754 N 86th Cir
Camas WA 98607

Joan Mulholland
5736 N 86th Cir
Camas WA 98607

Green Mountain Estates Hoa
604 Evergreen Blvd
Vancouver WA 98660

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604 Evergreen Blvd
Vancouver WA 98660

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604 Evergreen Blvd
Vancouver WA 98660

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604 Evergreen Blvd
Vancouver WA 98660

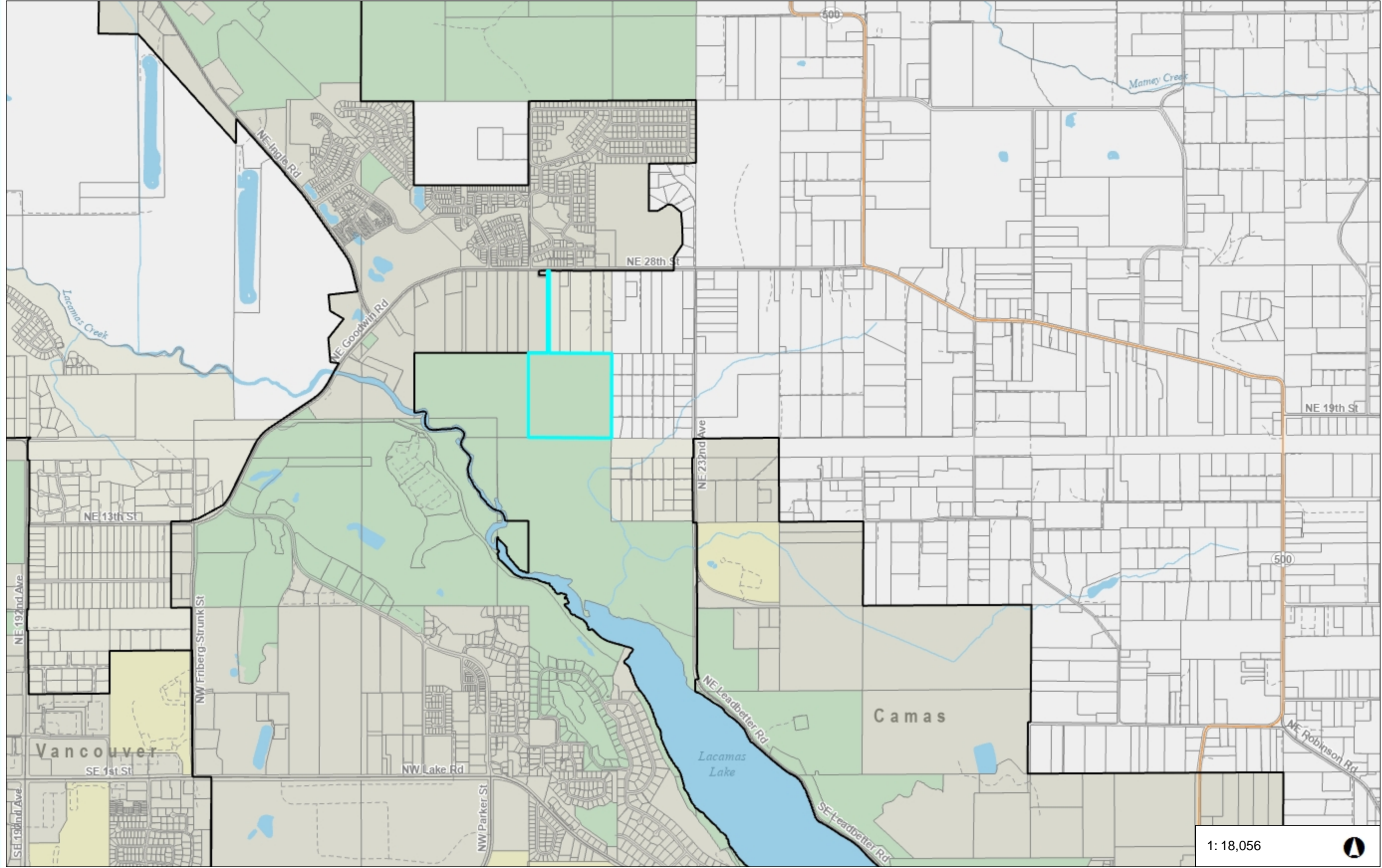
Green Mountain Estates Hoa
604 Evergreen Blvd
Vancouver WA 98660



Item 2.



- Legend**
- City Boundary
 - Taxlots



Notes:

0.6 0 0.28 0.6Miles

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. Taxlot (i.e., parcel) boundaries cannot be used to determine the location of property lines on the ground.



Staff Report

December 17, 2024 Planning Commission Meeting

Our Camas 2045 – Preferred Land Use Alternative
Presenter: Alan Peters, Community Development Director and Nicole McDermott, WSP
Time Estimate: 30 minutes

Phone	Email
360.817.7254	apeters@cityofcamas.us

BACKGROUND: The City of Camas is undergoing a periodic update of its comprehensive plan. Under the Growth Management Act’s (GMA) planning framework, the City must adopt a land use map that aligns with the population, housing, and employment allocations developed and adopted by Clark County. Over the past several months, the *Our Camas 2045* project team has worked with the Community Advisory Committee, held a community summit, and solicited feedback through a community survey to develop a preferred land use alternative to meet these growth allocations and support the *Our Camas 2045* vision statement.

SUMMARY: Clark County’s growth targets for Camas by 2045 include:

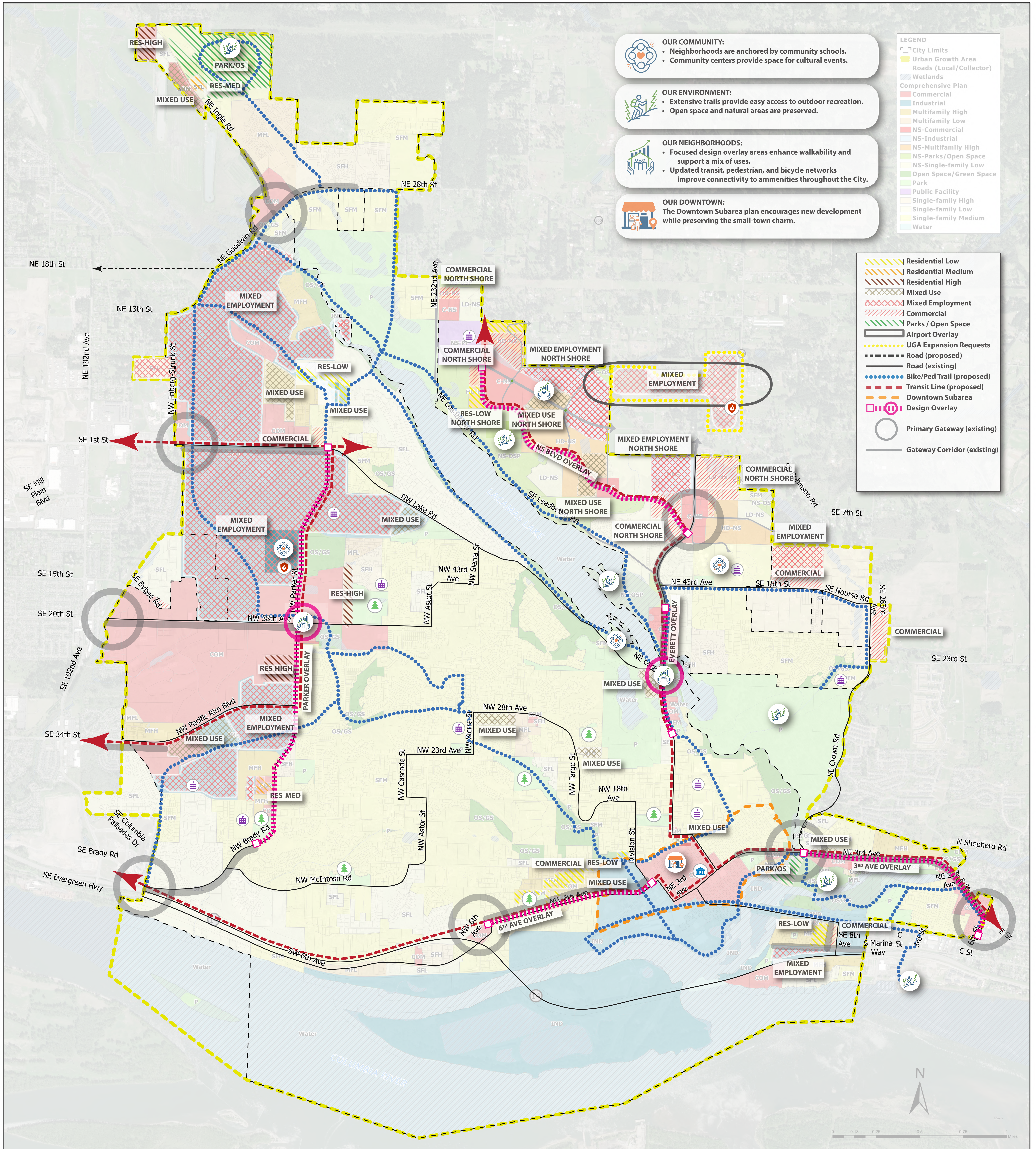
- Population: 37,080
- Housing Units: 4,226
- Employment: 11,615 jobs

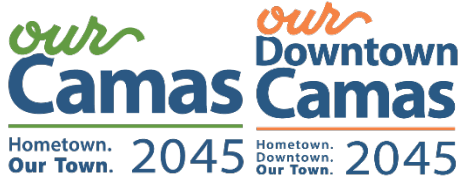
The City is also required to address additional housing needs by income level under HB 1220 and incorporate new zoning requirements from HB 1110 and HB 1337, which expand residential development capacity.

The preferred alternative focuses on increasing high-density residential capacity in areas with existing infrastructure and proximity to jobs and transit and increasing opportunities for economic development by allowing more employment diversity in existing industrial areas and providing additional employment lands throughout the City and its Urban Growth Area (UGA).

This alternative includes one UGA expansion of 83.79 acres near the North Shore Subarea that would bring the Port of Camas-Washougal’s Grove Field into the UGA. It is anticipated that this area would be assigned a mixed employment zoning, allowing the Port to further develop Grove Field, providing additional employment capacity.

RECOMMENDATION: Discuss and provide feedback on the preferred land use alternative.





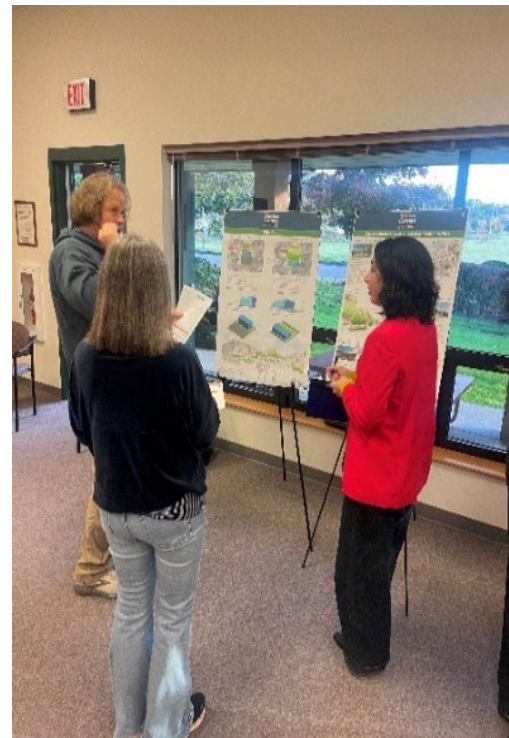
Overview

On October 22nd, 2024, the City of Camas hosted *Our Camas 2045 Community Summit #2*, the second open house event for its *Our Camas 2045 Comprehensive Plan and Downtown Subarea Plan* process. The purpose of this event was to have community members comment on the draft land use alternatives, provide input on development scales, review development concepts for downtown, and learn about the County’s climate planning efforts and Greenhouse Gas (GHG) inventory.

