

Code Narrative

TYPE II LAND USE SUBMITTAL

In accordance with Camas Municipal Code (CMC) 18.55, this project requires a Type II Permit for Site Plan Review and Design Review. In addition, a SEPA threshold determination is required. Based on a code review and the pre application notes, in addition to the requirements of CMC 18.55 this project is also subject to;

- CMC 14.02 Stormwater
- CMC 16.07 SEPA
- CMC 16.07 Archaeological
- CMC 17.19 and 17.21 Public Improvements
- CMC 18.11.130 Parking Standards
- CMC 18.13.060 and CMC 18.37.040 Landscape Standards
- CMC 18.18 Site Plan Review
- CMC 18.19 Design Review

STORMWATER (CMC 14.02)

A Preliminary Stormwater Technical Information Report was prepared in conformance with CMC 14.02 and is attached in Appendix 1.

Proposed stormwater improvements for this project include the installation of bioretention facilities, conveyance pipe system, and three detention ponds. Treatment will be achieved through the use of bioretention facilities. After treatment, stormwater will be routed to one of the detention ponds. The proposed project will retrofit the existing detention facility and construct two additional detention facilities within the project limits to satisfy flow control requirements. The detention ponds to the south and west of the school will discharge into the existing storm system located on SE 40th Street, while the detention pond north of the school will discharge over the slope onto the undeveloped portion of the property. A flow spreader will be used to disperse the discharge and avoid erosion. The proposed off site turn lane improvement on NW 18th at Deerfern is under the 5000 foot threshold and no additional treatment or flow control is proposed for this improvement.

NPDES Construction Permit

The improved area for this project is over the one-acre threshold and will require a NPDES construction stormwater permit prior to land disturbing activity along with additional stormwater requirements outlined in CMC 14.02.

SEPA (CMC 16.07.020)

See SEPA Checklist in Appendix 1.

PUBLIC IMPROVEMENTS (CMC 17.19 AND CMC 17.21)

The proposed site development will require public improvements. Site plan and utility maps provided in Appendix 1 show the location and layout of the public improvements. Improvements within the public right of way include;

- An 8" to 10" water system service line will be live tapped from the existing 12" DI water line in NW 18th to the meter assemblies located at the property line. Water services will include a fire line for onsite fire hydrants and building sprinkler systems, domestic water service and an irrigation service. The fire line on the property side of the double check valve vault will be a private system installed compliant with applicable Fire Codes including onsite private hydrants. There is an existing fire line that currently serves the middle school building that will be modified as part of this development. Final sizing will be submitted with the engineering drawings.
- A proposed STEP service lateral connecting to the existing 2" STEP main in NW 18th. This sewer lateral will connect to a proposed STEP system that will service the new high school and be located west of the high school building. The STEP tank sizing for the project will be submitted with the final engineering drawings and will be sized to accommodate the middle school in the future. The existing sewer service will be maintained for the middle school as part of this proposal. Otak will confirm the tank and discharge pipe sizing as part of the final engineering drawing submittals.
- The proposed site has approximately 1870 feet of frontage along NW 18th/Payne Road with no direct access proposed to the site. CMC 17.19.040(B) requires half street improvements along the site frontage. Pre-application notes indicate the proposed half street would need to meet Camas Design Standard Plan ST5 for Collector Streets, and also noted the potential for alternative designs. Camas School District is proposing a deviation from this requirement based on the proportionate impact the proposed development would have to NW 18th. CMC 17.19.040(B)(10)(d) allows for deviation from frontage improvements standards based upon the recommendation of the City Engineer. Based on preliminary discussions with City staff the school district is proposing the following improvements to mitigate the site impacts to NW 18th Avenue;
 - Install a left turn pocket on NW 18th at NW Deerfern
 - Install street lighting compliant with City Design Standards along the south side of NW 18th/Payne Road along the extent of the proposed school district property

- Provide pedestrian improvement for crossing on NW 18th Avenue at Deerfern and another pedestrian crossing at the west end of the property on Payne. These will be connected by an existing internal sidewalk that will be upgraded from 4 feet to 8 feet multiuse path along Sharp Drive
 - Dedicate additional right of way along NW 18th Avenue/NW Payne Road for future street improvements.
- Connection to the gas main, telecommunication and power are not shown on the utility plans for this submittal but will be reflected on the final civil engineering drawings. Coordination with these utilities is ongoing. All installation within the current and future Right of Way will be installed in accordance with City standards.

