



DESIGN REVIEW COMMITTEE MEETING AGENDA

Wednesday, February 24, 2016, 5:00 PM

City Municipal Center, 616 NE 4th Avenue

I. CALL TO ORDER

II. INTRODUCTIONS

III. MEETING ITEMS

A. Parklands at Camas Meadows Master Plan Design Review

Details: The Parklands at Camas Meadows Master Plan consists of four or five commercial buildings, 24 living units integrated into one of the commercial buildings, and 42 single-family residential lots that are accessed from NW Camas Meadows Drive. A portion of the site will be preserved as critical areas open space and an extensive pedestrian soft surface trail system is planned for throughout the site. Parking areas are provided for north and south of the commercial buildings with possible tuck under parking for the upper level living units.

Presenter: Phil Bourquin, Community Development Director

Recommended Action: Review of the Master Plan by the Design Review

Committee together with a recommendation of approval.

 [Exhibit 01 Staff Report Parklands](#)

[Exhibit 02 Applicant's Narrative and Master Plan](#)

[Exhibit 03 Parklands Neighborhood Aerial Map](#)

[Exhibit 04 Streetscape 1](#)

[Exhibit 05 Streetscape 2](#)

[Exhibit 05 The Archery three boards.pdf](#)

[Exhibit 06 MXPD OVERLAY MAP](#)

[Exhibit 07 MXPD OVERLAY AERIAL MAP](#)

[Exhibit 08 Design Review Manual](#)

[Exhibit 09 Design Review Checklist](#)

V. ADJOURNMENT

NOTE: The City of Camas welcomes and encourages the participation of all of its citizens in the public meeting process. A special effort will be made to ensure that persons with special needs have opportunities to participate. For more information, please call (360) 834-6864.



Community Development Department
616 NE Fourth Avenue
Camas, WA 98607
(360) 817-1568

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)

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 its 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.

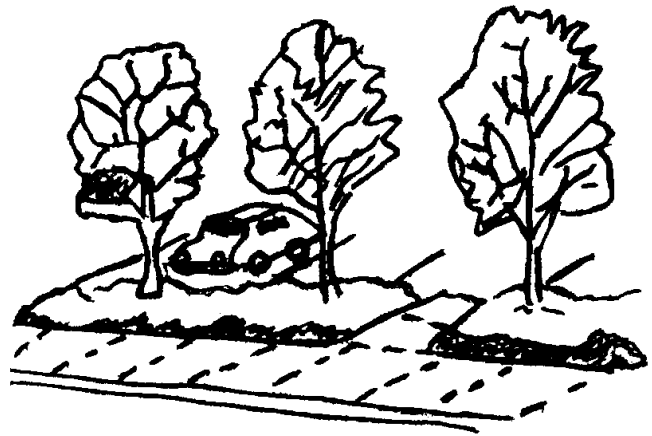


Exhibit 9

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)

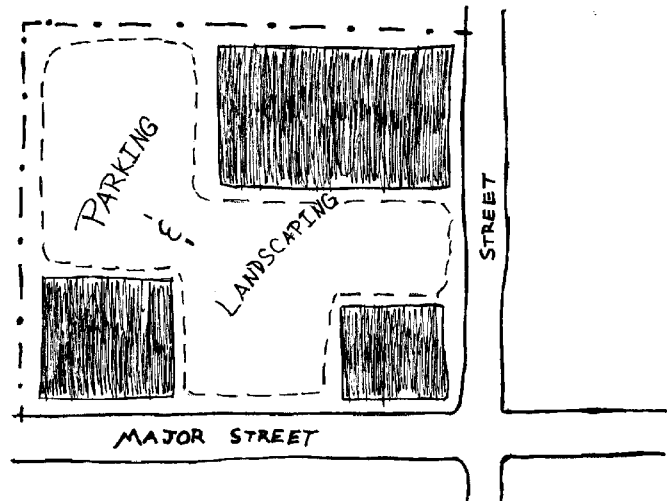


Exhibit 10

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.

PROJECT NARRATIVE

The proposed Parklands at Camas Meadows combines a 20.9-acre site parcel zoned single-family 15,000 square foot lots (R-15) with a 15.5-acre parcel zoned Business Park (BP). A feasible, high quality development can be achieved by joining the two properties into a single master plan community. Leaving the two parcels to develop separately would result in a lower quality residential neighborhood with very little market interest in the business park, as the infrastructure costs would make commercial development prohibitive.

This mixed-use master plan development proposes to subdivide the business park into five commercial buildings totaling at least 90,000 square feet of business space, 24 living units integrated into one of the commercial buildings, and 18 single-family residential lots. The R-15 property will provide another 24 single-family lots, while preserving 11 acres of natural open space and buffers. A natural surface walking trail may be constructed within the wetland buffer to provide a nature trail system for the project and the community. All single-family lots will be integrated into a single gated neighborhood providing high-end executive living. The single-family lots will have a minimum size of 15,000 square feet.

The commercial buildings will house a diversity of business operations that are anticipated to create at least 300 jobs. Building 1 has approximately 3,000 square foot floor plate with the potential for a second or third floor and a drive-thru. Building 2 is a minimum 19,000 square feet per floor, with two floors of commercial space, 24 residential living units above the commercial space. Building 3 is approximately 20,000 square feet with tuck under parking on the north side. Building 4 (areas A & B) is approximately 31,000 square feet per floor, if constructed as a single building, with the opportunity of loading bays for potential distribution center users. The applicants envision an artisan market that would occur on weekends during late Spring through early Fall.

Several new private internal roads will be constructed to serve the newly created lots. A half-width road of NW Camas Meadows Drive will be extended from the existing cul-de-sac to the eastern property line of the PP&L easement along the southern site boundary.

All lots will be connected to municipal water and sewer systems. Storm water runoff from the new impervious surface will be collected and routed to a regional storm water facility where it will be treated and released or infiltrated where possible in accordance with City standards.

The subdivision will be developed in multiple independent phases as noted on the Site Plan.

LEGAL DESCRIPTION

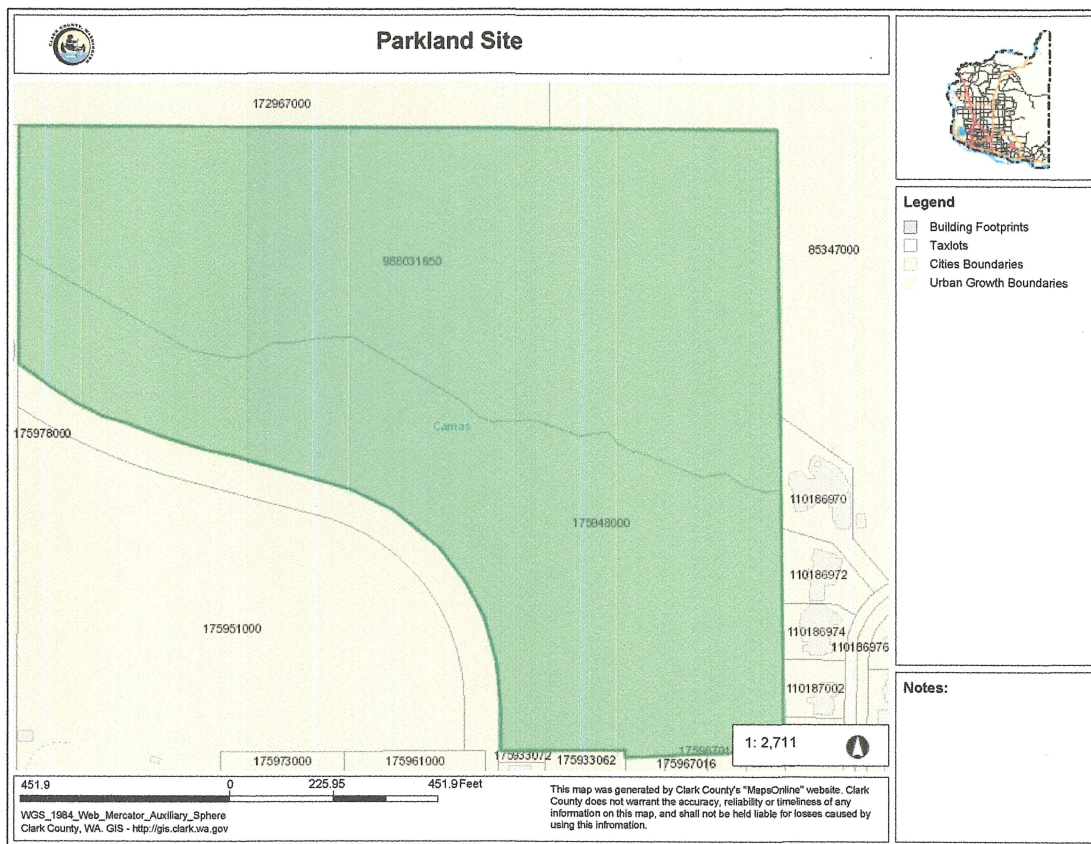
The project site is located just east of Camas Meadows Golf Course Club House and just north of Camas Meadows Drive, in Camas, Washington 98607, in the SE & SW ¼ of Sec. 28, T2N, R3E, W.M. The site is comprised of two (2) parent parcels plus the existing 74 foot wide public City ROW for Camas Meadows Drive. The abbreviated legal description for the two parcels is:

Parcel 175948-000

#21 SEC 28 T2NR3EWM 15.72A

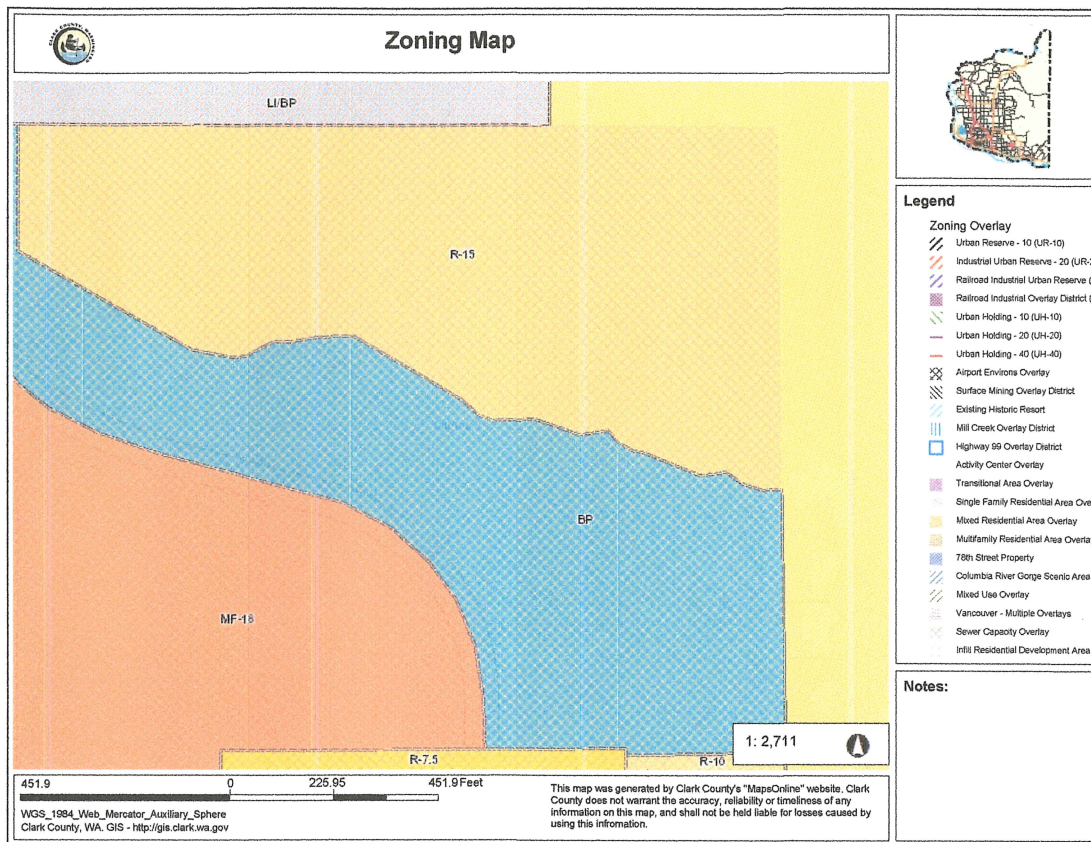
Parcel 986031-650

#68 SEC 28 T2NR3EWM 20.97A



EXISTING LAND USES & ON-SITE STRUCTURES

Neither of the two parcels have any existing structures. Tax parcel 986031-650 is zoned single-family 15,000 square foot lots (R-15). Tax parcel 175948-000 is zoned Business Park (BP).



PROPOSED LAND USES & STRUCTURES

This master plan proposes 42 large single family lots developed in 3 phases, four industrial/commercial buildings totaling at least 50,400 square feet, a 39,600 square foot commercial building with 24 living units above. The following map depicts the single family area versus mixed-use business park.



The following map depicts approximate locations (or building envelopes) for the business park and single family structures. Note: the 24 mixed-use living units are incorporated into Building #2 of the business park.



PROPOSED RESIDENTIAL UNITS & DEVELOPMENT STANDARDS

The master plan community will implement the following development standards that provide for flexibility in creating a high quality design. As noted in earlier sections, the master plan includes 42 executive single-family lots, 24 mixed-use living units on upper stories of Building #2, and at least 90,000 square feet of business space.

Development Standard	Single Family (R1-15)	Single Family (BP)	Non-Single Family (BP)
A. New Lot Dimensions			
Minimum lot size (square feet)	15,000	15,000	8,000
Maximum lot size (square feet)	Note 1	Note 1	Note 1
Minimum lot width (feet)	80	80	80
Minimum lot depth (feet)	90	90	100
Maximum building lot coverage ²	50% 60% with ADU	50% 60% with ADU	50%
Maximum building height (feet)	35	35	100
B. Setbacks			
Minimum front yard (feet)	25	25	15 ⁴
Minimum side yard and corner lot rear yard (feet)	10 5 (ADU or accessory buildings)	10 5 (ADU and accessory buildings)	15 ⁴
Minimum side yard flanking a street (feet)	10	10	10 ⁴
Minimum rear yard (feet)	25 5 (ADU or accessory buildings)	25 5 (ADU or accessory buildings)	50 ³
Minimum lot frontage or access easement on a cul-de-sac or curve (feet)	40 ⁵	40 ⁵	N/A
Minimum flag lot width	20	20	N/A

Note 1: No Limitation.

Note 2: Includes all covered buildings and structures accepting there from accessory dwelling units (ADU's).

Note 3: Maybe reduced to ten feet if a transition element is utilized that includes natural vegetation for screening.

Note 4: Right of way to building face. Parking areas can be setback five feet from property line, per the landscaping plan contained within the approved master plan.

Note 5: Access to two lots or less may be designed and established as an easement rather than a tract.

The following are a list of permitted uses within the MXPDP Employment area. Similar uses are permitted in the zone district at the discretion of the community development director. Unless otherwise listed or permitted as a similar use, a use shall be prohibited or subject to amendment of the Development Agreement.

Uses
Antique shop
Appliance sales and service
Bakery (wholesale)
Bakery (retail)
Banks, savings and loan
Barber and beauty shops
Book store
Bowling alley/billiards
Building, hardware and garden supply store
Cabinet and carpentry shop
Candy; confectionery store
Cart vendors
Clothing store
Coffee shop, cafe or kiosk
Convention center
Day care center
Day care
Delicatessen (deli)
Department store
Electric vehicle battery charging station and rapid charging stations
Equipment rental
Event center
Fitness center/sports club
Funeral home/crematorium
Florist shop
Food delivery business
Furniture store

Uses
Grocery, neighborhood, small or large scale
Hospital, emergency care
Hotel, motel
Laundry/dry cleaning (retail)
Laundry (self-serve)
Liquor store
Machine shop
Medical or dental clinics (outpatient)
Nursery, plant
Nursing, rest, convalescent, retirement home, memory care, assisted living
Office supply store
Pawnshop
Parcel freight depots
Pet shops
Pharmacy
Photographic/electronics store
Printing, binding, blue printing
Professional or Business office(s)
Public agency
Recycling collection point
Research facility
Restaurant
Restaurant, fast food
Roadside produce stand
Second-hand/consignment store
Shoe repair and sales
Specialty goods production (e.g. brew pub; does not include marijuana).
Taverns, pubs, bars
Theater, except drive-in
Veterinary clinic

Uses
Warehousing, bulk retail
Manufacturing and/or processing of the following:
Cotton, wool, other fibrous material
Food production or treatment
Foundry
Furniture manufacturing
Metal fabrication and assembly
Signs or other advertising structures (Billboards prohibited)
Electronic equipment
Industrial Uses:
High-tech industry
Manufacturing of miscellaneous goods (e.g. medical, musical instruments, toys, vehicle parts)
Optical goods
Packaging of prepared materials
Scientific and precision instruments
Recreational or Organizational Uses:
Auditorium
Community club
Church
Golf course/driving range
Library
Open space
Park or playground
Sports fields
Trails
Educational Uses:
College/university
Junior or senior high school
Trade, technical or business college

Uses
Residential flats, apartments or condos (up to 24 units on third floor and above of Building #2 only; bottom two floors commercial or light industrial employment uses only)
Electrical vehicle infrastructure
Facilities, minor public
Temporary Uses (as per Camas Municipal Code)