More than 45 community members participated in the event at the Camas-Washougal Fire Department Station 42, where kids activities and refreshments were provided.

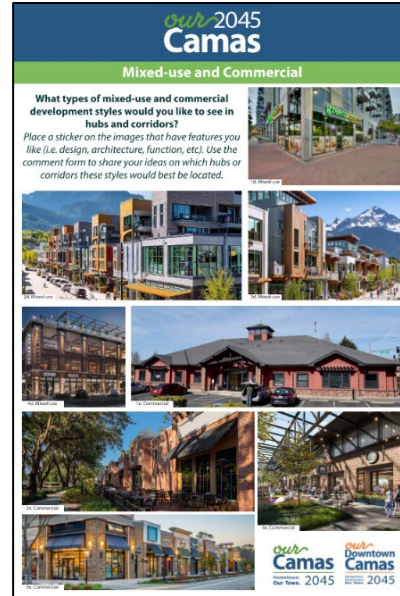
The event was organized with stations set up around the room. Stations covered topics such as the *Our Camas 2045 Vision Statement and Outreach Draft Land Use Alternatives, Development Scales, Downtown Concepts, and Climate Planning*. Additional stations provided an overview of the project, and existing land use conditions for context.

Participant discussion and feedback was focused on the draft land use alternatives, a visual preference survey of development scales, and downtown redevelopment concepts. For the Draft Land Use Alternatives station, community members viewed proposed land use concepts through the lens of ‘hubs’ or ‘corridors’ and were asked if any key corridors or hubs were missing. The next station offered a visual preferences survey for different types of housing, mixed-use, commercial, and mixed-employment uses that could occur in a future land use alternative for Camas. The last station asked for community members to review several downtown redevelopment and streetscape concepts and offer their feedback. Each station included a project team facilitator, who took notes of the discussion on flipcharts and post-it notes. Comments and ideas were also captured through several sticky dot exercises (Appendix C) and in writing through a comment form (Appendix A). For people unable to attend the event, a complementary survey was available via the Engage Camas website. The results are available in Appendix B.



<p>Land Use Alternative Maps</p> <p>Do you have anything else to share regarding the Land Use Alternative Maps?</p> <p>_____</p> <p>_____</p> <p>_____</p>	<p>Climate Planning</p> <p>Have you been affected by any of the following events in Camas? Select all that apply.</p> <ul style="list-style-type: none"> • Extreme Heat • Severe Storms (Precipitation and Wind) • Wildfire (including Wildfire Smoke) • Flooding • Landslide <p>How were you affected? Select all that apply.</p> <ul style="list-style-type: none"> • Missed school or work • Road conditions made it difficult to travel • Damage to home or property • Lost power or internet • Unable to reach services (e.g., grocery store, doctors office, etc.) • Unable to access or use outdoor sites (e.g., parks, Lacamas Lake, downtown) • Other <p>What would help you respond to a weather event in the future? Select all that apply:</p> <ul style="list-style-type: none"> • Access to indoor public places as a refuge (e.g., airconditioned places during extreme heat) • Access to outdoor public places as a refuge (e.g., places to swim, forested areas for shade) • Increased maintenance for roads and sidewalks • Access to research and technical assistance on how to prepare for an event (e.g., landscaping to reduce wildfire risk, evacuation plans to help residents plan and practice evacuation) • Other <p>What can the City do to help reduce GHG emissions and vehicle miles traveled?</p> <p>_____</p> <p>_____</p>
<p>Development Scales Visual Preference Survey</p> <p>Do you have ideas about which residential styles would work best in a certain hub or corridor? Reference any labels as needed.</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>Do you have ideas about which mixed-use and commercial styles would work best in a certain hub or corridor? Reference any labels as needed.</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>Do you have ideas about which mixed-employment styles would work best in a certain hub or corridor? Reference any labels as needed.</p> <p>_____</p> <p>_____</p> <p>_____</p>	
<p>Downtown Subarea Plan</p> <p>Which downtown land use concepts do you think best supports the new community vision?</p> <p>_____</p> <p>_____</p> <p>_____</p>	

The comment form handed out at the event.



One of the Development Scales posters.

Summary of Feedback

The following sections summarize the feedback received, organized by station. This includes comments captured through discussion, comment forms and the online survey.

Draft Land Use Alternatives Station

- Most participants expressed a preference for the hub model over the corridor model. Hubs were seen as more conducive to building community, encouraging walkability, and creating spaces where residents could interact and engage in local activities. Many valued the small-town feel that hubs provide, allowing for easy access to daily needs. Some highlighted hubs as more suitable for a compact urban design, avoiding the downsides of corridor-style, car-dependent sprawl. Others noted that hubs would help concentrate community energy, drawing people to central, lively areas, which contrasts with the sprawling nature of corridors that might prioritize vehicular access and parking.
- Concerns around density varied, with some questioning whether downtown could accommodate higher-density development feasibly. North Shore residents voiced concerns about the need for a clear transition between rural/low-density areas and new, higher-density developments, with a preference for a tiered approach to prevent abrupt changes in character. Many participants expressed a desire to limit the height of downtown buildings to two stories, preserving the traditional aesthetic of the area. There was significant support for incorporating brick and other traditional materials in building façades, reinforcing Camas’s historic character.
- Participants were also drawn to the idea of mixed-use developments that blend commercial and employment spaces. These were seen as essential for diversifying the local economy, creating jobs, and reducing the need for residents to shop or work outside the community. There was strong support for broadening the tax base with more commercial and retail

developments to limit the reliance on Vancouver and neighboring areas for goods and services. The potential for transforming certain underutilized properties, like the mill site, into community hubs was noted, with hopes that such projects could bring aesthetic and functional improvements to the area.

- Another priority highlighted was the importance of walkable, bike-friendly streets with green infrastructure like trees and traffic calming elements. Many participants preferred pedestrian-focused, multimodal streets with bike lanes, protected sidewalks, and transit stops that connect hubs and local neighborhoods seamlessly. Comments encouraged shifting away from auto-centric developments to form-based codes that prioritize building design and public space over specific land uses. Some attendees expressed support for removing parking minimums, which some felt hindered denser, more community-oriented development. The goal was to make hubs easily accessible on foot or by bike, fostering a community-centric lifestyle.
- Some residents advocated for single-level homes to better serve seniors and individuals with disabilities, reflecting the need for inclusive housing design. This aligns with broader suggestions that higher-density housing should be thoughtfully planned around schools and employment areas, making daily life accessible without excessive reliance on cars.
- Several residents identified specific areas that could benefit from hubs. Suggestions included developing a smaller hub at the intersection of NE Everett St and NE 15th Ave near Crown Park, enhancing the existing downtown hub, and possibly adding more hubs on Prune Hill to prevent it from being a predominantly residential area. These hubs would ideally incorporate small-scale commercial spaces, sidewalk cafes, and other community-friendly spaces. Participants noted the potential challenges of competing with Columbia Palisades but emphasized the importance of unique attractions in Camas's hubs to maintain their distinct character.

Visual Survey Development Scales Station

- **Images of Residential Development:** The community noted the need for diverse residential options that cater to different life stages, from younger families to older adults. Brick and natural materials, paired with modern elements, are preferred for a classic look, while cottage styles were discouraged. Examples like 2a for low density and 3b for medium density (see Appendix C) — are favored in areas like North Shore, where a mix of front yards and green spaces preserve natural appeal. For central corridors like Everett, high-density options support walkability and community vibrancy without overwhelming the small-town feel. However, there's a desire to avoid towering structures near shopping areas to maintain an accessible scale. The taller buildings in Redmond, WA were cited as an undesirable style for Camas.
- **Images of Mixed-Use and Commercial Development:** For commercial and mixed-use hubs, styles like 2d and 2e align with Camas's character by integrating small-town charm with urban functionality. Utilizing hubs in the North Shore and other regional areas are ideal for medium-density, mixed-use layouts that transition smoothly into surrounding neighborhoods. There's a strong preference for storefronts to encourage walkability and gathering spaces, as well as a

plaza near the lake, where green space and pedestrian paths promote community interaction.

- **Images of Mixed-Employment Development:** Employment hubs should focus on smaller, adaptable buildings rather than large industrial complexes, prioritizing options like 4f and 5f with “Pacific Northwest” architectural elements. These styles align with local aesthetics by featuring sleek lines and natural materials that respect the environment, helping maintain the town’s welcoming feel. Additionally, incorporating sustainable features such as green roofs or solar panels would reflect Camas’s environmental values.

Downtown Sub-Area Plan Station

Land Use Concepts

- There was strong support for moderate increases in density, especially around key corridors like 3rd Avenue, where mixed-use buildings could create a lively blend of residential and commercial spaces. Many residents felt that recent apartment developments set an ideal example of density, offering a balance that complements the small-town feel. Some also embraced the idea of higher-density zones, provided they include greenspaces and plazas to support sustainability, community, and local businesses.
- Preserving the historic downtown core was a priority, with a consensus that growth around this area should retain its character. Medium-density wraps near downtown were preferred over high-rise developments, which participants felt could overshadow the town’s charm. Interest in integrating the mill into plans also emerged, with suggestions to adaptively reuse the site for public and commercial spaces, such as condos, green areas, and farmers’ markets, which would enrich downtown's recreational and social environment.
- Environmental considerations played a prominent role, with concerns that taller buildings could create perpetual shade, especially during winter. To maintain a pleasant downtown atmosphere, some recommended limiting taller structures to specific zones and designing south-facing facades with light-colored exteriors to reflect sunlight. Additionally, participants stressed the importance of using native plants to ensure street trees thrive in the urban landscape.

Transportation Concepts

- Transportation suggestions focused on pedestrian safety and traffic calming measures to make downtown more navigable for walkers and cyclists. The community largely opposed one-way street concepts, as these were seen as disruptive to local businesses and challenging for visitors. Instead, they advocated for improving bike connections to nearby neighborhoods and prioritizing pedestrian-friendly design, particularly on high-speed roads like NE 3rd Avenue.
- Efficient land use was a significant theme, with calls to reduce surface parking lots in favor of flexible parking solutions, allowing developers to tailor parking to actual needs. Participants felt this would improve land values, walkability, and sustainability. They also stressed the importance of greener, pedestrian-friendly streetscapes, with many favoring the Enhanced Streetscapes Option, which includes planting street trees for shade and aesthetics.

Street Enhancement & Development Studies

- Several residents specifically supported the 3rd Avenue Transformation, noting that a higher-density 3rd Avenue is preferred. Support was also shown for a Densified Downtown Street design.

Open Space Enhancements

- Community feedback revealed broad support for enhancing downtown Camas with more open and gathering spaces to create a vibrant, welcoming environment. Many participants highlighted the need for improvements to the Mill Ditch trail, which, while valued as a potential recreational asset, currently feels unsafe to some users. Residents would like to see the trail become more accessible, envisioning it as a well-lit, well-maintained pathway that connects community spaces.
- The idea of establishing a linear park along Dallas Street also received interest, as participants saw it as a way to add green space and promote walkability downtown. However, some raised concerns about the impact on on-street parking, suggesting a need to balance new open spaces with convenient access for residents, businesses, and visitors.