PARKING STANDARDS (CMC 18.11.130)

CMC 18.11.130 – Standards requires the following parking space allocation for the proposed use:

Elementary/middle/ junior high school	1 space per employee, teacher, staff, and 1 space per 15 students
Senior high school	1 space per employee, teacher, staff, and 1 space per 10 students

Based on the City of Camas standards the site will require 60 spaces for high school students, 27 spaces for middle school students, 50 spaces of high school staff, and 40 spaces for middle school staff. The site requires a code minimum of 177 spaces for both facilities.

The project is providing a total of 276 parking spaces in the base bid of the project. These spaces include 151 student parking spaces, 93 staff parking spaces, 24 visitor parking spaces, and 8 ADA compliant parking spaces.

Camas School District has asked the design team to provide as much parking as feasible (financially and physically) on the site. Therefore, the design team is proposing an add alternate to the project to provide an additional 34 parking stalls in anticipation of the need for parking that has traditionally been needed at Camas schools. The base bid plus the alternate count would include 168 student parking spaces, 110 staff parking spaces, 24 visitor parking spaces, and 8 ADA compliant parking spaces.

LANDSCAPE STANDARDS AND GUIDELINES

Design guidelines from the City of Camas, the Camas School District, and national guidelines will be followed:

1. City of Camas Design Standard Manual, including
 - a. Camas Plant Materials for City Rights-of-Way
 - b. Camas Public Works Landscape Standards
2. City of Camas Stormwater Design Standards Manual
3. City of Camas Municipal Codes 18.13.060 and 18.37.040
4. Camas School District Policies and Procedures
 - a. Series 6000 – Management Support
5. AASHTO guidelines for pedestrian and bicycle safety

Landscape Design Intent

The landscape design concept for New Camas High School addresses campus function, safety and comfort, and the method-driven elements supporting Project Based Learning. Creating a visually clear progression from the street to the main building entrances imparts a sense of welcome to the community. Functional priorities of campus design include safety, accessibility, and efficiency, and encompass site elements such as pedestrian walkways, vehicular drives, bicycle routes, passenger loading zones, and parking areas.

- Exterior spaces support the Project Based Learning method. Design includes outdoor area integration with building classrooms, showcasing outdoor infrastructure such as stormwater systems, and providing access to the wooded areas of the property. An amphitheater with 150-seat capacity is included to meet outdoor learning objectives. Exterior spaces provide comfortable settings for a range of uses including class activities, individual study, sports, or socializing. Design elements to support this objective include planting design and selection, surface treatment, furnishings, lighting, and interpretive elements.

Surface treatment includes patterned concrete at crossings, creative scoring patterns at main entry, and colored concrete out outdoor learning areas. Outdoor learning areas respond to and complement building interiors and the activities they support. Outdoor learning areas are designed for flexibility of curriculum-specific requirements.

- Campus circulation is designed to create a smooth flow of pedestrian, vehicular, and bicycle traffic through the site. This is accomplished using strong visual cues such as vertical elements (trees, bollards, flag poles), contrasting pavement finishes, softscape/hardscape edges, signage, identifying and accommodating 'desire lines,' and establishing visual corridors.

Circulation meets American Association of State Highway and Transportation Officials (AASHTO) minimum design standards. Pedestrian sidewalk facilities meet the Americans with Disabilities Act (ADA) design standards for maximum cross slopes and maximum slopes on ramps.

Continuous sidewalks are provided along the frontage road and key access driveways into the site. Sidewalks are a minimum of five feet wide. Pedestrian crossing facilities will include ADA-complaint curb ramps and appropriate crosswalk surface treatments.

Grade transitions are accommodated using a combination of ramps and stairs, each composed to complement the other to provide attractive, comfortable grade changes. These elements are integrated where appropriate with functional areas of the site such outdoor learning areas to provide cohesive site circulation and use.

Bicycle circulation is accommodated with bike lanes along the frontage road. Curb cuts will provide bike access into the site, where bike racks are provided.