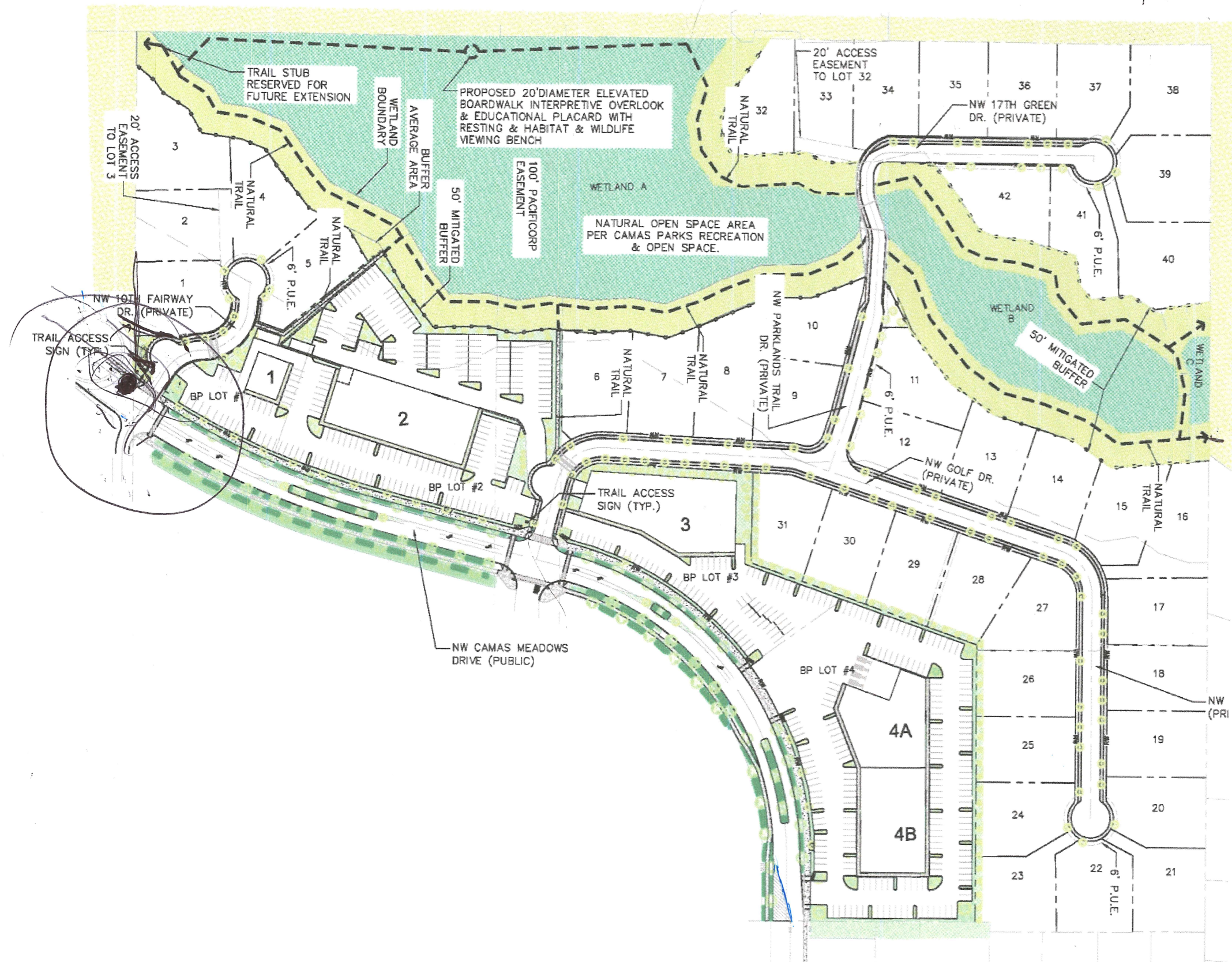
REQUIRED DEVELOPMENT PHASES

Only the single family residential shall be required to build structures in phases. The applicant will have the ability to install roads, utilities, etc. as one complete project, provided a grading plan is submitted in advance to the City. The lots within the existing R-15 area shall be released upon subdivision approval. The ten (10) lots within Phase 2 shall be released upon the business park being graded, platted and ready for a prospective user to submit for site plan review. The final eight (8) lots within Phase 3 shall be released once building permit is acquired on either business park Building 2, 3, 4 (4A), or 5 (4B). The following map delineates each phase of the single-family development:



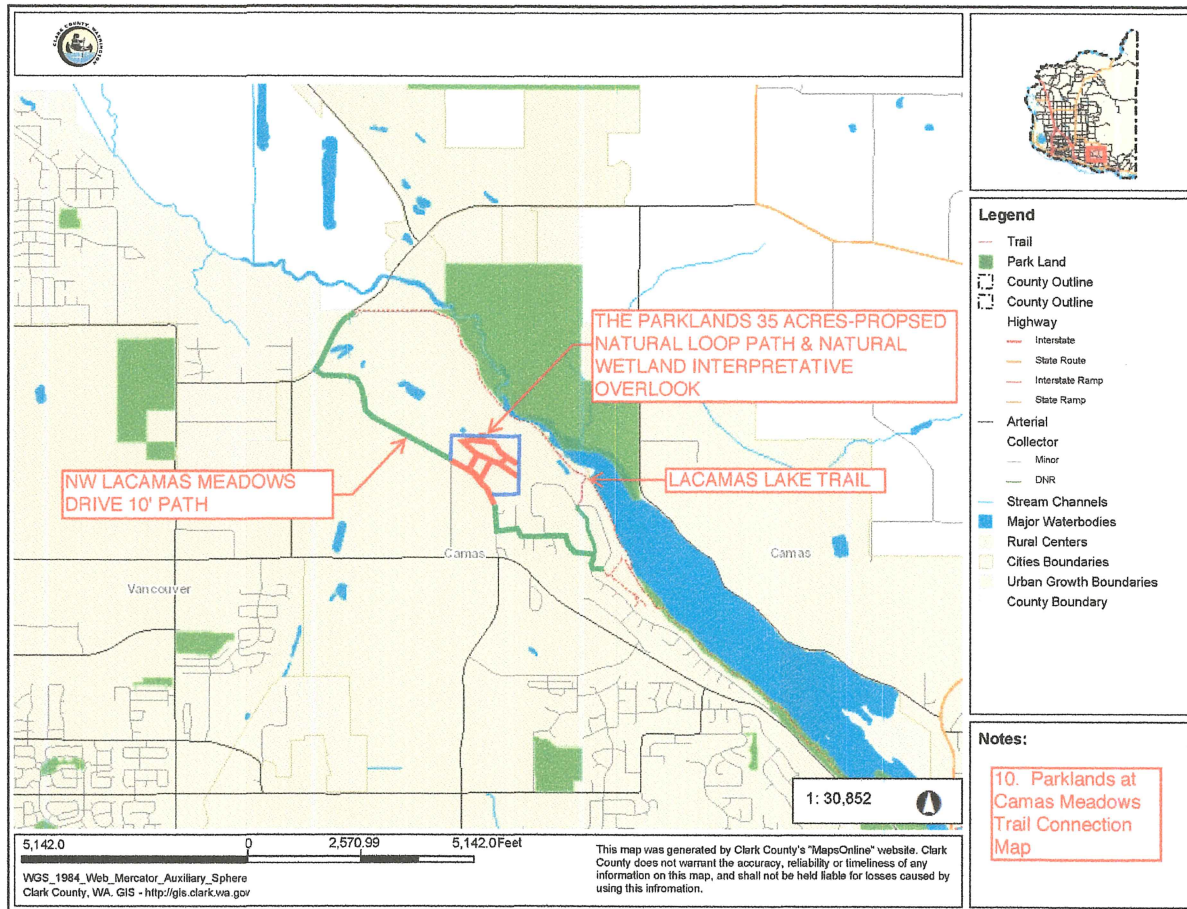
STREETS, TRAILS, COMMON AREAS & PARKING SITE PLAN

The following map delineates the location of all areas to be conveyed, dedicated, or maintained as public vs. private including streets, utilities, parking areas, pedestrian walkways/trails, open space/natural areas, wetlands (including buffer), and landscaping.



MAP OF OPEN SPACE NETWORK

The following map depicts the connectivity of the open space and 3.5 acre trail network with existing set aside network. The purpose is to show how the master plan community fits within the context of the larger Camas Area.



LANDSCAPING PLAN

The following landscaping plan is drawn to scale and demonstrates compliance with CMC Chapter 18.13. The landscape plan provides a rendering of the proposed streetscape along the extension of Camas Meadows Drive, landscaping to occur along all streets, within designated parking areas, and transition element areas. Also provided is a rendering of the proposed transition element.