City Hall

- The community's feedback on Camas City Hall reflects a preference for podium parking to support a civic plaza. Residents see this as a valuable opportunity to introduce a central gathering space while maintaining essential parking capacity. The civic plaza concept received favorable feedback, especially for its potential to be located north of City Hall and offer open public seating, terraces for events, and green spaces for community gatherings.
- While most participants supported a three-story City Hall, some suggested a five-story design to maximize density without sacrificing the public plaza. The additional cost of podium construction and ensuring sufficient daylight for the northern-facing plaza were also raised. Suggestions included relocating City Hall south to 3rd Avenue to create more open space, and many community members looked to Bothell, Washington's City Hall as a model, appreciating its blend of podium parking and open public design.
- There was also a notable call for better parking options. Some people remarked that downtown currently has too much parking, while others noted the difficulty of finding parking for business employees with the existing two-hour limits. Underground parking emerged as a popular solution to both conceal and expand parking capacity, balancing the need for accessibility with the vision of a more walkable, less car-centered downtown.

Climate Planning Station

- There was discussion regarding stormwater management and tree canopy preservation. One resident referenced the North Shore development, expressing concern about how much of the existing tree canopy was removed. They worried that the new stormwater infrastructure, designed to direct water to an older system, may not withstand the increased flooding and extreme precipitation expected with climate change. This attendee questioned if there are any protective measures in place for existing tree canopies and restrictions on developers regarding

stormwater management to prevent overburdening outdated systems.

- Participants had questions about the building code, particularly whether it includes provisions for solar readiness or future wiring needs. Several participants asked for an update on the climate planning process, wondering if specific policies had already been drafted.
- Extreme heat, wildfires and wildfire smoke, and severe storms affected the most residents. The most common impacts were the loss of power or internet, damage to their home or property, and being unable to access or use outdoor sites. For ways that would help residents respond to a weather event, most residents noted the need for increased maintenance for roads and sidewalks, access to outdoor public places as a refuge, and access to indoor public places as a refuge.

Greenhouse Gas Inventory

- Community members emphasized increased use of electric vehicles (EVs) and suggested improving walkability to reduce dependence on car travel, particularly trips to Vancouver. Ideas included developing more mixed-use commercial spaces downtown and fostering a “shop local” culture to support area businesses and reduce transportation emissions.
- Transportation alternatives were another focal point. Residents advocated for safer pedestrian infrastructure, bike lanes, and more frequent public transit, emphasizing that these options should be of high enough quality to ensure actual usage. Many suggested connecting neighborhoods, particularly those isolated by current infrastructure limitations like Green Mountain, with safe, accessible routes to downtown. The feedback also revealed a strong interest in local job opportunities to reduce commuting. Some proposed strengthening partnerships with employers, particularly in fields like technology, to create high-quality, locally based employment options.
- Environmental initiatives were also highlighted, with suggestions for incorporating solar power in local energy strategies. One resident shared a personal account of their success with a solar roof and “power walls”, advocating for city policies that promote solar installations on rooftops and exploring biochar as a carbon sequestration tool. Others emphasized preserving existing trees, expanding green spaces, and promoting educational programs about reducing meat consumption, growing local food, and teaching young people about carbon footprints.

Natural Hazards

- Community feedback highlighted a strong interest in strategies to address the impacts of wildfire and extreme heat in Camas, with a particular focus on expanding green infrastructure. Many people expressed support for increasing shade and tree coverage, especially around schools, to mitigate heat effects on vulnerable populations.
- Participants voiced strong support for protecting Camas’s open spaces, recognizing their ecological value and the role they play in community well-being. This feedback emphasized the importance of preserving natural areas as part of Camas’s broader climate resilience efforts and integrating green infrastructure solutions across the community.



APPENDIX A. Comment Form submissions

The comment forms offered questions to supplement the activities and feedback placed directly on the posters. The following questions were asked.

Land Use Alternative Maps

- Do you have anything else to share regarding the Land Use Alternative Maps?
 - Please be mindful of the slow or no growth people
 - With the updates to the comp plan and land use plans, could the city implement an interactive map similar to Clark county and other jurisdictions?
 - More bike paths
 - I oppose the expansion request of the UGA east of 283rd shown in alternative B. we should focus on infill and utilization of the land already within the UGA that is not being developed. We don't need more sprawl.
 - Keep everything residential as is. No auxiliary boundary limits. Expand townhouses, etc. into expanded growing area. Urban growth area.
 - Medium density mixed use on 3rd Ave in downtown
 - Brick or industrial chic in downtown mixed use
 - They're all great ideas. The city should make sure that there are meaningful bike and ped connections like a city-wide network between development centers.
 - Need more planning for recreation hub, this would improve recreation opportunities and tourism
 - I would start naming the hubs so they become real to people
 - Density is a 2 edged sword, changes the character of the old city but encourages use of public transport and provides more housing.
 - We need more clarity on city limit expansions... when are we maxed out? What does the boundary look like?
 - How do we actually accomplish the vision of connected bike paths without just relying on future development?
 - How can we provide transitions to the north shore hub/corridor of high density/commercial to the surrounding low density? How can we create more mixed use instead of simply putting in high density?

Development Scales: Visual Preference Survey

- Do you have ideas about which residential styles would work best in a certain hub or corridor? Reference any labels as needed.
 - Need more housing that incorporates master bedrooms on main floor/living space for people 50+
 - Brick, mix of naturals and modern. Please no cottage styles

- 2a for low density, 3b for med density
 - Medium density with allowance for front backyard. Camas has its name for being beautiful and front looks play a huge part
 - Mixed styles to minimize cloning
 - Mixed-use residential and light commercial is awesome. And then mid level town homes style development nearby
 - Mixed use in Everett corridor, high density downtown
 - Historically focused hubs to emphasize heritage, embrace history
 - A good mix of options that can cater to gaining populations for those who drive/bike/walk
 - After seeing downtown Redmond, building lots of 4-6 stories mixed use near town I really don't want camas to look like that. Further away from town ok, but don't think residential near shopping should be very tall
 - High density in downtown, mixed use as much as possible
 - More mixed use in north shore to allow for more density but also more services for those isolated from existing retail/commercial
- Do you have ideas about which mixed-use and commercial styles would work best in a certain hub or corridor? Reference any labels as needed.
 - High density on 3rd before Shepard road
 - New north shore neighborhood hubs 2e and 4e, for regional hubs, 4d.
 - It would be great to have a variety of commercial site types to accommodate a wide array of businesses
 - Plaza concept up near the lake and around acorn and oak, this area could be much more utilized
 - Increasing foot traffic in the new roundabout
 - Somewhere in the middle to maintain small town feel but can keep up with growth
 - Mixed use as much as possible, also like dispersing open spaces among mixed use/higher density for walkable open space/parks
 - North shore mixed use 2D, more medium density transitions to surrounding low density/rural, 1B
 - Mixed use on the GP property, pursue a codified position with ecology to document and preserve our future options
 - Do you have ideas about which mixed-employment styles would work best in a certain hub or corridor? Reference any labels as needed.
 - Need to plan for businesses that support HP3D
 - More food, shops on the north Everett roundabout section
 - Prioritize mixed use in all higher density areas where ground floor is commercial
 - We need to consider the trades and enrich schools/industry partnership to facilitate something other than college as the only path to success

Downtown Subarea Plan

- Which downtown land use concepts do you think best supports the new community vision?
 - Yay public plaza!
 - I prefer the medium density wrap to preserve and enhance the historic downtown without transforming it into a high-density and non-historic feel.
 - Medium density mixed use on 3rd and 6th
 - High density residential and commercial. I like the highway planning that gives downtown room to grow. Surface parking is the least efficient land use, the city should consider eliminating parking mandates in favor of letting private develop decide what they need
 - The one with the best opportunity for healthy businesses, kids and reduced ghg
 - High density with greenspace and plaza concepts. Utilizing mill area as it continues to close for condos, greenspace, shopping, open markets/farmers markets
 - Medium density seems to be best fit to keep everyone happy
 - Like the idea of moving city hall south to 3rd Ave and using that space to create public meeting space – the library hillside could be terraced with grass or concrete for sitting or to view concerts
 - Higher density on 3rd Ave – I think it will be desirable housing
 - More high density downtown
 - A hybrid of corridor and hub type developments that take advantage of how the land currently exists

Climate Planning

Have you been affected by any of the following events in Camas?	How were you affected?	What would help you respond to a weather event in the future?
Wildfire and Smoke: <i>9 respondents</i>	Damage to home or property: <i>7 respondents</i>	Access to outdoor public places as a refuge (e.g., places to swim, forested areas for shade): <i>6 respondents</i>
Severe Storms: <i>8 respondents</i>	Lost power or internet: <i>5 respondents</i>	Access to indoor public places as a refuge (e.g., airconditioned places during extreme heat): <i>4 respondents</i>
Extreme Heat: <i>8 respondents</i>	Unable to access or use outdoor sites: <i>4 respondents</i>	Increased maintenance for roads and sidewalks: <i>4 respondents</i>
Flooding: <i>3 respondents</i>	Road conditions made it difficult to travel:	Access to research and technical assistance on how to prepare for an event (e.g., landscaping to reduce wildfire risk, evacuation plans to help

	<i>3 respondents</i>	residents plan and practice evacuation): <i>2 respondents</i>
Landslide: <i>1 respondent</i>	Missed school or work: <i>2 respondents</i>	Other: <ul style="list-style-type: none"> ○ Good emergency services ○ As we move away from natural gas for environmental reasons, a highly reliable electrical grid will be essential ○ Notification system ○ Cover or sails over farmers market area ○ Incentives to add ac to older houses ○ Notification via text messages of danger and areas to go ○ Better communication systems for alerts and evacuations
	Unable to reach services: <i>2 respondents</i>	
	Other: Indoor air quality	

- **What can the City do to help reduce GHG emissions and vehicle miles traveled?**
 - More EV's
 - Improve walkability, support development of commercial in downtown that limits the need to drive to Vancouver.
 - City of Camas eat, shop, and live local campaign. Challenge people to support local farmers and local businesses to cut import emissions and boost our business owners.
 - Local businesses with commuting closer to neighborhoods
 - Intermix of commercial to residential less driving to services and products.
 - Have more work opportunities for local community
 - Build out a downtown and surrounding areas where people have their social enmity needs met where they can walk and not have to drive
 - Provide meaningful alternatives to driving. That means frequent transit, dignified pedestrian infrastructure and fully protected or separate bike infrastructure. Adequate is not adequate. Build infrastructure of quality and safety that you would actually use. Every child deserves a safe, comfortable, walking and biking route to and from school
 - Better public transit options, educate on how much ghg amazon packages creates, business educated on how they can reduce ghg
 - Free transit throughout town, trolley up hill form downtown to north lake, more bike lanes
 - Most people don't work locally in camas, I would do everything you could to increase

- TSMML's chip fab presence it's the future of the world and Camas doesn't understand what it could have, more jobs, income, less people travelling for work
- Make are more pedestrian friendly – encourage shuttles maybe from high use neighborhoods
 - Better and more connected throughout bike and walking paths. Green mountain is an island for example can't walk or bike anywhere because connected only by roads with no shoulder
 - Make the city and surrounding areas more bikeable
 - Figure out public transit methods that connect the sprawl that continues to grow with the core of your community – its downtown
- Other?
 - Need more info on traffic flow. Point of concern with density growth.
 - Did not see proposed street enlargements. Traffic flow missing.
 - For development along corridor of Northshore plains: please consider a gradual change from green space to a hub. It bike paths and trails, small shops similar to downtown, a park to accommodate visitors to the corridor.
 - I noticed the school district was not included in the word cloud of what makes Camas special. Its one of the key reasons people move here so it should be included for sure, even if the city doesn't run the school district.
 - I really appreciate the forward-thinking planning vision for the future of Camas! I hope there are concrete implementation plans because many great Camas 2035 plans have nothing to show for it.
 - Enhance heritage regarding building materials, incorporate trails into all new development.
 - Camas needs to start embracing TSMC more – train locals, increase employment and expertise
 - Would love to see a Camas rec center as part of this plan
 - Can we invest in more connected gravel bike corridors now ahead of all the development being completed?
 - Consider changing the format of the meeting to something other than going around poster boards in a loud room. Just once at a meeting time when working parents can attend.