- The landscape design includes planting of bioretention facilities for water quality and flow control. These features lend themselves to interpretive elements.
- Planting design complements the building design, and supports outdoor classrooms and the PBL method of the new high school. Species selection emphasizes plants that are native or naturalized/non-invasive and have low maintenance requirements.
- Streetscape design along NW 18th Ave. meet the City of Camas Streetscape design standards. Planting design supports the functional priorities of campus design including safety, accessibility, and efficiency, and address security concerns i.e. avoiding hedges, hiding places, and view obstructions.
- Irrigation system design meets standards set by the City of Camas and the 2009 Uniform Plumbing Code. Landscaped areas of the project will be irrigated by a highly efficient, automated irrigation system to support plant materials during hot or dry weather. Drip systems are used in shrub beds; large lawns and playing field areas are watered using spray heads. Separate zones are provided for the shrubs areas, lawn areas, shade/sun exposure, and stormwater facilities so water use can be fine-tuned to meet varying plant requirements.

SITE PLAN REVIEW (CMC 18.18)

These excerpts from CMC18.18 represent required information for approval:

18.18.040 - Submittal and contents of a complete application.

In addition to the submittal requirements under CMC Chapter 18.55 Administration and Procedures, each application for site plan review shall contain the following information. Items may be waived if, in the judgment of the community development department, the items are not applicable to the particular proposal.

- A. *A written description addressing the scope of the project, the nature and size in gross floor area of each use, and the total amount of square feet to be covered by impervious surfaces; Included (see narrative)*

Response: A written description of the scope, size and nature is provided in the narrative located at the beginning of the document.

- B. *A vicinity map showing site boundaries, and existing roads and accesses within and bounding the site;*

Response: A vicinity map is located in Appendix 1

- C. *A topographic map based upon a site survey delineating contours, existing and proposed, at no less than five-foot intervals, and which locates existing streams, marshes, and other natural features*

Response: A topographic map is located in Appendix 1

- D. *Site plans drawn to a scale no smaller than one inch equals fifty feet showing location and size of uses, buffer areas, proposed areas of disturbance or construction outside of the building footprint, yards, open spaces and landscaped areas, and any existing structures, easements and utilities*

Response: Site plans are located in Appendix 1

- E. *A circulation plan drawn to a scale acceptable to the community development director illustrating all access points for the site, the size and location of all driveways, streets, and roads, with proposed width and outside turning radius, the location, size, and design of parking and loading areas, and existing and proposed pedestrian circulation system. If a project would generate more than one hundred average daily trips either based on the latest edition of the International Transportation Engineer's (ITE) Trip Generation Manual or evidence substantiated by a professional engineer licensed in the state of Washington with expertise in traffic engineering, a traffic impact study shall be submitted;*

Response: A circulation plan is located in Appendix 1. A traffic study is provided in Appendix 1

- F. *A preliminary drainage and stormwater runoff plan*

Response: A preliminary drainage and stormwater runoff plan is provided in Appendix 1

G. A utility plan;

Response: A utility layout plan is located in Appendix 1

H. A plot plan of all proposed landscaping including the treatment and materials used for open spaces, and the types of plants and screening to be used;

Response: A landscaping plan is located in Appendix 1

I. Typical building elevation and architectural style;

Response: Rendered Building Elevations are located in Appendix 1

J. An engineer estimate of costs for site improvements, both public and private;

Response: An engineering estimate provided by the civil engineer and landscape architect is located below.

ITEM	UNIT	QTY	UNIT COST	TOTAL COST
			TOTAL:	\$3,600,300
CIVIL			SUBTOTAL - CIVIL	\$2,526,900
SITE CLEARING	SF	500,000	\$0.05	\$25,000
SITE DEMO	LS	1	\$10,000.00	\$10,000
ALLOWANCE FOR DISCONNECTS	LS	1	\$10,000.00	\$10,000
PAVEMENT DEMO	SY	6,480	\$9.25	\$59,900
CUT	CY	21,665	\$20.00	\$433,300
FILL (embankment compaction)	CY	17,413	\$10.00	\$174,100
EROSION CONTROL	LS	1	\$50,000.00	\$50,000
AC PAVING 5" DEPTH	TON	1,546	\$100.00	\$154,600
CSBC 12" DEPTH	TON	3,349	\$27.00	\$90,400
AC PAVING 4" DEPTH	TON	2,132	\$100.00	\$213,200