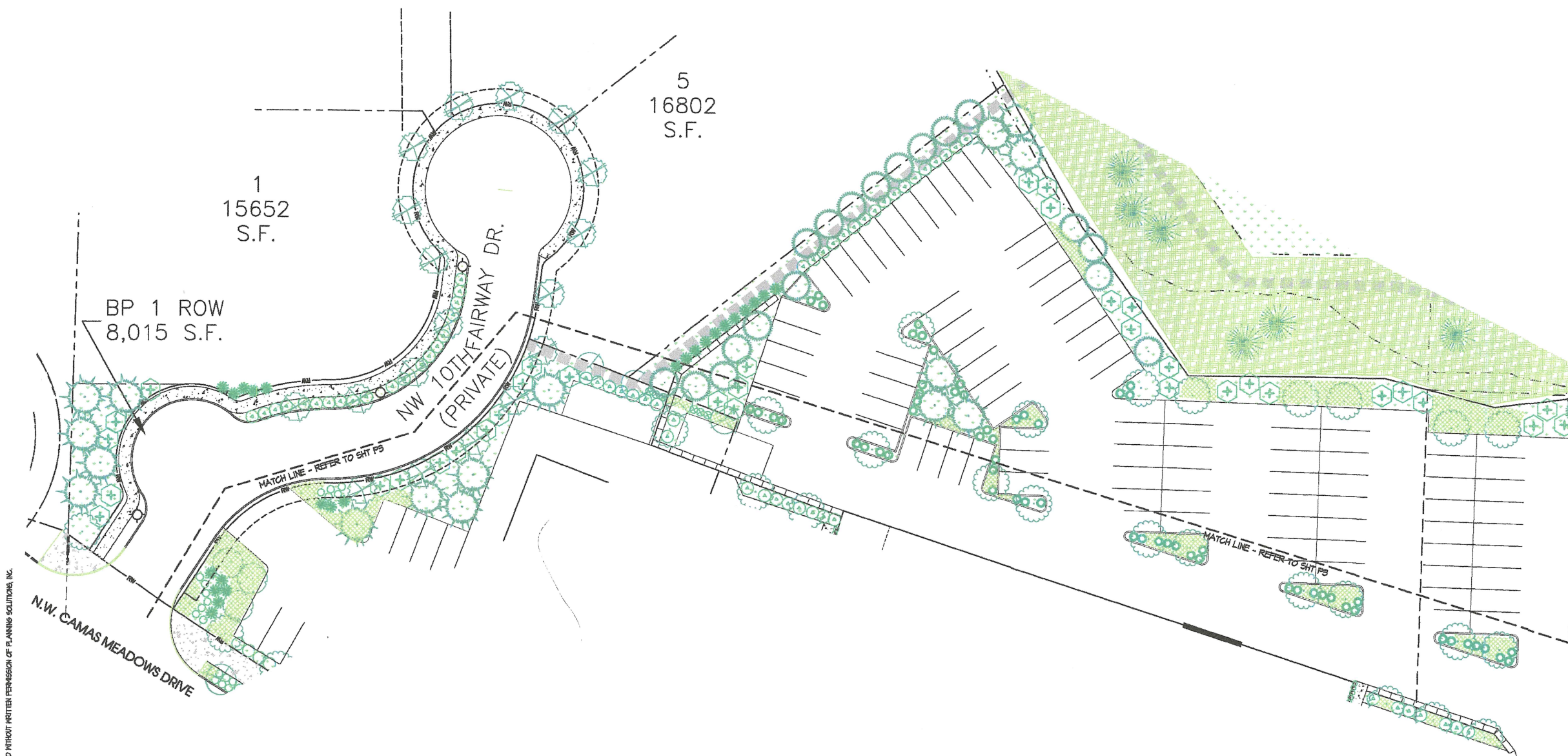


The Archery @ Camas Meadows
NW Camas Meadows Drive
Camas, Washington

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JOB #:	15-15-41	ISSUED FOR:	PLR
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SHEET 4 OF 5

REFER TO SHEET P1 FOR LANDSCAPE
LEGEND



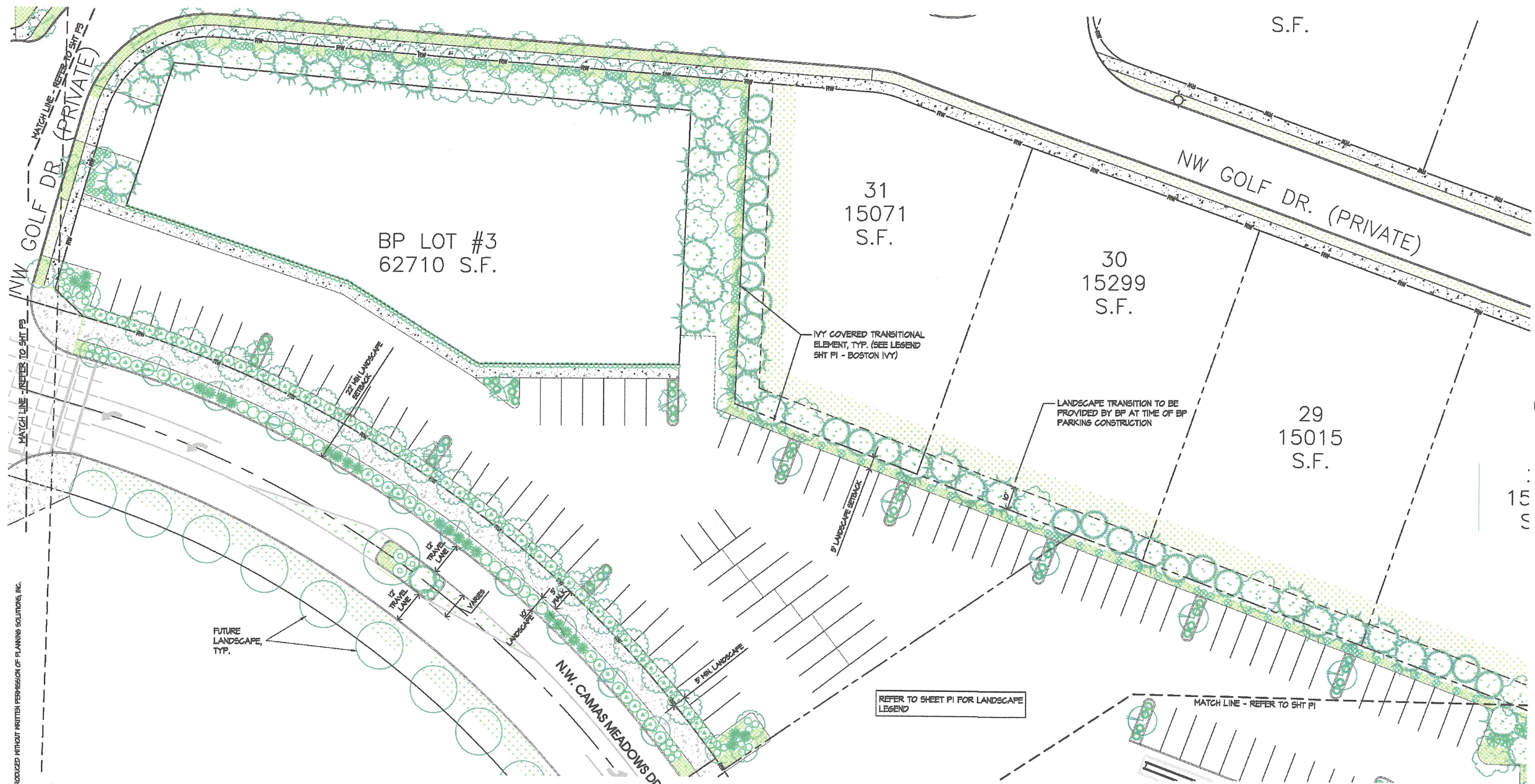


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SHEET NAME:			
LANDSCAPE PLAN			

SHEET 4:
P3
SHEET 5 OF 5

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PRELIMINARY
 NOT FOR CONSTRUCTION
 SUBJECT TO APPROVAL
 CHRISTOPHER A. GORDMAN
 LICENSE NO. 0000000000
 EXPIRES ON 02/28/2017

The Archery @ Camas Meadows
 NW Camas Meadows Drive
 Camas, Washington

DRAWN: HVCB	CHECKED: CB
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JOB #: B-1344	
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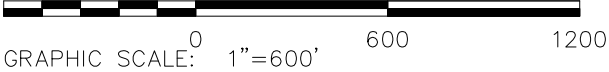
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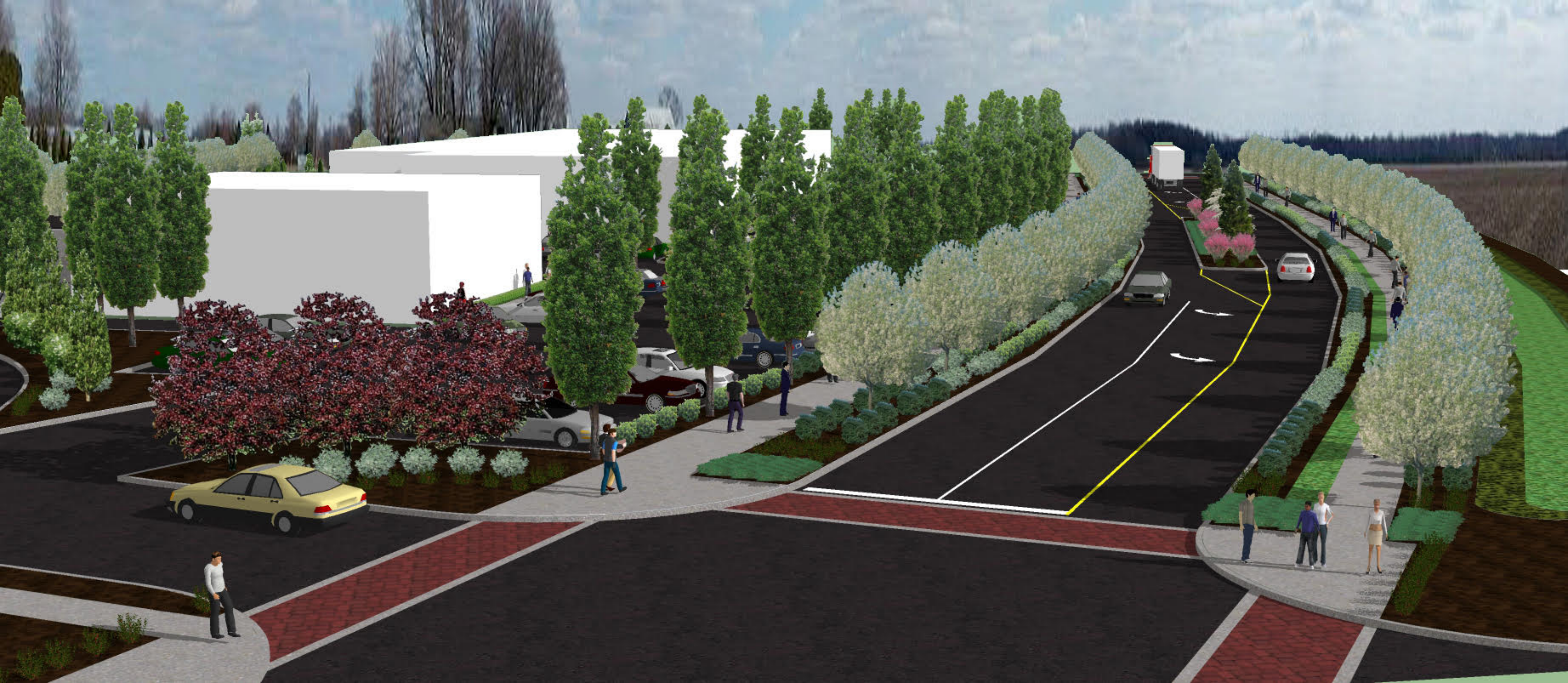
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NEIGHBORHOOD AERIAL MAP