APPENDIX B. Online Survey Submissions

An online survey was live from after the event through November 6th as an additional mechanism for feedback. The online survey received 18 responses.

Which elements of each alternative do you think best supports the new community vision?

- "Neighborhood preservation (mostly residential areas) is stronger with corridor."
- "I prefer the corridor of commercial with residential on both sides behind it. I think that makes more sense than mixing them together."
- "Reducing sprawl by focusing city growth and activities to central locations within the designated city limits. Not spreading those limits to create sprawl and worsen quality of life for all residents."
- "I really love the hub idea, provided there are also areas to park near/behind the hub for those who don't live close enough to walk. It seems like the feel of community would be greater if the area of activity isn't as spread out linearly (as it would be in a corridor)."
- "I like the hub idea."
- "Green streets, pedestrian streets, traffic calming."
- "The hubs seem like a better way to create community."
- "I think Hubs do as they support more community activities and effective use of resources and infrastructure."
- "Hub scenario is much more aligned with the small town feel - you have access to small commercial places for everyday needs, chances to run into neighbors, etc. Hands down this is the better option. I do not like the corridor alternative at all - large regions of residential areas mean that folks will be using their cars to go places for everyday things and activities. It's unrealistic that folks on Prune Hill will walk or bike to shopping centers, etc."
- "Pedestrian-focused, multimodal streets, and especially mixed use with dense housing. I think these plans can take a lot of inspiration from the already existing and successful downtown."
- "Hubs."
- "Avoid highway commercial (auto-oriented development). Our community is best served by walkable, bikeable, and transit-oriented mixed-use development. We should move away from use-based codes and consider adopting more modern form-based codes. Structures should frame the public space. Street trees, sidewalks, protected bike lanes, transit stops, and calmed 2-lane-only streets are the most important elements of any new development. Let builders construct buildings that meet the form requirements and get away from dictating uses. Also, consider eliminating most parking requirements. They were set arbitrarily by an auto industry-backed group in the 1940s and all but guarantee that any new development will be sprawling, low density, and auto-oriented. Think the rest of Clark County. We can provide a very desirable alternative."
- "I think the elements that best support the new community plan include the greenways and green streets from each alternative. I also like the farmer's market and denser housing elements. I like the alley activation look in the neighborhood designation plan more than the regional one—it looks more like a small town."

- "Corridor."
- "Well, the vision states 'Neighborhood commercial hubs connect residents to daily services and amenities...' so the vision seems to prefer the hubs scenario. And I agree that hubs are far better than corridors. Corridors are basically the dreaded 'stroad' development model. Also, hubs encourage people to explore on foot, whereas corridors require you to drive and thus each business must have a big parking lot, which reduces tax revenue per acre, as well as all the other pitfalls with car-dependent developments."

Are there any hubs or corridors that are missing?

- "No"
- "No"
- "I live really close to the downtown hub already, so I'm excited to see the proposed additions there, especially the Bike/Ped trail which would encompass my neighborhood. Sometimes crossing Garfield as a pedestrian to get into downtown is challenging."
- "Intersection of NE Everett St and NE 15th Ave. This is a popular corner with restaurants and access to Crown Park, lots of street parking along 15th, favorite hang-out for teens. This is a great location for a smaller neighborhood hub."
- "I hope to see the mill knocked down and a hub created. I can't tell from the maps if that is happening or not. The mill is a massive eye sore that is blocking a beautiful scene."
- "Need bus transit line into Prune Hill (Dorothy Fox area), not just walking/bike path (tho that's good too). More shops and restaurants in Prune Hill. Make it less of a bedroom community. Need sidewalk cafes, coffee shops, small markets, etc. Must be walking friendly."
- "Prune Hill seems to have only one proposed hub. Please explore some additional hubs north and south of the proposed one."
- "I just think that for these to be really successful, they need to prioritize serving the people living in and around them instead of being focused on providing ample parking for people far away to visit them. This vision will create wealth for our community as long as we build it for our community."
- "No"
- "Mixed use at the former UL property. Mixed use around Crown Park. Don't let the regional corridors contain high speed unsafe traffic. There are plenty of regional auto-oriented options just to the west in Vancouver and some in Washougal. NW 6th Ave and NE 3rd Ave will never develop to their highest potential as long as those roads are 4 lane and high speed. NE 3rd Ave just across the Washougal River has huge potential to be a very attractive urban village with easy access to the River, but 3rd Ave needs to be dieted down."
- "I don't think so."
- "Well technically it is outside the city limits, but the development at Brady Road/192nd Ave (Columbia Palisades) will be for all practical purposes the 'west Camas hub'. So it will attract many Camas residents, especially those who live near it, possibly at the expense of other hubs in Camas. So IMHO the other hubs should have their own unique attractions which are different from Columbia Palisades."

Do you have ideas about which residential styles would work best in a certain hub or corridor?

Reference any labels as needed.

- "2b and 2c"
- "1 C high density"
- "2a, 2b, 2c. 1a looks like somebody's garage"
- "Keeping the city limits as is but infilling in areas where possible with higher density housing and employment locations is a viable way to scale a city without losing the qualities of the area we all enjoy. Please slow down the growth. It is uncontrolled along 192nd and spreading to Camas, bringing more traffic, crime, and sprawl."
- "I really like medium to high-density, so 3b, 1c, 3c."
- "Not for a specific hub or corridor, but I would want a mix of the different density types. We need high density housing, but I also don't want all cookie-cutter condos."
- "1a and 2a for downtown/along 3rd, and Crown Park areas."
- "Mixed use, medium density"
- "Prefer 2a low-density"
- "I think that a combination of housing types can be most effective, especially when focusing on the unmet needs of Camas to have options for entry-level and downsized senior living options. Perhaps using a cottage style model."
- "Don't have ideas for specific locations but prefer the following residential types: 2a, 3a, 2b, 3b, 1c, 3c"
- "1b, 3b, 1c, and 3c. Brick is really attractive, and so are buildings that come up to the sidewalk."
- "3b near Acorn and the Oak"
- "Multifamily above commercial makes the best use of scarce land, and multi-story buildings with active storefronts properly frame the public ROW. Best practice is for 2+ stories to properly frame the street. Avoid one-story buildings and put parking in back or underneath. But let the developer decide the right amount of parking. Everybody loves NE 4th Ave downtown, but that was built without any parking requirements!"
- "For the two hubs between Round Lake and Lacamas Lake, I'd suggest 1a or 2a low density—nothing big or flashy that takes away from the natural beauty of that area. For the hub on NW Pacific Rim Blvd, I think 2c high density would work best. For the north shore area of Lacamas Lake, I think 1b or 2b medium density would work best—nothing too tall in that area, otherwise it won't feel like a small town."
- "I think of a hub as a mostly public space where people gather. Nobody would gather at a home or apartment building, except friends/family of people who live there. As far as residential styles, I would steer clear of anything 'trendy' since trends come and go quickly, turning a development from 'cool' to 'crappy' in just a few years. I'm referring to 1c and 3c. All the others are fine, but nothing special."

Do you have ideas about which mixed-use and commercial styles would work best in a certain hub or corridor? Reference any labels as needed.

- "2d and 2e"
- "2 E"
- "2e, 2d those styles look most like Camas"
- "Much of the examples are copy-pasted from any other town that has undergone gentrification and population boom. Prefer maintaining historic buildings and working to make existing spaces and heights of buildings evolve with needs opposed to building and spreading uncontrolled."
- "I think the more vertical the buildings are, the better, so mixed-use primarily, as in 2d, 3d, and 4d. But I do appreciate if there are commercial buildings, to have all that green space and pedestrian paths around them, as in 4e."
- "I don't like 1e."
- "4d and 2e for downtown/along 3rd, and Crown Park area."
- "Mixed use"
- "Mixed use with commercial on the first floor, adequate parking underground, and residential above would be desired."
- "2d, 3d, 2e, 3e, 4e"
- "2d and 3d. Having buildings that are some sort of light commercial on the first floor and mostly housing above are awesome. Take the Camas Bike Shop and apartments downtown as a model. I think styles like 3e or 4e that are mostly indoors but with lots of easy indoor connections are great for our wet environment."
- "Mixed use 4d and 2e in the hub near the former Acorn and Oak."
- "Storefronts are important for walkability. Try to develop in relatively small parcels so we don't get large institutional-feeling buildings by the same developer. Release the swarm of small local developers! 1e should never be allowed. 3e is an example of undifferentiated too large development by the same developer. That should be avoided."
- "I like 1e or 2e commercial for the north shore of Lacamas Lake. Again, nothing too big or flashy that takes away from the natural beauty of the area and still gives that space a rural, small-town quality to it. I don't like the 3e commercial style—that looks too much like a strip mall for a small town."
- "A hub is a place where you ride your bike, park your car in a central lot or street and walk, or take public transportation, or some combination thereof. Vancouver has mostly corridors; people can go there if they want corridors. The only images in your example which look like they could be at a hub are 4d, 2e, and 4e (glass roof would be a GREAT idea in our climate). When the plans for the 'Hudson East' apartment building in downtown Camas were announced, there was quite a firestorm about it on Nextdoor. Nearly everyone was shocked that such an out-of-character structure was allowed to be built downtown. I created some alternative designs for such a structure, which you can see here: <https://www.pinterest.com/spirea/camas-apartment-building-alternative-designs/> This is how mixed-use developments in Camas should look."

Do you have ideas about which mixed-employment styles would work best in a certain hub or corridor? Reference any labels as needed.

- "5f and 6f"
- "5 F"
- "4f, 5f. These look more like they would fit in Camas."
- "See above."
- "The less industrial-park (concrete boxes) it can look, the better! I like 4f and 5f the best. My favorite design style for all is Pacific Northwest Craftsman generally, or Frank Lloyd Wright meets rustic natural materials, so the lines are sleek but the materials used are a huge nod to where we live."
- "No."
- "4f brick buildings to go with downtown/along 3rd, and Crown Park area."
- "Bring more jobs to the area."
- "I think that smaller, flexible employment styles with an attempt to bring in smaller industrial and commercial businesses will be more effective than larger building tracts that attempt to bring in 50+ employees."
- "1f, 4f, 6f, 8f"
- "The classic business park of 2f is dated, ugly, and not the best land use. 1f, 4f, 5f seem a lot better with style and density. 8f is attractive, but we need to be honest and recognize that a lot of the outdoor courtyards go unused between the weather and people not having much leisure opportunity at employment centers, so the land might be able to be used more efficiently in some other way."
- "7F near Acorn and the Oak."
- "I like 4f or 7f mixed-employment buildings for the north shore of Lacamas Lake. It feels more appropriate for a small town. I don't like 2f or 8f mixed-employment for any hub or corridor in Camas. Both look very large for a small town."
- "2f is horrendous. It appears to be a warehouse. Warehouses are obviously needed, but should not be visible from the street, and should be required to be covered with either solar panels or a green (living) roof (or both). 4f and 6f are similarly 'trendy' and featureless. 7f is fine. 8f looks like a typical 1980's cube farm which is where I spent most of my career (HP on 34th St.). Those are nothing special and ideally hidden from the street, and again need to have solar/green roofs."

Which downtown development concepts do you think best support the new community vision?

- "3 story version of city hall, one-way circular traffic plan"
- "High density 3rd Ave. Linear Park One way circulator."
- "When you build the new city hall, go for the biggest building you can afford because you'll outgrow it otherwise. While a plaza is nice, you need to keep the streets both directions with cars in mind. Plenty of parking. One of the reasons it stops me from going downtown for many events is no parking. I have lived in communities where they tried one-way streets or made a main street walking-only mall. That's now a disaster. And it's lovely that people might ride bikes,

but it's not likely. You have many older people living in the community who are not going to ride bikes. Keep the buildings at 2 and no more than three stories other than the possibility of a taller City Hall. Camas has a nice profile and the building should fit in with an old-fashioned looking street and facades. That's one of the things that makes it pretty."