CSBC 8" DEPTH	TON	3,849	\$27.00	\$103,900
GEOTEXTILE FABRIC	SY	14,800	\$1.25	\$18,500
TRAFFIC CURB & GUTTER	LF	7,776	\$20.00	\$155,500
ROW IMPROVEMENTS ALLOWANCE	ITEM	1	\$100,000.00	\$100,000
WATER & FIRE SERVICE	ITEM	1	\$250,000.00	\$250,000
SANITARY SEWER	ITEM	1	\$55,000.00	\$55,000
STORM SEWER PIPE	LF	2,600	\$30.00	\$78,000
48" DIA MANHOLE	EA	8	\$2,500.00	\$20,000
CATCH BASIN TYPE 1	EA	1	\$1,500.00	\$1,500
AREA DRAIN	EA	7	\$800.00	\$5,600
CONNECT TO EXISTING SYSTEM	EA	3	\$800.00	\$2,400
BIORETENTION FACILITY	SY	460	\$250.00	\$115,000
STORM OUTLET CONTROL STRUCTURES	EA	3	\$5,800.00	\$17,400
STORM FACILITY ACCESS ROAD	SY	200	\$18.00	\$3,600
GAS SERVICE	ITEM	1	\$30,000.00	\$30,000
SITE UTILITIY ALLOWANCE	ITEM	1	\$75,000.00	\$75,000
ELECTRICAL DISTRIBUTION	ITEM	1	\$125,000.00	\$125,000
SITE LIGHTING	ITEM	1	\$100,000.00	\$100,000
SITE COMMUNICATIONS & SECURITY	ITEM	1	\$50,000.00	\$50,000
LANDSCAPE / HARDSCAPE			SUBTOTAL - LANDSCAPE	\$1,073,400
TREES IN LAWN	EA	194	\$300	\$58,200
TREES OUTSIDE LAWN	EA	14	\$300	\$4,200
LAWN, MANICURED, SUN	AC	2.55	\$2,500	\$6,400
LAWN, MANICURED, SHADE	AC	0.24	\$2,500	\$600

GRASS, MEADOW	AC	2.70	\$3,500	\$9,500
SHRUB BEDS	SF	22,050	\$2	\$44,100
STORM PONDS, SEED MIX	AC	0.78	\$4,500	\$3,500
STORM SWALES, PKG LOT, WQ SOIL	CY	458.89	\$50	\$22,900
STORM SWALES, PKG LOT, PLANTS	SF	8,260	\$3	\$24,800
ROOT BARRIER	LF	1,380	\$9	\$12,400
BOLLARDS	EA	2	\$800	\$1,600
SEATWALLS - COMMON GREEN	LF	180	\$90	\$16,200
SEATWALLS - AMPHITHEATER	LF	315	\$90	\$28,400
STAIRS - AMPHITHEATER	LF	265	\$50	\$13,300
HANDRAILS	LF	137	\$80	\$11,000
BENCH, CONC- PRE-FAB	EA	12	\$1,800	\$21,600
PLATFORM BENCH, CONC - CIP	LF	90	\$200	\$18,000
PAVEMENT, OUTDOOR LEARNING	SF	2,920	\$10	\$29,200
PAVEMENT, STAMPED CONCRETE	SF	2,600	\$30	\$78,000
STRIPING AT MS PLAYGROUND	LS	1	\$2,000	\$2,000
STORM GARDEN - ALLOWANCE	LS	1	\$15,000	\$15,000
BIKE RACKS	EA	18	\$1,000	\$18,000
TRASH RECEPTACLES	EA	2	\$1,500	\$3,000
DRINKING FOUNTAIN	EA	1	\$3,000	\$3,000
TOPSOIL, IMPORT (6" DEPTH)	CY	2682.78	\$40	\$107,300
CONDITIONER (3" DEPTH)	CY	1341.39	\$40	\$53,700
TOPSOIL, STOCKPILE AND REPLACE	CY	1856.19	\$25	\$46,400
MULCH	CY	204.17	\$55	\$11,200
IRRIGATION	SF	187,180	\$0.75	\$140,400
CONCRETE WALKWAYS	SF	53,890	\$5	\$269,500

18.18.060 - Criteria for approval.

The city shall consider approval of the site plans with specific attention to the following:

A. Compatibility with the city's comprehensive plan;

Response: The Camas PBL High School is compatible with the Comprehensive Plan and supports the vision and policies for long term growth and development by providing improved education and learning opportunities to meet the needs of the residents in the City of Camas.

B. Compliance with all applicable design and development standards contained in this title and other applicable regulations;

Response: The Camas PBL High School will meet all applicable design and development standards and other applicable regulations required by the City, County and State.

