



Community Development Department  
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**STAFF REPORT**  
**Design Review Application for**  
**Parklands at Camas Meadows Master Plan**  
**City File No. DR16-01**  
(Related Files: DA15-03, SEPA15-14, ZC15-01)

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**TO:** Design Review Committee  
**FROM:** Phil Bourquin, Community Development Director  
**APPLICANT:** Parklands at Camas Meadows, LLC.

**LOCATION:** The site is located approximately 2/10ths of a mile east of the Camas Meadows Golf Course Clubhouse and northeast of the intersection of NW Payne Road and NW Camas Meadows Drive intersection. The property is further located just north of the NW Larkspur Road dead end. Clark County Parcel ID 175948-000 & 986031-650 and adjacent right of way.

**BACKGROUND:**

The subject property is located with a broader 688 acre area planned for under the North Dwyer Creek Sub-Area Plan over 15 years ago. At the request of City Council in 2012, re-examination of this area was commenced and through a collaborative planning effort resulting in amendments to the Comprehensive Plan and zoning of the area in 2013.

A portion of the larger North Dwyer Creek planning area includes a site known as the "Chinook Archery Property" (Clark County tax parcels #986031-650, #175948-000, and #175951-000) that was included in 2013 amendments to the Comprehensive Plan and Zoning Map. The specific action occurring in 2013 on the Chinook Archery Site included the dedication of right-of-way necessary to connect NW Camas Meadows Drive to NW Larkspur Road, the amendment of the Comprehensive Plan away from a Light Industrial/Business Park and the rezoning (R-15, BP, MF-18) to allow for the establishment of a mix of single-family, business park, and multi-family uses.

Through a master plan and development agreement, the applicant is proposing to further refine the uses allowed and development standards that would be applicable within a portion of the area (Clark County tax parcels #986031-650 and #175948-000). In order to move forward with a Master Plan and Development Agreement as proposed, a Mixed-Use Planned Development Overlay zone is requested over approximately 15.5 acres (Parcel #175948-000) that is currently zoned Business Park.

## **PROCESS AND STANDARDS FOR REVIEW:**

The Camas City Council is scheduled to consider the MXPDP Overlay zone request as well as hold a hearing on a Development Agreement and Master Plan on March 7, 2016 as required under CMC 18.22. In consideration of a Master Plan under the MXPDP, the City Council looks to and considers the recommendation of the Design Review Committee. The review of a Master Plan through Design Review is intended to be at an overall project scheme and context versus the more specific site context. With each new commercial or mixed use building a separate specific Design Review will be required and administratively reviewed for consistency with the Master Plan, Chapter 18.19 and the applicable design review principals and guidelines.

**CMC 18.22.060 provides:** Design Review Committee. The proposed master plan shall be reviewed by the design review committee and their recommendations must be forwarded to city council to be consolidated with any other required approvals.

**CMC 18.22.070 provides:** Design Review. The proposed development satisfies the standards and criteria as set forth in the Camas Design Review Manual: Gateways, Commercial, Mixed Use and Multi-Family Uses.

The Master Plan includes commercial and Mixed-Use development. The site is not located within a Gateway and does not propose stand-alone Multi-Family Uses. As such, the Principals and Guidelines applicable to review of the Master Plan include the following:

## **DESIGN REVIEW CONSIDERATIONS:**

### **COMMERCIAL & MIXED-USE PRINCIPLES & GUIDELINES**

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

### **DESIGN PRINCIPLES**

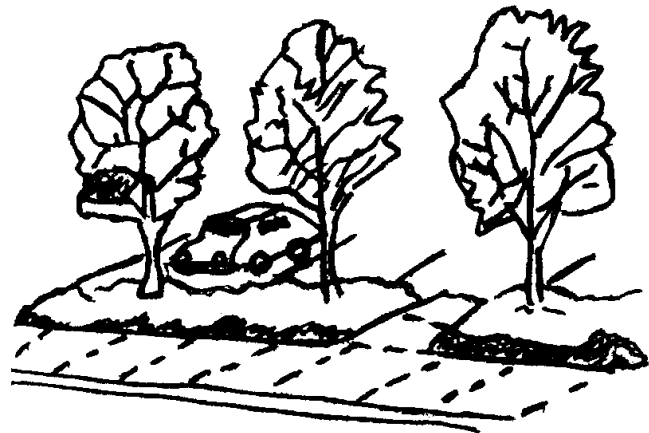
The following design principles are intended to be applied to all new commercial and mixed-use developments, redevelopments (including change in use, i.e. residential to commercial), or major rehabilitations (exterior changes requiring a building permit). Properties shall develop in a manner that portrays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

- On-site parking areas shall be placed to the interior of the development unless site development proves prohibitive. All required on-site parking areas along adjacent roadways shall be screened with landscaping.
- Buildings shall be used to define the streetscape unless site conditions prove prohibitive.

- Structures abutting, located in, or located near less intensive uses or zoned areas (such as commercial developments next to residential areas) shall be designed to mitigate size and scale differences.
- Developments containing a multiple of uses/activities shall integrate each use/activity in a manner that achieves a seamless appearance or creates a cohesive development.
- Mixed-use developments that place uses throughout the site (horizontal development) shall organize elements in a manner that minimizes it's impact on adjacent lower intensity uses.
- Walls shall be broken up to avoid a blank look and to provide a sense of scale.
- Outdoor lighting shall not be directed off site.

### DESIGN GUIDELINES

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



**Exhibit 9**

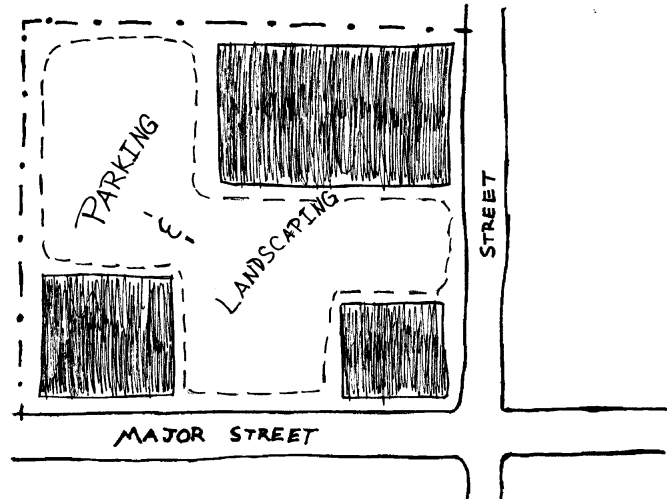
### **Landscaping & Screening**

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

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

Specific guidelines that should be addressed include:

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



**Exhibit 10**

### ***Architecture***

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

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

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

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

### **RECOMMENDATION:**

Review the submitted master plan, deliberate, and forward on a recommendation to the City Council for consideration.