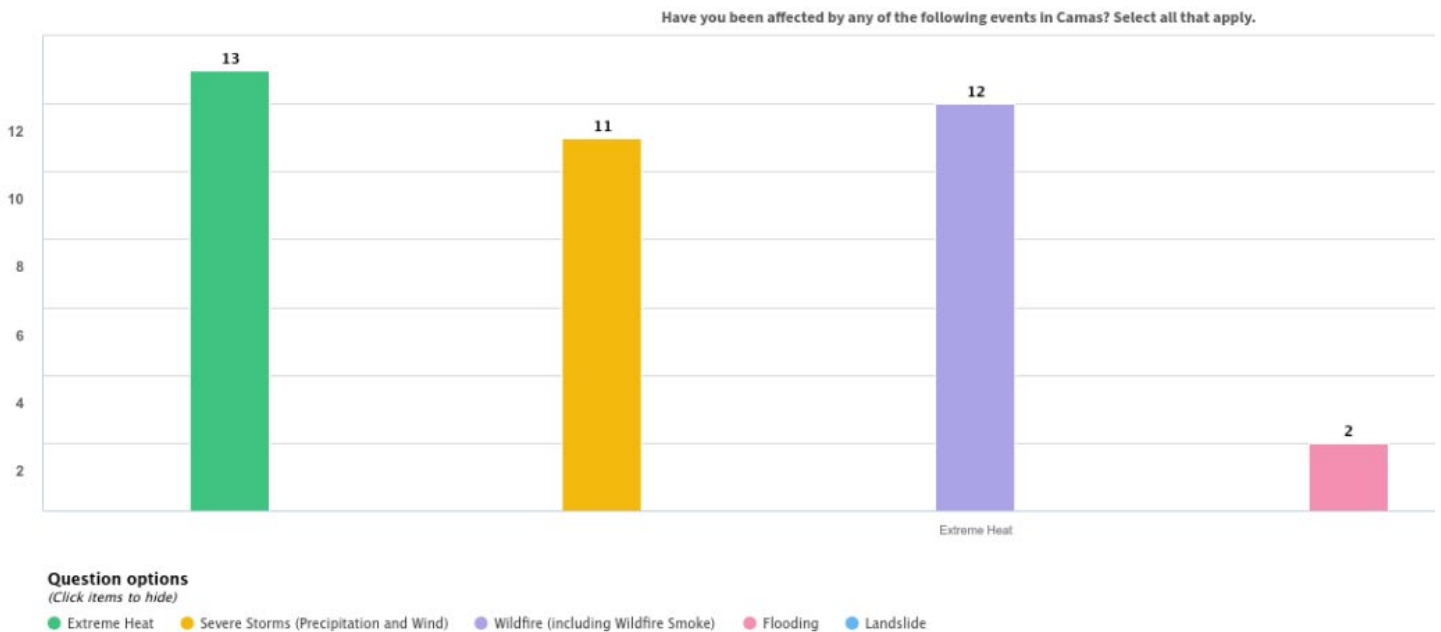
- "A modern brick new city building is a disgrace to the character and charm of our city. Along with high rises and taking homes from elderly people living here and who worked at the mill. Please just focus developing 192nd and trash that side of town instead of also ruining downtown Camas."
- "I'd vote for high-density 3rd Avenue (concept 1). I love the idea of moving City Hall south and creating a public plaza between City Hall and the library (lots of trees, please!). I love the idea of walkability all downtown and making it easier to see pedestrians who want to cross the street when I'm driving. Right now 5th Avenue is really hard to see along as a driver, so I've been choosing to take 3rd through the downtown area in order to loop around. I regularly have to get from my house (NE 4th up in the residential section) to Highway 14 westbound, so anything that makes that route easier and less risky for pedestrians is wonderful. (I'd also really love a roundabout at that intersection with Adams/Division and 6th Avenue.)"
- "Like high density 3rd Avenue, city hall with podium parking, any open space enhancements are great (love idea of more bike/pedestrian friendly and connecting green spaces/downtown). Not sure about transportation - I do like the pedestrian plaza and bike/pedestrian path on Dallas. Would like to enhance pedestrian experience on 6th avenue and make this feel like more part of the downtown core with main st. All the street enhancements sound great - not sure if they are mutually exclusive?"
- "3-story City Hall with Podium Parking, all of the Open Space Enhancements, Enhanced Streetscapes Option for transportation, Densified Downtown and Existing Residential Street for street enhancement and development studies."
- "The three-story city hall seems best. I love the green space improvements. The street enhancements are great. It would be really nice to have sidewalks everywhere, especially including connecting different areas. Like why can't we walk from the lakes to downtown on Everett without dying?"
- "Medium density wrap (no automobile focus!!), 3-story city hall (yes to new green space!!)"
- "Densified downtown street, but with buildings that are a maximum of 3-4 stories. The reason is to let in sunlight and not obstruct views of the river when looking south."
- "High density 3rd ave - with the 3-story city hall and slowed L option -- I love these ideas!!!"
- "Downtown is ripe for high-density development. Auto-oriented development is outdated and has proven to be a dangerous and low-value land use. The street enhancements are great, but should highly consider physically separated/protected bike lanes. Many cities around the country have also lowered or entirely abolished parking minimums in their downtown cores, if not city-wide, in favor of letting the free market efficiently allocate the best amount of parking. Camas should consider doing the same, and should consider if their town hall really needs the 117 parking spaces, or if that's just an arbitrary requirement that needs revision. The one-way

circulator option could allow for continued efficient traffic flow while allowing the city to have narrower streets that align with the desired pedestrian-friendly environment."

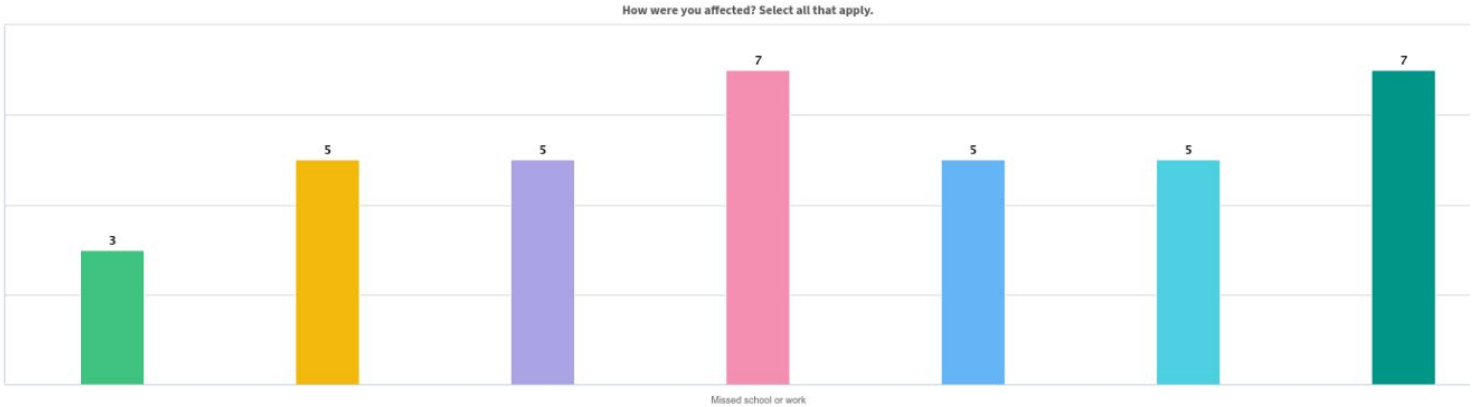
- "Mixed-use residential. 3-story town hall with podium, slowed L option (to allow downtown to better merge with the mill development if this ever occurs)."
- "Why is the auto-oriented 3rd Ave concept even presented? That should be eliminated immediately. The existing DC zone over downtown should not be watered down. Concept 1 should be looked at but only if it expands high-density mixed-use options. Our downtown property is much too valuable to waste on surface parking lots. Please do not allow any more surface parking lots. They are terrible for walkability and bring down land values. A new City Hall needs to set a good example. Please preserve City Steps connecting downtown to Mill Ditch. We need to avoid bringing more thru traffic to downtown Camas. We need to calm traffic on all streets. Simple thru traffic does not benefit downtown businesses or residents. Thru traffic should be encouraged to use HWY 14, Goodwin/NE 28th/192nd. Downtown Camas should never try to compete with the auto-oriented commercial strips of 192nd, 164th, or Mill Plain. We offer something unique -- a walkable mixed-use downtown that is fairly safe for pedestrians and bikers as long as you don't stray too far from NE 4th Ave. The connections from surrounding neighborhoods and areas is not good. Camas should look at high-quality bike connections to Downtown Washougal, The Port Waterfront, and East Vancouver via the quarry tunnel off of Evergreen Hwy under Hwy 14. Curb-tight sidewalks on high-speed roadways are very dangerous and give the illusion of providing pedestrian facilities. Think NE 3rd Ave east of Garfield, NE Dallas going south from downtown, and NW 6th Ave leaving downtown. These should be fixed. The pedestrian plaza on NE 4th Ave is nice. Highly calmed downtown streets (e.g., NE 4th Ave) don't necessarily require dedicated bike lanes, but the calming has to be very aggressive. Street trees, street trees, and more street trees! We need to work on ensuring that they actually survive and thrive. Too many recently planted street trees are stunted and not providing their full potential in services. Do not consider any of the one-way options. One-way thru traffic is very difficult to calm."
- "I like downtown land use concept 3 -- medium-high-density wrap. I like the idea of adding townhouses and duplexes. I'm not a fan of big apartment building complexes in a small town. I like 3-story city hall with podium parking. I like keeping the buildings a few stories tall and having parking underground. I'm not a big fan of tall buildings in a small town. I like the Enhanced Streetscapes Option for transportation concepts. For street enhancements, I like having planting areas for new street trees. Keep the city green."
- "3rd Ave Transformation."
- "I think your designs are neglecting perhaps the most important element - sunlight. Do you really want downtown to be shaded by tall buildings all of the time? The street trees and plantings would be forever weak and spindly without sunlight. In the winter, the gorge winds and permanent shade would make downtown a cold, unpleasant place to visit. Thus if you must add tall buildings, place them north or far south of downtown, and encourage light-colored walls for the south & west building exteriors, especially the upper floors. Re: land-use concepts, none of them seem great. Medium-density wrap is probably the least objectionable. I'm pretty

sure very few people would want to live next to the train tracks. Except maybe elderly people who are mostly deaf. Re: City Hall, the 3-story with open space is obviously the far superior option. IMHO 4th Ave between Everett and Franklin should be permanently closed to vehicles except for event setup and teardown. Re: Open space, all ideas sound great. Be sure to use mostly native plants. Re: Transportation, I vote for 'Slowed L.' Send the traffic along the ugly new apartment building 'Hudson East.' Re: Street enhancement, those all sound great. However, Camas doesn't really have any public transportation, so where will visitors park? Also maybe for events, have people park farther away but provide a free shuttle. Or upgrade the Boy Scouts with their wagons (during the Plant Fair) to bicycle taxis. Here's a very helpful video: <https://youtu.be/AOc8ASeHYNw?si=nfoqF4IWQYJectUz.>"

Have you been affected by any of the following events in Camas?



How were you affected?