C. Availability and accessibility of adequate public services such as roads, sanitary and storm sewer, and water to serve the site at the time development is to occur, unless otherwise provided for by the applicable regulations;

Response: The Camas PBL High School has adequate access to public services required to support the site such as roads, sanitary and storm sewer, water and other public utilities located on NW 18th Ave. A new access is being constructed by Sharp Facilities on SE Payne Rd. that will provide an intersection at Lacey Way. This is being handled under a separate review process.

D. Adequate provisions are made for other public and private services and utilities, parks and trails (e.g., provide copies of private covenant documents);

Response: The Camas PBL High School will have access to Natural Gas, Telephone, Cable and Power provided by other public and private utility companies. These services have been coordinated and are shown in the Utility Plan for the project. The site will also connect the local trail on the south side of NW 18th across the public right-of-way via two pedestrian crossings to access the pathway that is being expanded on the school property.

E. Adequate provisions are made for maintenance of public utilities; and

Response: The Camas PBL High School will provide adequate access for the maintenance of the public utilities on site. This will be done by using the City standards for the water and sewer connections. The STEP system will be located in an area that provides access for maintenance of the tanks.

- F. *All relevant statutory codes, regulations, ordinances and compliance with the same. The review and decision of the city shall be in accordance with the provisions of CMC Chapter 18.55 Administration and Procedures.*

Response: The Camas PBL High school project will meet or exceed all relevant statutory codes, regulations, and ordinances that are applicable to the project and be in accordance with the provisions provided in CMC 18.55.

DESIGN REVIEW (CMC 18.19)

These excerpts from CMC 18.19 represent required information for approval

18.19.050 - Design principles.

The principles as provided in the DDM or DRM are mandatory and must be demonstrated to have been satisfied in overall intent in order for approval of a design review application to be granted. Standard principles shall apply to all commercial, mixed use, or multifamily uses. Specific principles are used in addition to the standard principles for gateways and corridors, commercial, mixed uses, and multifamily (e.g. apartments, townhouses, duplexes).

A. Standard Principles.

- 1. Landscaping shall be done with a purpose. It shall be used as a tool to integrate the proposed development into the surrounding environment.*

Response: See "Landscape Standards and Guidelines" narrative above.

- 2. All attempts shall be made at minimizing the removal of significant natural features. Significant natural features shall be integrated into the overall site plan.*

Response: The building and site design has been carefully developed to connect the users of the school to the existing forested edge to the north of the project site, as well as place the building and site development in manner that is safe for students, staff, and visitors, take advantage as much as possible the existing grades on the site, maintain existing vegetation, and maintain current view corridors from the existing building.

- 3. Buildings shall have a "finished" look. Any use of panelized materials shall be integrated into the development in a manner that achieves a seamless appearance.*

Response: The "finish" of the building is intended to create a contemporary building that announces the nature of its public use. Material choices have been selected based on several criteria; some of which are durability, low maintenance, aesthetics, and scale. Furthermore, one of the underlying concepts of the design is an interpretation of the

story of the City of Camas. The exterior design is intended to highlight the history of Camas as a paper mill town and also highlight the city's success as a technology rich area; there is a theme of natural materials that, through technology, are now used in vastly different way. For example, the glass reinforced concrete panels and Cor Ten (weathered) steel materials are both examples of simple materials that have been reimagined.

4. *A proposed development shall attempt to incorporate or enhance historic/heritage elements related to the specific site or surrounding area.*

Response: The exterior design concept of the project is meant to do two things as it relates to the projects immediate context of the Sharp Campus and the City of Camas. First, the design team has attempted to have the new building "fit" with the existing building on our site (now the new PBL Middle School building). Second, the massing and exterior expression of the building is meant to recall the history of Camas as paper mill town and also reflect the city's current technology rich industry. The horizontal white and gray concrete panels speak to the paper mill in color and in shape but yet the regularity of the pattern reflects a precision seen in technological industrial processes. In addition, the weathered steel "box" has folding planes that are intended to invoke the feel of folding planes of paper, but with a material that is both meant to feel the touch of time. The weathered steel material, however, is a technologically advanced material that does not deteriorate but rather uses the chemical properties of oxidation to protect itself.