the **Archery**
at Camas Meadows

NEX GENERATION LLC
BARRCORP LLC

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 **LSW**
ARCHITECTS



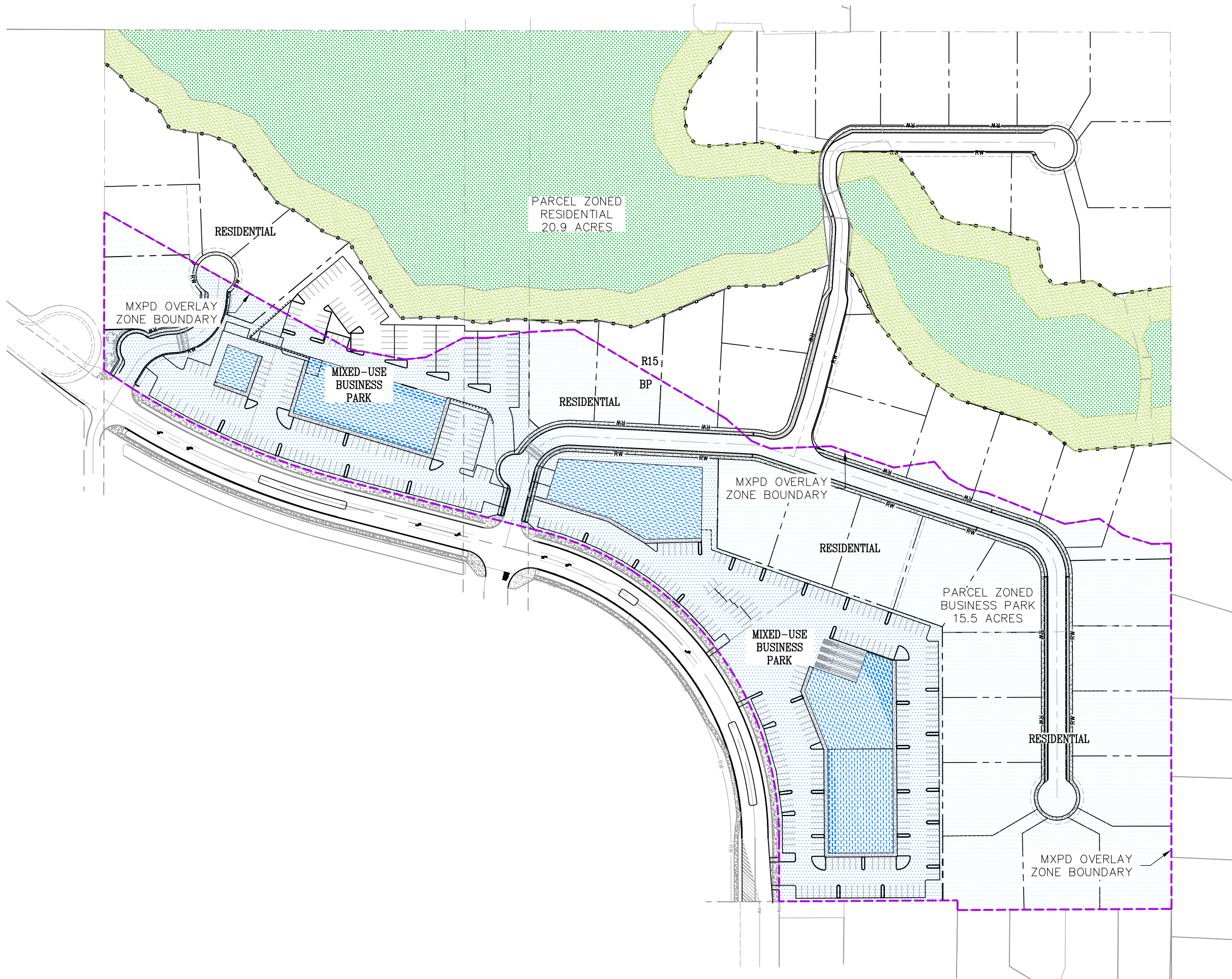
the Archery
at Camas Meadows

NEX GENERATION LLC
BARRCORP LLC

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PROPOSED MXPD OVERLAY MAP



PROPOSED MXPD OVERLAY MAP – AERIAL

CAMAS DESIGN REVIEW MANUAL: GATEWAYS, COMMERCIAL, MIXED-USE & MULTI-FAMILY USES

Prepared For:

Camas City Council

Prepared By:

Design Review Ad Hoc Committee

Revised December 2002



Drawing from the cover of Municipal Research Service Center's "Infill Development" handbook.

Acknowledgements

Elected City Officials:

Dean Dosset – Mayor

Paul Dennis, AICP – City Council Ward 1

C.R. “Woody” Woodruff – City Council Ward 2

Scott Higgins – City Council Ward 3

Helen Gerde – City Council Ward 4

Mary Kufeldt-Antle – City Council Ward 5

Greg Anderson – City Council Ward 6

Dale Thomas – City Council At-Large

Planning Commission:

Stan Pickard – Chair

Charles Clark – Vice Chair

Carol Collier

Steve Karnes

Peter Nicholls

David Shepard

Jack Sprouse

Author/Editor:

Paul Dennis, AICP – Author

Phil Bourquin – Staff Planner/Editor

Kristin Berquist – Editor

Ad Hoc Committee Members:

Paul Dennis, AICP – Chair, City Council

Francher Donaldson – Architect, Citizen

Casey O’Dell – Sharp Microelectronics of the Americas (Industrial Park Tenant)

Barney Syverson – UCAN, Citizen

Gene Simpson – Civil Engineer, Citizen

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PREFACE

The Camas City Council formed the original Design Review Ad Hoc Committee (DRAC) at its January 1998 planning retreat. The committee's primary goal was to assess whether or not design review would be a good idea for Camas. The DRAC reviewed materials collected from the Municipal Research Services Center that included design review manuals from Bainbridge Island, Gig Harbor, and Sumner, as well as news articles, legal opinions, and implementing ordinances. The committee also conducted an informal survey at a United Camas Association of Neighborhoods (UCAN) meeting and a telephone conference with the City of Olympia's Planning Director. At the end of June 1998, the committee reported back to the City Council with their findings.

In order to answer the question, "is design review good for Camas?", the committee tried to decide from a community perspective what the purpose of design review would be. What should it accomplish? What should it prevent? The DRAC concluded that a good starting point would be to review the City's Mission Statement which follows:

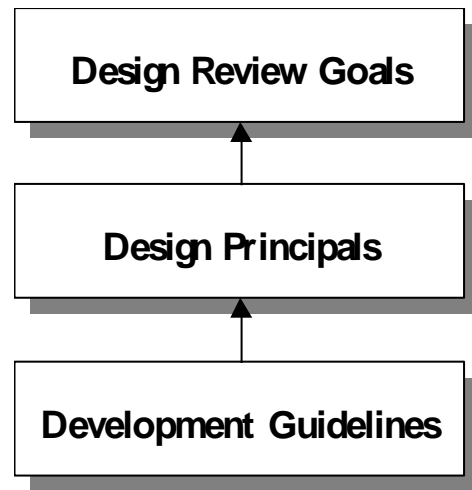
"The City of Camas commits to preserving its heritage, sustaining and enhancing a high quality of life for all its citizens and developing the community to meet the challenges of the future. We take pride in preserving a healthful environment while promoting economic growth. We encourage citizens to participate in government and community, assisting the city in its efforts to provide quality services consistent with their desires and needs."

Design review, in the context of the City's mission statement, should aid in the preservation of our community's heritage; enhance our City's quality of life; guide us through the challenges of the future; preserve a healthy environment; promote economic growth; and enable citizens to participate in the process.