Question options
(Click items to hide)

- Missed school or work
- Road conditions made it difficult to travel
- Damage to home or property
- Lost power or internet
- Unable to reach services (e.g., grocery store, doctors office, etc.)
- Unable to access or use outdoor sites (e.g., parks, Lacamas Lake, downtown)
- Other (please specify)

- Other:
 - Economic impacts (high utility bills)
 - Illness from heat & smoke
 - I doubt anybody can do anything about the snow or the ice. when we have the ice storm last year I was not able to get out of my house for several days.
 - Had to evacuate selves and livestock
 - Do not go outside when there is smoke; cannot open windows at home when there is smoke; cannot be outside with kids with very high winds
 - Unable to breathe well with asthma and smoke

What would help you respond to a weather event in the future?



Question options
(Click items to hide)

- Access to indoor public places as a refuge (e.g., airconditioned places during extreme heat)
- Access to outdoor public places as a refuge (e.g., places to swim, forested areas for shade)
- Increased maintenance for roads and sidewalks
- Access to research and technical assistance on how to prepare for an event (e.g., landscaping to reduce wildfire risk, evacuation plans to help residents plan and practice evacuation)
- Other (please specify)

- Other:
 - I really doubt the city could have done anything more than it did.
 - Lower sprawl so we can reduce wild land interface, decrease number of people needing to evacuate, and maintain sense of community
 - Better residential streets on NE 19th Ave and surrounding areas - add swells planted with native trees and shrubs to help with water runoff and to provide shade in summer
 - fiber - stop comcast monopoly
 - I am greatly concerned about high temperature + high winds + steep slopes + a spark = catastrophic fires

What can the City do to help reduce GHG emissions and vehicle miles traveled?

- "Better downtown parking availability will densify traffic to one area instead of traveling to a different city/area to shop or eat."
- "Take away 2 hour parking."
- "Not really anything. I'm not going to ride a bike."
- "Reduce number of people moving here and therefore creating traffic and commuting across our city."
- "Walkability planning...as you're already doing. I live close enough to most major retail and services that I could walk. The primary reason I don't sometimes is that I have to cross at least one really busy street at an unmarked intersection or go several blocks out of the way to cross at a marked (but even busier) intersection."
- "What alternative energy strategies would work for Camas? More local jobs to reduce commuting?"
- "Relocate the mill and redevelop the area to include a large city park. Create more pedestrian-only roads. Increase number and width of sidewalks. Implement small parking spaces in downtown area to encourage carpool and smaller vehicle use. Include solar panels on all new construction downtown. Use LEED certified building materials for new construction. Increase non-labor jobs in downtown area so residents don't have to go to Portland for work. Subsidize local farms to sell to local grocery stores."
- "More fast free electric car charging stations. More solar! Subsidize solar costs for homes further. It is still outrageously expensive."
- "Add way more bus transit lines!!! Especially into Prune Hill. Connect the neighborhoods to the downtown core via transit to cut down on car usage and lower carbon footprint!"
- "Work with the Camas School District to require all students to take the bus. This will reduce car use, congestion on the streets, and increase safety."
- "The current bus that runs -- make it run locally in Camas rather than travel across different service areas; advertise this super convenient bus service and find ways to incentivize adults to use it. Build SAFE bike and walk paths. I could walk to get groceries and visit the library but I do NOT because I have little kids and I do not feel safe on sidewalks when cars zoom by me."
- "Invest in efficient, dense, mixed-use, pedestrian-oriented environments that can be efficiently accessed by biking, walking, or transportation. Focus on building places for Camas residents to

live, shop, and work, instead of mostly requiring them to drive to Vancouver or Portland to work and shop. Camas has an awesome vision for the future, and if these plans get implemented, VMT and emissions will decrease."

- "Focus on high-quality mixed-use, amenity-rich, convenience-oriented development. Stop allowing development that is not adequately connected to the rest of our community. All new development should be linked to the rest of Camas with safe bike and pedestrian options. Rethink our subdivision-based model of residential development. Stop segregating land uses. Heavy industry is unlikely to be economical in Camas given our high land values and is the only use that probably requires a use segregation."
- "Plan for convenience and walkability. I like the idea of having small cafes/coffee shops or small grocery stores in neighborhoods, where it's convenient for me to walk to."
- "Buy electric vehicles."
- "This is a complex question which would take a long time to answer properly. In 2021 we installed a Tesla solar roof + two Powerwalls (batteries), so I have some experience with solar in Camas. Surprisingly, on an annual basis, our roof produces more than we use. Our annual electric bill for the last 3 years has been less than \$5 (our excess production pays for what we use plus the monthly connection fee). So solar really does make sense here in cloudy Camas. And with the batteries, we can live like normal for two days without grid power and short cloudy days. If we get sun, we could go indefinitely without grid power. The batteries also would enable us to participate in a Virtual Power Plant (VPP) which hasn't happened yet but I'm sure will happen eventually (Google 'virtual power plant'). When that occurs, the ROI of solar + batteries is greatly improved. So encouraging solar on every sunny roof is something the city should definitely do. Another thing which I think makes a lot of sense is neighborhood geothermal heating and cooling, e.g. <https://youtu.be/u7gFqiOPmOA?si=Jq5BnCNnzhL1EXXc> I would also encourage the city and citizens to utilize 'biochar' in their landscaping soil. Biochar is a type of charcoal which is 'charged' by mixing it with a compost slurry. You can Google its many benefits, but if we encouraged its use, it would create a local market (and thus production). Turning carbon debris (such as logging waste, thinned trees, etc.) into biochar locks up the carbon for hundreds of years and is thus a way to remove carbon from the atmosphere, vs. when wood is burned or left to decompose, most of its carbon is returned to the atmosphere. And of course all the usual actions: - Design so that people don't have to drive everywhere - Make it easy for people to switch their gas appliances to electric - Put pressure on Clark PUD to use VPPs instead of their gas power plant - Reach out to employers to reduce single-occupant vehicle commuting - Plant more trees, and protect the ones we already have, especially from invasive English ivy. Keep in mind wildfire risk. - Tell us more about the 'industrial processes' emissions in Camas - Encourage people to eat less meat. Teach the kids - don't waste your energy trying to get the old people to change their habits. - Teach and encourage people to grow more of their own food (so it doesn't have to be shipped here). I have over 200 varieties of edible plants in my yard. We live in a fantastic climate for growing food. I would love to trade my surplus with other neighbors, but no one else in my neighborhood is growing food. At least not that I know of. - Discourage

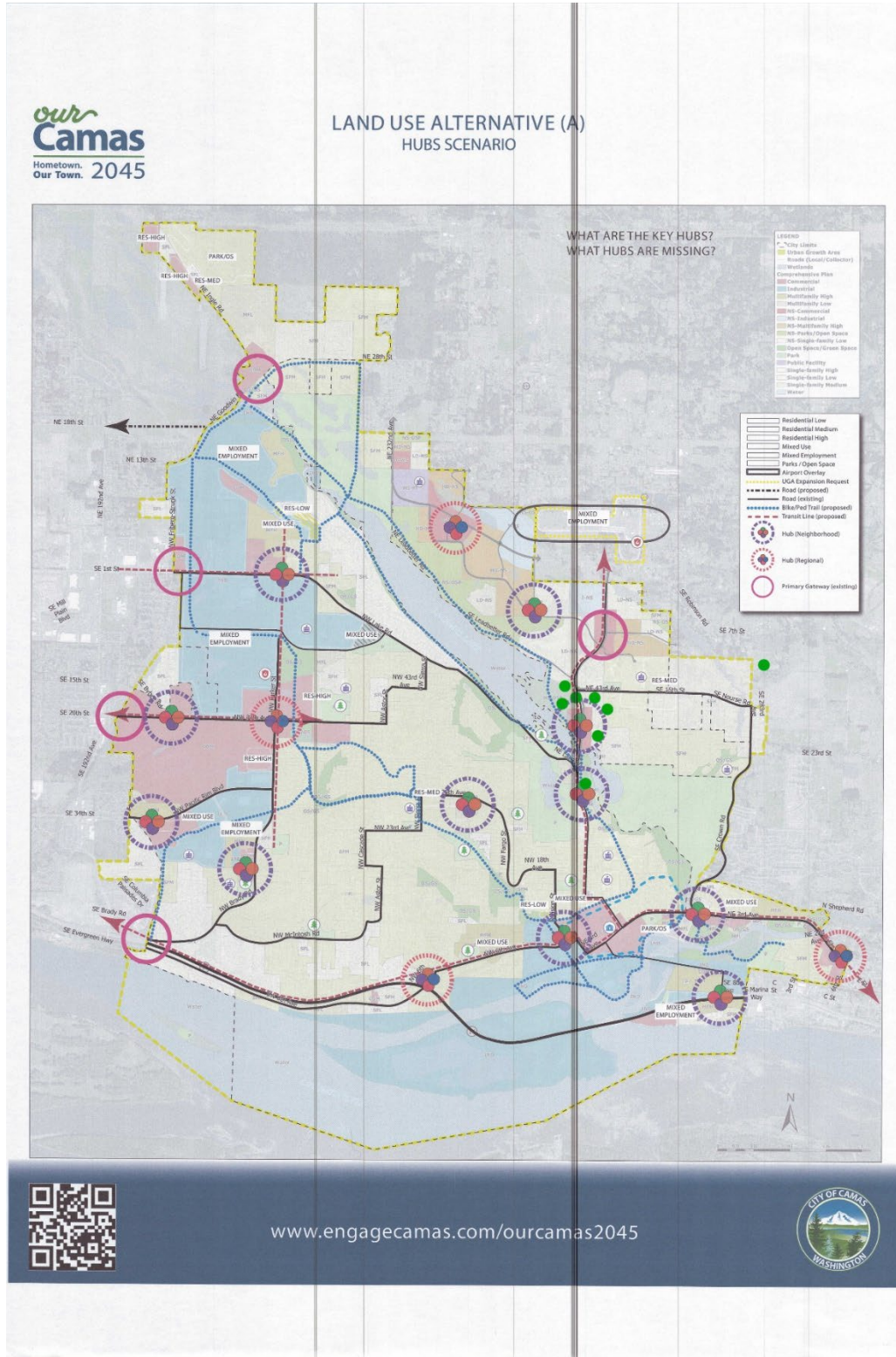
fossil fuel infrastructure e.g. new gas stations - Teach kids where CO2 comes from in Camas (local and imported)."

Is there anything else you would like to share about the Our Camas 2045 processes?