B. Specific Principles (Commercial Only)

2. Commercial and Mixed Uses.

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

Response: The existing site conditions of our site, and the existing Sharp Drive, make the placement of the parking facilities behind the building challenging. The existing conditions, coupled with the desire to connect the building with the natural landscape and views to the north, make the decision to locate the building away from the public street and locate the parking, front door, and vehicular and pedestrian approach between the public way and our building the design team's preferred direction.

- b. *Buildings shall be used to define the streetscape unless site conditions prove prohibitive.*

Response: The existing site conditions of our site, and the existing Sharp Drive make a more urban response to our project challenging. The existing conditions, coupled with the desire to connect the building with the natural landscape and views to the north, make the decision to locate the building away from the public street our preferred direction.

- c. *Structures abutting, located in, or located near less intensive uses or zoned areas (such as commercial developments next to residential areas) shall be designed to mitigate size and scale differences.*

Response: The location of the building to the north of the site has mitigated the adjacencies to residential development. The residential development to the south and west of our project are a considerable distance from the building.

- d. *Developments containing a multiple of uses/activities shall integrate each use/activity in a manner that achieves a seamless appearance, or creates a cohesive development.*

Response: The project is intended for a singular use as an education facility. The architectural response in scale, massing, and expression are intended to convey the facilities use as a public structure.

- e. *Mixed-use developments that place uses throughout the site (horizontal development) shall organize elements in a manner that minimizes their impact on adjacent lower intensity uses.*

Response: Does not apply. Not a mixed-use development.

- f. *Walls shall be broken up to avoid a blank look and to provide a sense of scale.*

Response: The massing of the school is intended to add visual interest as well convey the building as a public institution. The new structure is articulated to respond to the existing PBL Middle School building. The rotated weather steel "box" with the folding planes is intended to not only break down the scale of the massing, but also create visual interest.

- g. *Outdoor lighting shall not be directed off-site.*

Response: All site lighting will be design to not encroach onto adjacent properties. See lighting plan and specifications.

18.19.060 - Guidelines.

The subcategories below represent the design team's understanding of applicable guidelines:

- A. *The guidelines include five major categories and subcategories (Commercial only) as outlined in the DRM:*

1. *Landscaping and screening;*

- a. *The 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.*

Response: See "Landscape Standards and Guidelines" narrative above and Landscape Plan in Appendix 1.

- b. *Surrounding sites should be screened from parking and building lighting.*

Response: Site lighting will be designed to prevent building and parking lighting from encroaching on adjacent properties. See lighting plan and specification in Appendix 1.

- c. *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 requirements.*

Response: See "Landscape Standards and Guidelines" narrative above and Landscape Plan in Appendix 1.

2. *Architecture;*

- a. *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)*

Response: See narrative section CMC 18.19.050(B)(2)(c) above.

- b. *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.*

Response: Our design proposal only has two stories.

- c. *Outdoor lighting shall be hooded or shielded so as not to directly light adjoining or neighboring properties.*

Response: See narrative section CMC 18.19.050(B)(2)(g) above.

3. *Massing and setbacks;*

- a. *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 the surrounding properties already developed make it incompatible*

Response: See narrative section CMC 18.19.050(B)(2)(a) and (B)(2)(b) above.

- b. *Commercial structures abutting residually zoned areas should be designed to mitigate size and scale differences*

Response: See narrative section CMC 18.19.050(B)(2)(a) and (B)(2)(b) above.

- c. *On-site parking areas should be placed to the interior of the site whenever possible.*

Response: See narrative section CMC 18.19.050(B)(2)(a) and (B)(2)(b) above.

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

Response: The design concepts have attempted to capture the history of Camas as well as reflect the facility as a public institution. The thematic use of the history of Camas as a paper mill town as well as its technology industry are infused in the concept design. The design also attempts to be complimentary to the existing structure on site.

5. *Circulation and 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.

- a. *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.

Response: See narrative section CMC 18.19.050(B)(2)(a) and (B)(2)(b) above.

- b. 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.*

Response: See narrative section CMC 18.19.050(B)(2)(a) and (B)(2)(b) above. The existing conditions of Sharp Drive have a significant impact on the design of the project, as well as the available site access points to our site.

- B. Each of the major guidelines include subcategories. Compliance with the guideline categories and subcategories demonstrate compliance with the principles. However, not every guideline may be deemed applicable, and therefore required, by the approval authority. Additionally, the approval authority may approve a variance from one or more guidelines, provided the overall intent of the principles is satisfied.*