Based on all the materials reviewed and the level of interest from UCAN members, the DRAC concluded that design review was worth further investigation and recommended to the City Council that a citizen committee be formed and that the members be made up of individuals familiar with the development process. The City Council agreed to further study design review by establishing a citizen committee to draft guidelines that could be successfully implemented for the City. The citizen committee met every first and third Wednesday of each month since September of 1998. Commercial guidelines were adopted in May, 2001, with the multi-family and gateway sections being added to the Design Review Code in December, 2002. What proceeds in this manual is the compilation of over three years worth of work by the DRAC.

INTRODUCTION

All proposals subject to design review should strive to meet the goals of design review and address each of the appropriate design principles and development guidelines. In order to achieve the established *goals of design review*, a set of design principles and development guidelines have been identified for both commercial and multi-family land-uses. Design principles are the overriding factors that each development proposal must demonstrate it can achieve or reasonably mitigate. Development guidelines are created to assist the development's applicant in accomplishing the design principles as well as conform to the established *goals of design review*.



GOALS OF DESIGN REVIEW

The goals of design review are intended to establish the overall purpose (or intent) of the design principles and development guidelines and set the stage for what they should be trying to accomplish. The *goals of design review* are:

- All developments should be meaningful, add value, and produce a positive impact on the immediate area, as well as the community;
- To encourage better design and site planning so that new development will preserve or enhance the community's character as well as allow for diversity and creativity;
- To encourage compatibility with surrounding uses (zone transition) and quality design;
- To promote responsible development that results in an efficient use of the land;
- To create a park like setting with the integration of the building, landscaping, and natural environment;
- To preserve the community's heritage by incorporating a piece of the area's history into the development;
- To facilitate early and on-going communication among property owners, neighborhoods, and City officials;
- To increase public awareness of design issues and options; and
- To provide an objective basis for decisions that address visual impact and the community's future growth.

DESIGN PRINCIPLES VS. DEVELOPMENT GUIDELINES

Design principles are established for both multi-family and commercial uses and all uses located within a gateway. An exception from the design review process is provided for those activities subject to design review requirements for heritage register properties or districts [CMC 16.07.070]. Commercial uses in the context of design review include both traditional uses listed as commercial under the zoning code as well as recreational, religious, cultural, educational and governmental buildings and associated properties.

Design principles are the overriding factors that the development guidelines are trying to accomplish. Every development proposal (whether the applicant is from a private, non-profit, or public entity) that comes before the City must adequately address each of the design principles and demonstrate that it can achieve the overall intent of the established principles. If a proposal can not meet every development guideline set forth under each section, but has demonstrated that it can achieve the overall intent of the established design principles, then the City may have reason to allow the proposal to move forward through the approval process.

DEVELOPMENT GUIDELINES

Development guidelines for gateways, multi-family, and commercial uses have been divided into five major guideline categories: ^{a)} Landscaping & Screening, ^{b)} Architecture, ^{c)} Massing & Setbacks, ^{d)} Historic & Heritage Preservation, and ^{e)} Circulation & Connections. Under each major category is a list of general issues that should be addressed, if appropriate, by each proposal subject to design review.

Landscaping & Screening:

- Impervious vs. Pervious
- Landscaping & Screening
- Signage
- Lighting
- Outdoor Furnishings
- Fences
- Significant Trees
- Outdoor Common Areas
- Parkway

Architecture:

- Signage
- Lighting
- Building Form (architecture)
- Building Materials

Massing & Setbacks:

- Complement Surrounding Uses
- View Shed
- Infill
- Density Provisions
- Height, Bulk, Scale
- Flexibility of Building Location (Preservation)
- Zone Transition

Historic and Heritage Preservation:

- Preservation of Existing Structures or Sites
- Incorporate Historic/Heritage Information

Circulation & Connections:

- Walkways, Trails & Parking
- Transit Stops
- Streetscape
- Traffic Patterns (entrance, exits, delivery, etc)

STANDARD PRINCIPLES & GUIDELINES

Standard principles and guidelines are applicable to all commercial, mixed-use and multi-family developments, redevelopments (including change in use, e.g. residential to commercial), or major rehabilitations (exterior changes requiring a building permit). Additional principles may be found under each of the specific categories.

STANDARD DESIGN PRINCIPLES

A site plan should be provided by the applicant that identifies and illustrates how the proposed development will meet the design principles. The site plan should include placement of buildings, designated landscaped and open space areas, parking, and any other major components of the development. The site plan should also include dimensions as to give all reviewers a sense of scale. Rehabilitation projects are only required to address the principles and guidelines that relate to the building permits they are seeking.

- Landscaping shall be done with purpose. It should be used as a tool to integrate the proposed development with the surrounding environment as well as each of the major project elements (e.g. parking, building(s), etc.).
- All attempts shall be made at minimizing the removal of significant natural features. Significant natural features shall be integrated into the overall site plan.
- 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.
- A proposed development shall attempt to incorporate or enhance historic/heritage elements related to the specific site or surrounding area.

STANDARD DESIGN GUIDELINES

The standard design guidelines serve as a guide to the development community (or project proponent). These guidelines are developed to assist a project in meeting the established design principles. Furthermore, 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.

Landscaping & Screening

- Landscaping and screening is an important factor in determining the overall character of the building site. Landscaping should be done with purpose, such as providing a buffer against less intense uses, screening parking or other components viewed as being intrusive, and defining the streetscape.

- Signage should be placed on buildings or incorporated into the landscaping. If signs are illuminated, then they shall be front lit (light cast onto the face of the sign from a source positioned in front of the sign). Signage in the landscaping should be built in to the vegetation to keep it from being the main focus – similar to the light industrial zones. Efforts should be made to make signs vandal resistant. The intent is for the landscape not to be dominated by signage as well as to soften the visual impact. (see exhibit 1)
- Outdoor furnishings, when used, should be compatible with the immediate environment.
- If the site is to be fenced, then the fencing should be incorporated into the landscaping so as to have little or no visual impact. (see exhibit 2)
- The vegetation to be utilized should encourage native, low maintenance plantings. Trees planted along streetscapes with overhead power lines should include only those identified on the City's Street Tree List. When possible, existing significant trees or other natural features that do not pose a hazard or hinder development should be required to remain and be incorporated into the landscaping and site plans.
- Landscape lighting should be low voltage, non-glare, and indirect. 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 or a nostalgic theme compatible with the proposed development is desired.

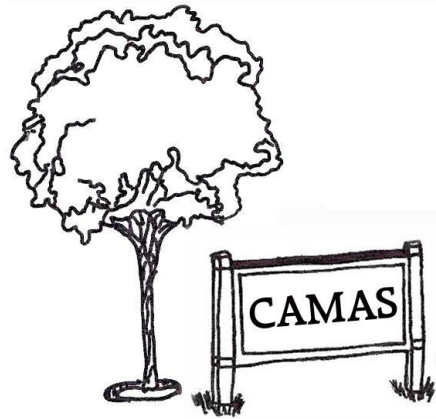
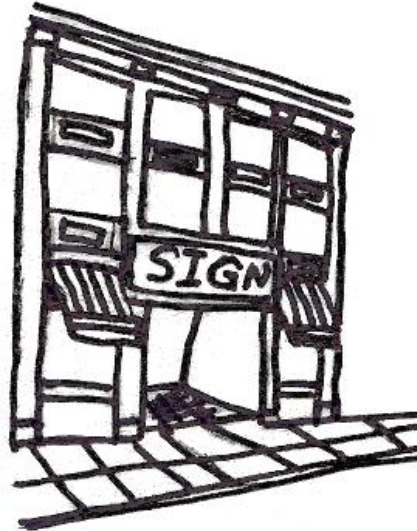


Exhibit 1.

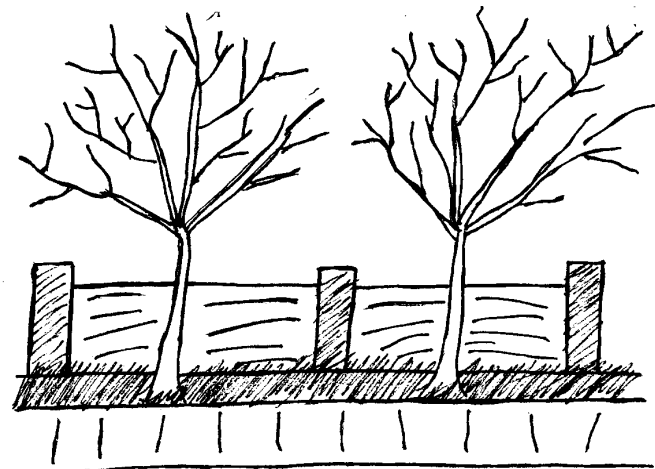


Exhibit 2.

Massing & Setbacks

- Massing and setbacks are major elements of a site plan. These elements have the greatest impact as to how the proposed development relates to the surrounding area and how individuals living and visiting the area interact with the development. Major components that define the character and quality of the proposed development include the size, scale, and placement of buildings, lot coverage, and traffic/pedestrian circulation.