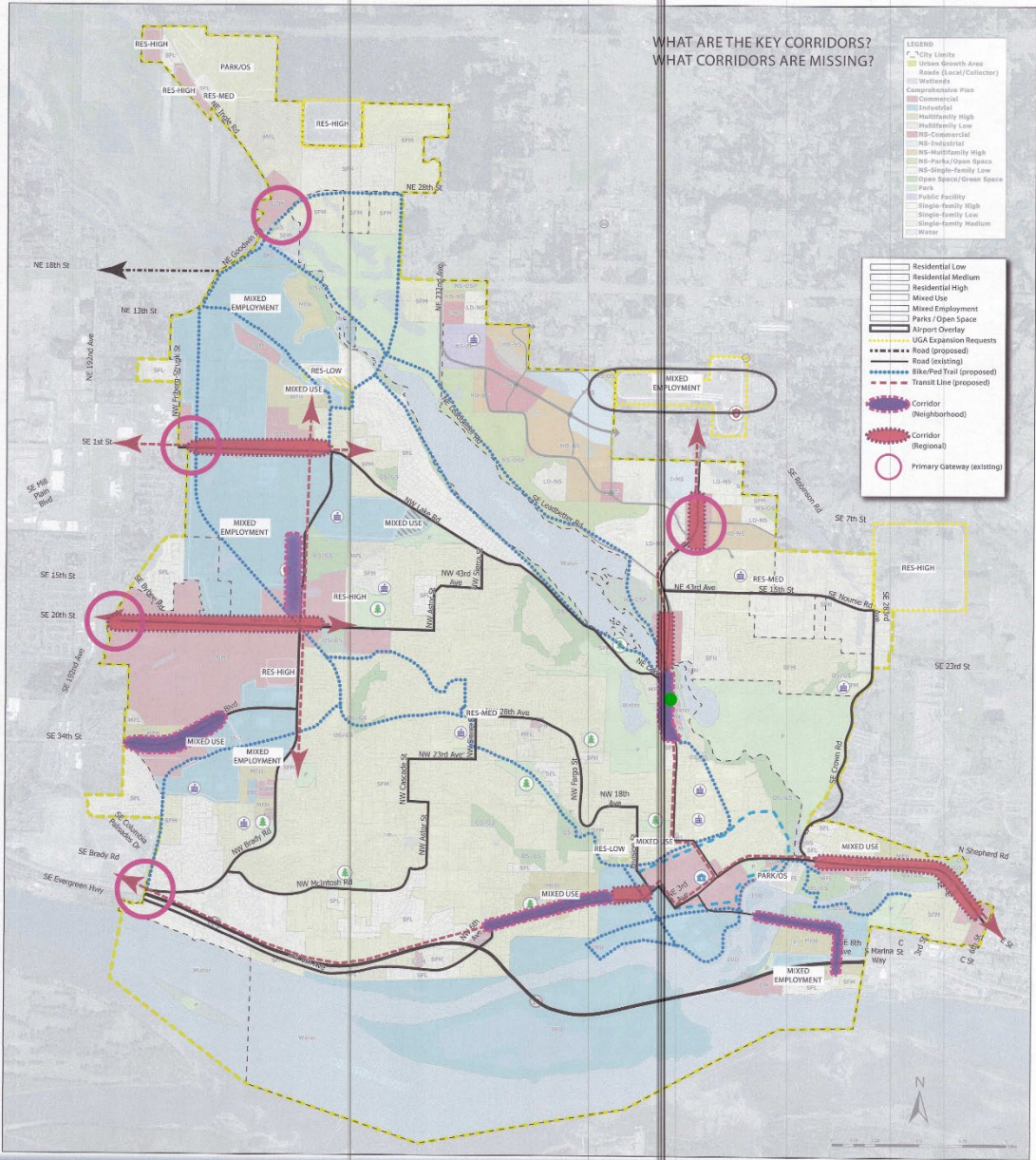
- "Thanks for including the community."
- "Very disillusioned with Camas leadership. This town is not what it once was and instead is fueled by thirst for power and money from development and higher taxes on wealthy residents."
- "Thanks for sharing your ideas and letting us have input! I really love living in Camas."
- "No, thank you. I'm excited to see the changes to come and appreciate all the thought going in to this."
- "Please include NE 19th Ave (cross streets Division to Everett) in your plan. This is a high-use road, flooding, heat, and is also the route used for school kids daily (no buses). New Crown Park will increase use; we need improvements on this road."
- "Get rid of the ugly mill!!!"
- "Keep the updates coming."
- "I CANNOT WAIT to see this vision become a reality!"
- "I'm really excited to see the transformation of Camas! These developments will make the city more attractive, safer, and better equipped to create wealth for the community. Focusing on traditional development is the way to go!"
- "Initiatives to attract amenities to the area, particularly restaurants. The good food seems to stop at the Columbia River."
- "Maybe consider neighborhood cafes and coffee shops to help develop a sense of community -- something similar to what you would see in Europe."
- "The vision statement aligns really well with the recommendations of the 'Strong Towns' organization. I encourage you to become familiar with them. <https://www.strongtowns.org/>"

APPENDIX C. Poster Board Notes

For the posters on Land Use Alternatives, Development Styles, and Downtown Concepts, participants used green sticker dots to indicate their positive feedback on elements of each topic.



LAND USE ALTERNATIVE (B) CORRIDOR SCENARIO



www.engagecamas.com/ourcamas2045



our 2045 Camas

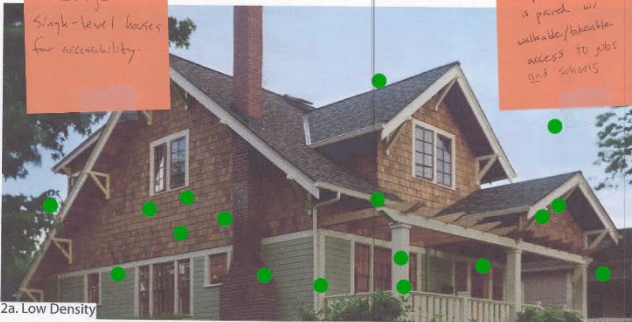
Housing

What types of housing would you like to see in hubs and corridors?

Place a sticker on the images that have features you like (i.e. design, architecture, function, etc). Use the comment form to share your ideas on which hubs or corridors these styles would best be located.



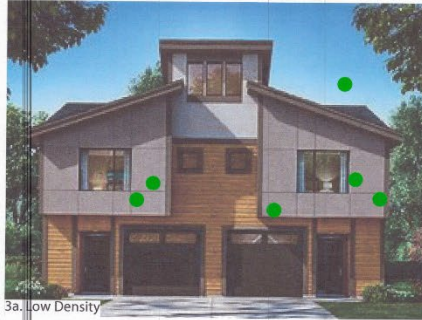
1a. Low Density



2a. Low Density

Encourage single-level houses for accessibility

Higher density is preferred w/ walkable/bikeable access to jobs and schools



3a. Low Density



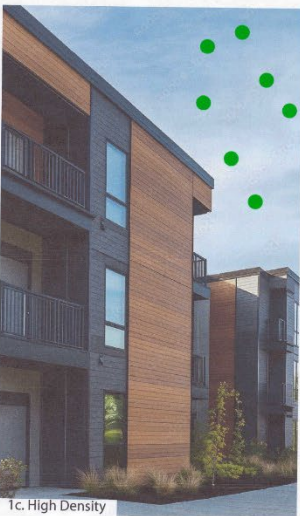
1b. Medium Density



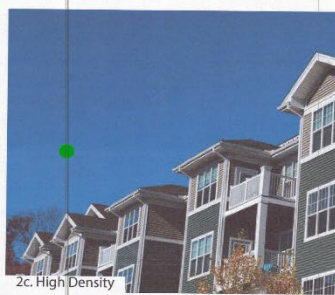
2b. Medium Density



3b. Medium Density



1c. High Density

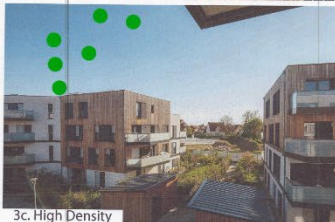


2c. High Density



Please consider transitions between low density of rural to high density areas (in particular HO should be 220' in North Street)

Add open green space between buildings high density



3c. High Density

Hometown. Our Town. 2045

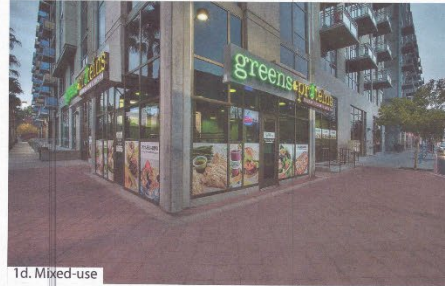
our Downtown Camas
Hometown. Our Town. 2045

our 2045 Camas

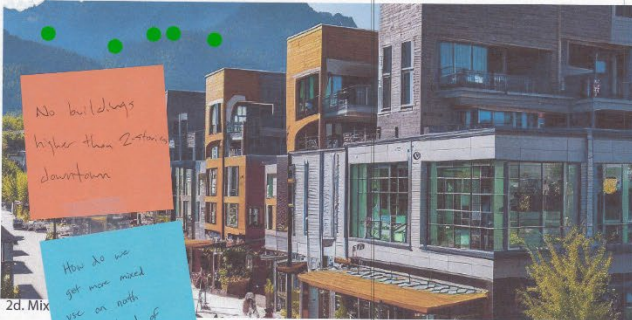
Mixed-use and Commercial

What types of mixed-use and commercial development styles would you like to see in hubs and corridors?

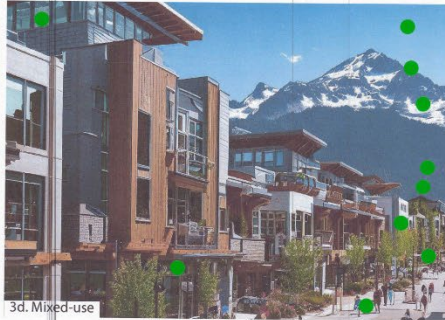
Place a sticker on the images that have features you like (i.e. design, architecture, function, etc). Use the comment form to share your ideas on which hubs or corridors these styles would best be located.



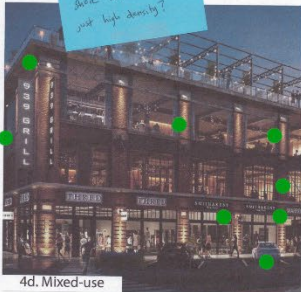
1d. Mixed-use



2d. Mixed-use



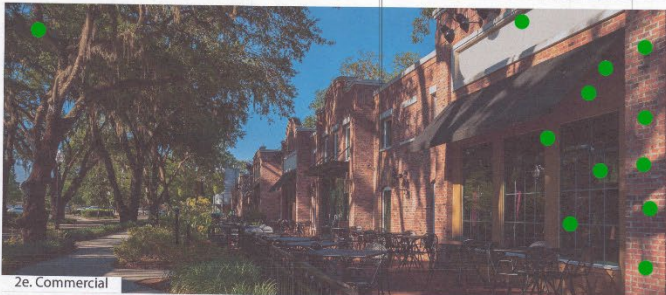
3d. Mixed-use



4d. Mixed-use



1e. Commercial



2e. Commercial



4e. Commercial



3e. Commercial

our
Camas
Hometown. 2045
Our Town. 2045

our
Downtown
Camas
Hometown. 2045
Our Town. 2045

our 2045 Camas

Mixed-Employment

What types of mixed-employment development styles would you like to see in hubs and corridors?

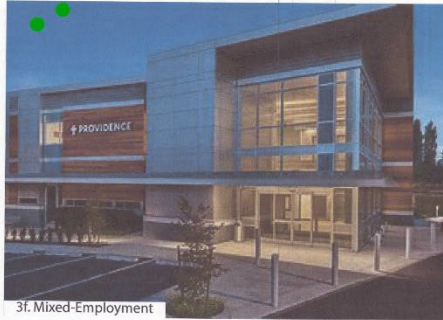
Place a sticker on the images that have features you like (i.e. design, architecture, function, etc). Use the comment form to share your ideas on which hubs or corridors these styles would best be located.