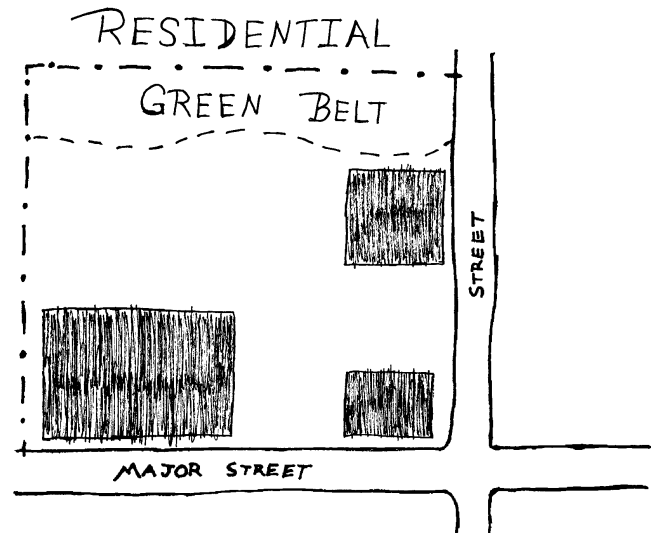


Exhibit 3.

- Higher density/larger structures abutting lower density residential structures should be designed to mitigate size and scale differences. In some cases, creating a natural buffer may be appropriate. (see exhibit 3)

Architecture

Few restrictions should be placed on the architecture and building materials used in the development. Instead, general guidelines are developed to identify the type of development desired:

- Buildings should have a “finished”, sound, durable, and permanent appearance. Use of panelized materials should be integrated into the development in a manner that achieves a seamless appearance. This would bring into question the use of corrugated materials, standing seam, T-1 11, or similar siding materials, unless it can be shown through the use of renderings or other visual applications that the use of these materials will produce a development with a high visual (or aesthetic) quality. The applicant and/or developer will be held accountable for ensuring that the finished development resembles and is in compliance with the submitted renderings as approved by the City.

- Placement of buildings should preserve significant natural features, such as rocks, trees, etc. In doing so, developers may make use of site variances such as adjusting setbacks. (see exhibit 4)
- Building walls or fences visible from roadways should be articulated in order to avoid a blank look. The wall can be broken up by including some combination of window/display space, plantings, offsetting walls with two-tone colors, or creating plazas, water features, art (civic, pop, etc.), awnings, or similar devices. (see exhibit 5)
- The use of bold colors should be avoided except when used as minor accents.

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.

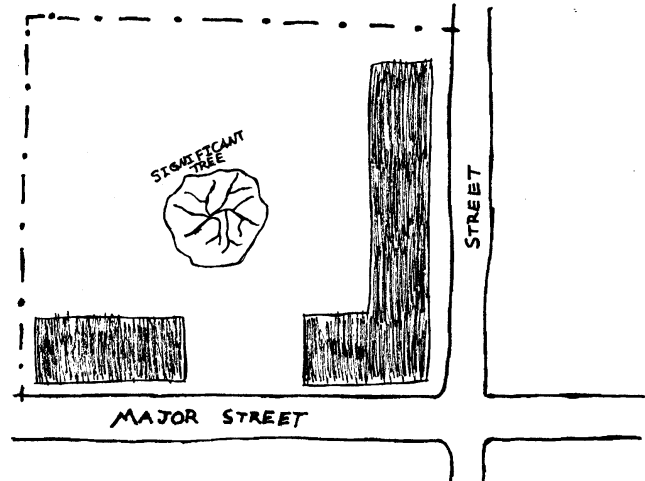


Exhibit 4.

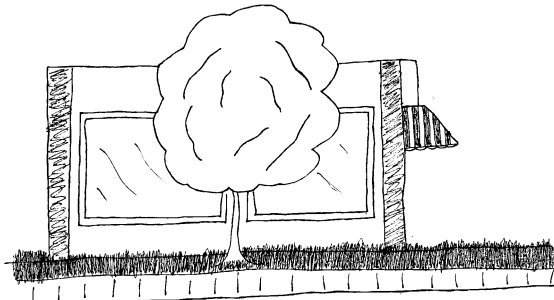


Exhibit 5.

GATEWAY PRINCIPLES & GUIDELINES

Gateways are entrances to the community. They portray an image of what one would expect to find as they venture throughout the community. They assist in orientation and communication of a sense of quality, civic pride, and history of the community. A gateway that is poorly planned (or developed) sends an adverse message as to what the rest of the community is like – whether accurate or not.

Two types of gateways are identified in this document as part of Camas' design review process:

Primary Gateways – distinguishable in that they encompass an entire corridor, whether several blocks or miles, and are primary entrances into the community. (see exhibit 6)

Secondary Gateways – are limited to a specific intersection (or node) and tend to be a secondary entry point into the community, but have the potential to become a primary gateway at some point in the future.

The Gateway design principles and guidelines are applied in addition to the other design review sections. They do not supercede or abolish other design review guidelines but instead work in concert. These principles and guidelines are created to ensure heightened attention is given to the development/redevelopment of properties located within the City's gateways.

Insert Map
Exhibit 6.

DESIGN PRINCIPLES

Design principles are developed with the intent of being applied throughout the gateway area regardless of the land use in question.

Gateways are special places within a city that help define the quality and character of the community. The elements that comprise a gateway shall be treated in a manner that calls attention to the fact that one has entered into the community. The following elements shall be addressed:

- Gateways shall be devoid of freestanding signs. Pre-existing freestanding signs will be subject to removal at the time of any new development, redevelopment, or major rehabilitation on the site. Exemptions include approved directional or community information signage as approved by the City.
- Business signage not placed on buildings shall be integrated into the landscaping/streetscaping of the subject property.
- Permanent signage within a gateway shall be standardized in a manner that creates a consistent look within the gateway in question.
- The surface of pedestrian walkways within intersections shall be accentuated with a unique character.
- A consistent streetscape lighting scheme shall be used.
- Where applicable (as determined by the City), sidewalks shall be separated from the roadway through the use of planter strips (to be no less than 30 inches wide).
- When applicable (as determined by the City), trees of no less than two inches in diameter shall be planted within planter strips at a spacing that creates the appearance of a continuous canopy at tree maturation.

DESIGN GUIDELINES

The design guidelines for Gateways are more stringently applied than those for other sections of the manual (e.g. commercial and multi-family). Guidelines that state a certain action “shall be adhered to” are strictly enforced. Guidelines that use more *suggestive* terminology such as “should” serve as a guide to meeting the overall intent. 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 demonstrate how it will mitigate and still meet the intent of the design principles/guidelines.

Landscaping & Screening

- Signage shall be on buildings or incorporated into the landscaping. Illumination of signs within landscaped areas shall be front-lit only, to keep the sign from being the main focus. The intent is to soften the visual impact as well as for the landscape not to be dominated by signage. (see exhibit 1)

Architecture

The type, scale, and placement of signage within a gateway can significantly effect the visual/sensory interpretation of the physical quality of the area. Gateways that appear to be littered with signage present a negative impression and an environment that individuals want to avoid.

- Freestanding signs are not allowed to be erected within Gateways.
- Permanent signage within gateways shall be standardized in terms of size, color, and materials.

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.

Circulation & Connections:

The streetscape and pedestrian movements are the elements of primary interest for gateway properties. Streetscaping assists in defining the physical character of the area and pedestrian movements. The following additional accentuators can help further define pedestrian paths.

- Trees and planting strips shall be used for separating vehicles and pedestrian movements, as well as provide a secure and pedestrian friendly environment. (see exhibit 7)
- Where applicable (as determined by the City), sidewalks shall be separated from the roadway through the use of planter strips or planter wells (to be no less than 30 inches wide). (see exhibit 7)
- Tree spacing will be determined by the species of trees planted. The desired effect is a visual appearance of a continuous foliage canopy at maturity or seven years after tree planting (which ever comes first). (See exhibit 7)
- Patterned pavers shall be used to define and accentuate pedestrian pathways within intersections. They include pattern stone, exposed aggregate (as long as it has a finished appearance), stamped concrete, or similar paving materials. (see exhibit 8)
- A consistent streetscape lighting scheme shall be used that portrays the primary development period, architecture characteristics, or predetermined theme as identified in a concept plan, sub-area plan, or master plan recognized by the City.

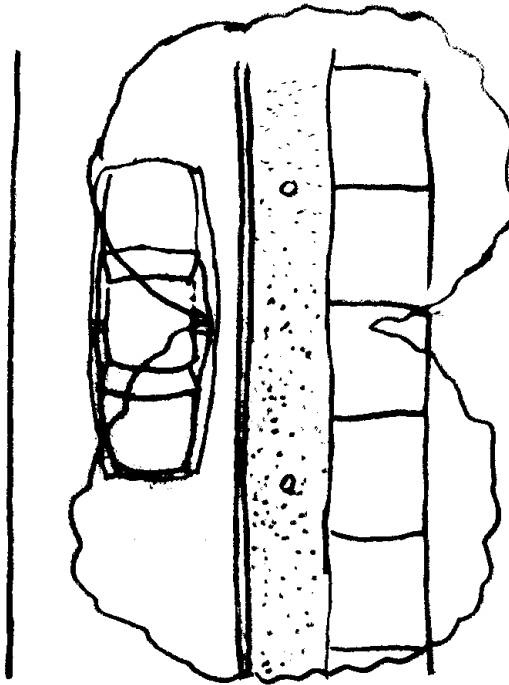


Exhibit 7.