1f. Mixed-Employment



2f. Mixed-Employment



3f. Mixed-Employment



4f. Mixed-Employment



5f. Mixed-Employment



6f. Mixed-Employment



8f. Mixed-Employment



7f. Mixed-Employment

our
Camas
Hometown. 2045
Our Town. 2045

our
Downtown
Camas
Hometown. 2045
Our Town. 2045

our Downtown Camas

HomeTown. Downtown. Our Town. 2045

Land Use Concepts



DOWNTOWN LAND USE CONCEPT 1
High-Density 3rd Ave

- Taller, high-density mixed-use residential along NE 3rd Avenue maintains an active urban edge, activates the neighborhoods south of Downtown, and captures river views.
- Medium-density residential on east and west complements scale and density of commercial core
- There is the potential for a one-way street loop

Potential Issue(s):

- Need to cross NE 3rd Ave to reach Downtown
- Train noise may impact new residential
- Immediate views to (but also over) The Mill



DOWNTOWN LAND USE CONCEPT 2
Auto-Oriented 3rd Ave

- NE 3rd Avenue maintains its relatively low-density, low-rise, auto-focused character and surface lots
- Medium-density residential to the north complements the scale and density of the commercial core

Potential Issue(s):

- More incentive for cars to use NE Dallas Street (which cuts through the pedestrian-centric NE 4th Avenue)
- Contrasting land use and building aesthetic along NE Garfield Street



DOWNTOWN LAND USE CONCEPT 3
Medium-Density Wrap

- NE 3rd Ave maintains its relatively low-density, low-rise, auto-focused character and surface lots
- Medium-density residential to the north complements scale and density of the commercial core
- Low-density residential to the south becomes middle housing

Potential Issue(s):

- Requires conversion of existing low-density residential on east side of NE Garfield Street

RESIDENTIAL-LOW

Single-family homes, duplexes, and ADUs

RESIDENTIAL-MEDIUM

Duplexes, townhomes, triplexes, and quads

MIXED-USE RESIDENTIAL

Low-rise apartments with active ground floor or live/work units

DOWNTOWN HIGH DENSITY MIXED-USE

Mid-rise apartments with active ground floor

HISTORIC MAIN STREET CORE (COMMERCIAL)

Goals: to maintain the historic character of the Downtown core

CIVIC HUB (PUBLIC FACILITY)

Centralized community gathering space and public facilities

AUTO-ORIENTED COMMERCIAL

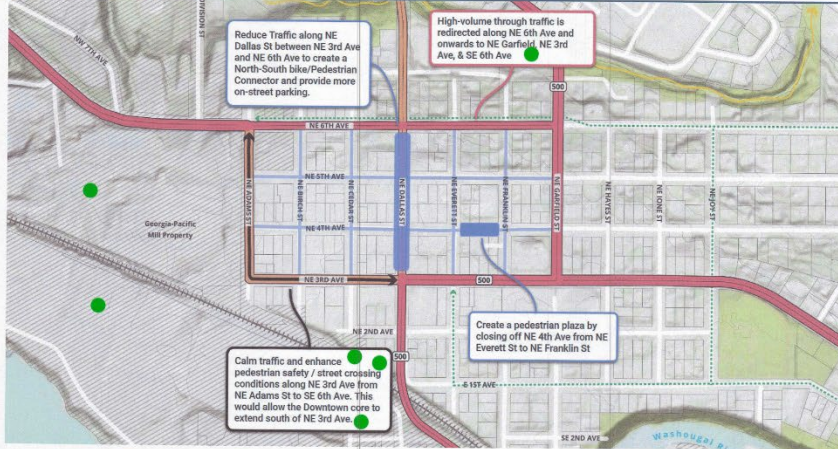
Automobile-oriented design to enhance the driver experience and provide spaces for large retail stores with on-site parking

PARKS & OPEN SPACE

Public parks, open space, & active recreation facilities

Transportation Concepts

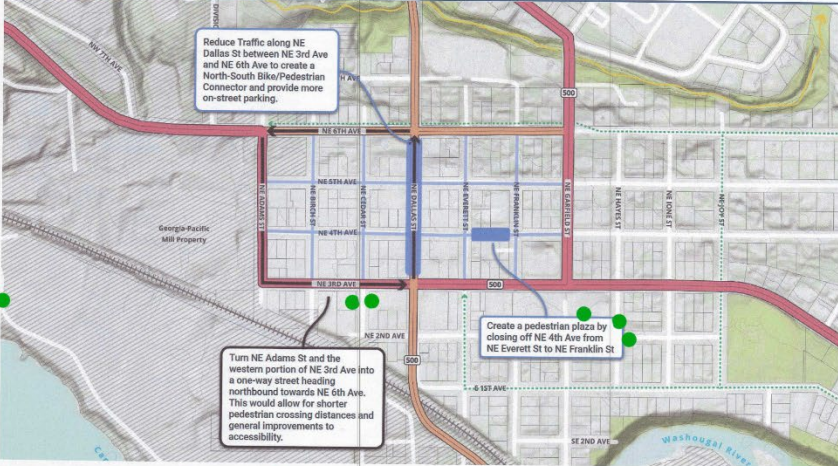
Slowed "L" Option



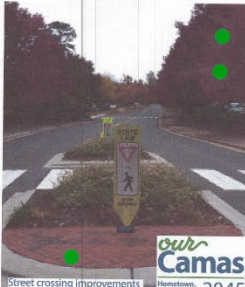
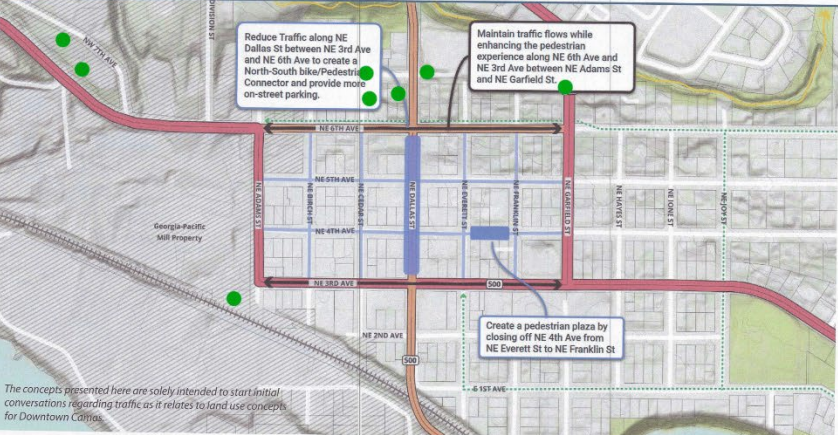
- High Volume Through Traffic
- Medium Volume Through Traffic
- Pedestrian Focused Streets
- - - Potential Bike Connector
- Pedestrian Path
- Closed Street or Shared Street



One-Way Circulator Option



Enhanced Streetscapes Option



The concepts presented here are solely intended to start initial conversations regarding traffic as it relates to land use concepts for Downtown Camas.

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Street Enhancement & Development Studies

Densified Downtown Street



Existing Condition

Widening sidewalks and adding bike lanes and curb extensions introduces a safer and more pedestrian-focused edge to the historic commercial district, which will see enhanced business from new medium-density mixed-use apartment buildings.



NE 5th Ave & Birch St

NE 6th Ave & Joy St



Existing Residential Street



Existing Condition

Our example residential street, NE Joy at 6th, is currently 50-ft wide with curb-tight sidewalks. This street can be enhanced with curb extensions to slow traffic, improve safety and walkability, and provide planting areas for many new street trees.

3rd Avenue Transformation



Existing Condition

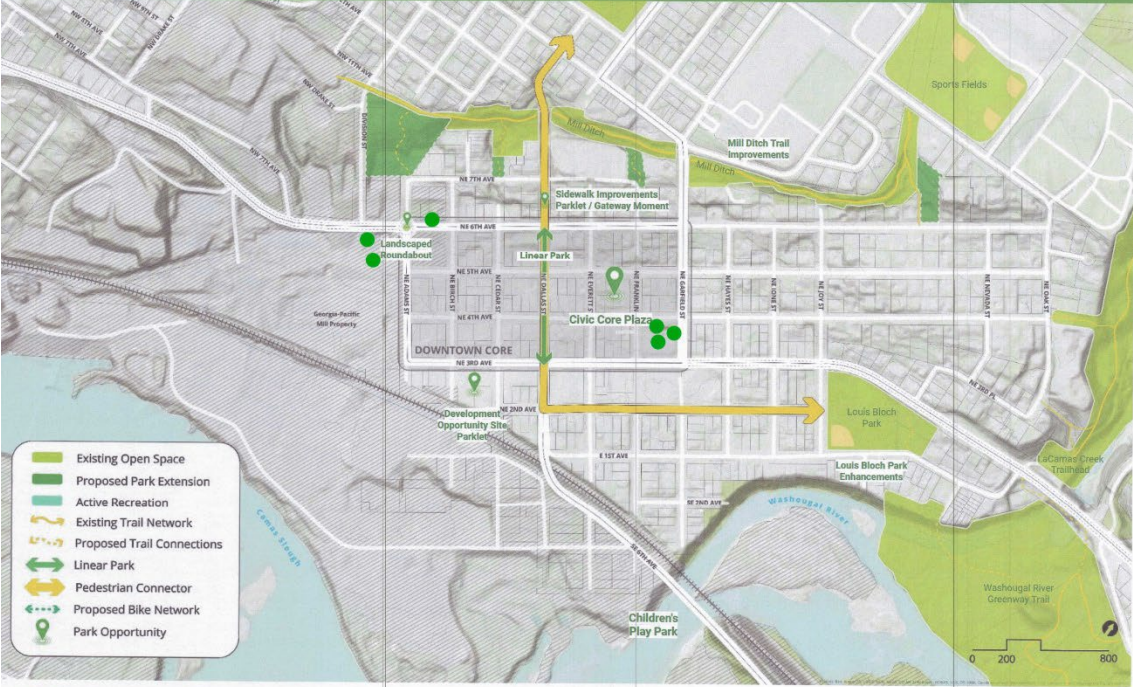
A one-way 3rd Ave, activated with high-density mixed-use residential buildings, becomes a new multi-modal commercial thoroughfare accommodating cyclists and pedestrians as well as automobiles.



NE 3rd Ave & Cedar St

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Open Space Enhancements



Mill Ditch Trail & Extensions



Dallas Linear Park



Louise Bloch Park Enhancements



City Hall

5-Story City Hall With Surface Parking

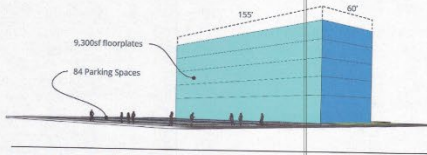


Concept: Provide surface parking off the main auto thoroughfare of NE 3rd Avenue. Maintain City Hall's intimacy with NE 4th Ave while building up to increase density. No new open space.

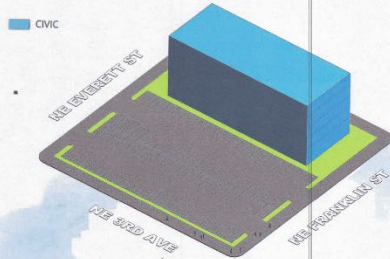
5-story, 46,500 sf new building = ~150% of current gsf

23,000 SF surface parking lot = 84 of 117+ required off-street parking spaces

Deficit of 33 spaces + required employee parking
Current DC Zoning Requirements: 1 per employee, plus 1 per 400 square feet of gross floor area = 46,500 / 400 = 117 Parking Stalls + 1 per employee



View from NE 3rd & Franklin



3-Story City Hall With Podium Parking

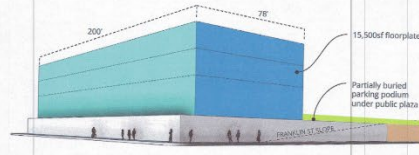


Concept: Move City Hall south to create a civic quad (public open space that stretches across 4th Ave to the Library) while simultaneously reinforcing taller construction and higher density on NE 3rd Avenue.

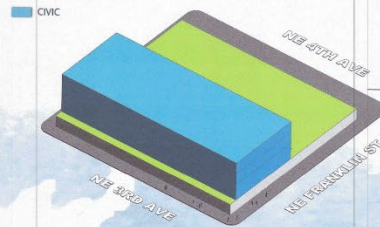
3-story, 46,500 sf new building = ~150% of current gsf

36,000 SF parking podium = 116 of 117+ required off-street parking spaces

Deficit of 1 space + required employee parking
Current DC Zoning Requirements: 1 per employee, plus 1 per 400 square feet of gross floor area = 46,500 / 400 = 117 Parking Stalls + 1 per employee



View from NE 3rd & Franklin



Moving City Hall south toward 3rd Avenue creates a civic campus with the library and opens up a great opportunity for a public plaza on 4th Street.