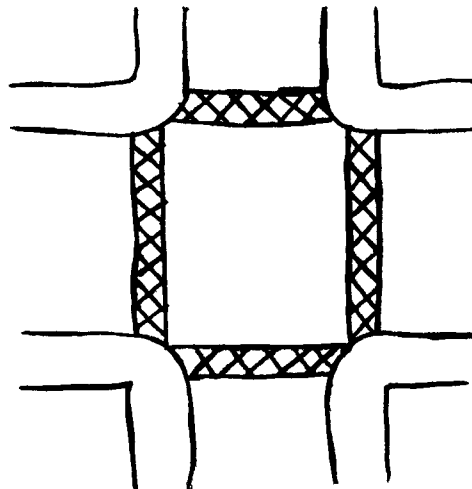


Exhibit 8.

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.

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)

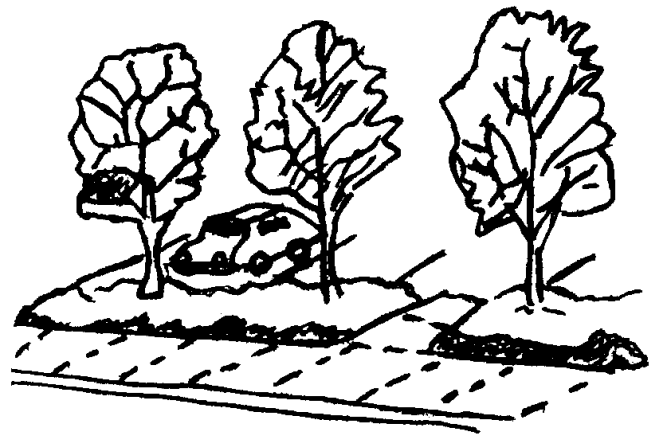


Exhibit 9.

- 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)

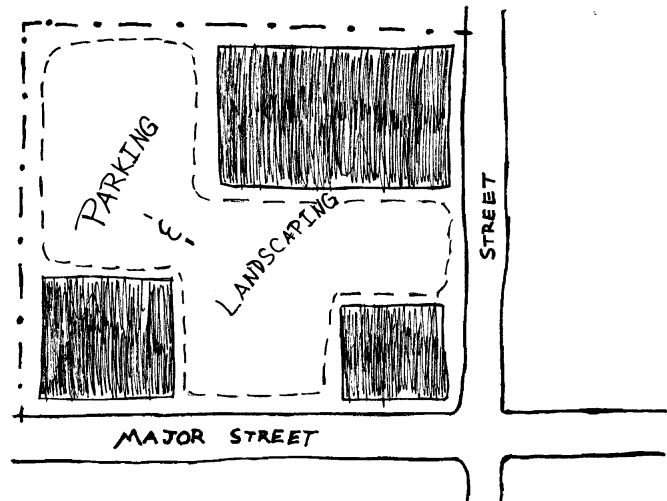


Exhibit 10.

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.

MULTI-FAMILY PRINCIPLES & GUIDELINES

Multi-Family structures vary significantly in form, scale, and function. Even a specific Multi-Family type (i.e. apartment building, townhouse, duplex, etc.) can vary in size and shape depending on the land use zone in question and site configuration. Therefore, a separate set of Design Review principles and guidelines have been developed for three separate multi-family structure categories:

Multi-Family Structures:

- └ Stacked Housing
- └ Townhome/Rowhouse
- └ Duplex/Tri-plex/Four-plex

The multi-family design principles and guidelines are intended to be applied to all new development, redevelopment (including change in use, e.g. commercial to multi-family), or major rehabilitation (exterior changes requiring a building permit), unless otherwise noted in each subsection of this chapter.

STACKED HOUSING

All structures that have separate living units located on top of one another are considered stacked housing. This includes garden apartments, flats, and low-, mid-, and high-rise structures. The principles and guidelines developed for this housing type are intended to be applied regardless of the underlying land use designation.

Design Principles

- All on-site parking areas shall be screened with landscaping. Parking spaces shall be clustered in small groups of no more than 6-10 spaces.
- Stacked houses abutting or located in single-family residentially zoned areas shall be designed to mitigate size and scale differences.
- Walls shall be articulated in order to avoid a blank look and to provide a sense of scale.
- Detached garages shall be located to the rear of stacked unit(s) so as not to be directly viewable from a public street.
- Attached garages shall account for less than 50% of the front face of the structure. Garages visible from the street shall be articulated by architectural features, such as windows, to avoid a blank look.

Design Guidelines

The design guidelines developed for stacked housing are intended to serve as a guide to the development community (or project proponent). 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.

Landscaping & Screening

A landscaping plan shall be submitted to the City that identifies:

- The vegetation to be utilized should encourage native, low maintenance plantings. Trees planted along streetscapes with overhead power lines should include only those identified on the City's Street Tree List. When possible, existing significant trees or other natural features that do not pose a hazard or hinder development should be required to remain and be incorporated into the landscaping and site plans.
- Landscape lighting should be low voltage, non-glare, and indirect. 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 or a nostalgic theme compatible with the proposed development is desired. 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)
- Green belts should be used to separate different uses whenever possible. (see exhibit 3)
- The vertical intensity of landscaping should increase as the height of the structure increases. With the exception of properties located in or abutting the Downtown Commercial (DC) zone, greater setbacks can be used to create a greater buffer and lessen the need for more intense vertical landscape materials.

Circulation & Connections

The following guideline is important to consider in terms of public safety or the perception thereof:

- Pathways define traffic/pedestrian movement. Buildings brought up to the public right-of-way help define these movements. Trees and/or planting strips shall be used for separating vehicles and pedestrian movements as well as providing a secure and pedestrian friendly environment.

TOWNHOMES & ROWHOUSES

Townhomes and rowhouses tend to be made up of several one to three story units that are attached (or connected) by a common wall. For the Design Review process, the Townhome/Rowhouse regulations address structures with two to five units attached by a common wall and configured in a townhouse style of structure. The principles and guidelines developed for this housing type are intended to be applied regardless of the underlying land use designation.

Design Principles

- All on-site parking areas (excluding driveways and garages) shall be screened with landscaping.
- Buildings shall be used to define the streetscape unless site conditions prove prohibitive.
- Structures abutting or located in single family residentially zoned areas shall be designed to mitigate size and scale differences when appropriate.
- Walls shall be articulated in order to avoid a blank look and to provide a sense of scale.
- Detached garages shall be located to the rear of the townhouse or rowhouse unit(s) so as not to be directly viewable from a public street.
- Attached garages shall account for less than 50% of the front face of the structure. Garages visible from the street shall be articulated by architectural features, such as windows, to avoid a blank look.

Design Guidelines

The design guidelines developed for townhomes and rowhouses are intended to serve as a guide to the development community (or project proponent).

Landscaping & Screening

A landscaping plan shall be submitted to the City that identifies:

- Green belts should be used to separate different uses or intensity of uses whenever possible. (see exhibit 3)
- The vertical intensity of landscaping should increase as the height of the structure increases. With the exception of properties located in or abutting the Downtown Commercial zone, greater setbacks can be used to create a greater buffer and lessen the need for more intense vertical landscape materials.

Circulation & Connections

The following guideline is important to consider in terms of public safety or the perception there of:

- Pathways define traffic/pedestrian movement. Buildings brought up to the public right-of-way help define these movements. Trees and/or planting strips shall be used for separating vehicles and pedestrian movements as well as providing a secure and pedestrian friendly environment.

DUPLEX, TRIPLEX, & FOUR-PLEX

Duplexes, triplexes, and four-plexes tend to be constructed to resemble single family homes. For the design review process, the Duplex/Triplex/Four-plex regulations address structures with two to four units attached by a common wall that are configured to resemble a single-family style of structure. The specific principles and guidelines developed for this housing type are mandatory and intended to be applied regardless of the underlying land use designation.

Design Principles

- Garages shall account for less than 50% of the front face of the structure. Garages visible from the street shall be articulated by architectural features, such as windows, to avoid a blank look.

Design Guidelines

Architecture

- Garages shall account for less than 50% of the front face of the structure. Garages visible from the street shall be articulated by architectural features, such as windows, to avoid a blank look.

DESIGN REVIEW CHECKLIST

The purpose of this sheet is to provide a simplified and expedited review of the design review principles and guidelines using objective review standards. The standards are intended as tool for the decision-maker in making findings that the proposal either achieves compliance with the intent of the principles or reasonably mitigates any conflict. When reviewing the check sheet, the proposal should as a whole “meet” the standards and thus be generally consistent with the overriding principles. [Compliance or non-compliance with any one standard is not a determinant. However, where several standards fail, they should be offset by standards that exceed other standards]

Specific Design Principles for Commercial and Mixed Uses

Exceeds	Meets	Fails	NA	
				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.
				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 development 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 development that place uses throughout the site (horizontal development) shall organize elements in a manner that minimizes its impacts 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 for Commercial and Mixed Uses

<i>Landscaping and Screening</i>				
Exceeds	Meets	Fails	NA	
				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.
				Intersection 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 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 environment.
				Commercial development 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.
<i>Massing and Setbacks</i>				
Exceeds	Meets	Fails	NA	
				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.
				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.
<i>Architecture</i>				
Exceeds	Meets	Fails	NA	
				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 use designations on adjacent sites do not allow more than three story development.
				Outdoor lighting should be hooded or shielded so as not to directly light adjoining or neighboring properties.
<i>Circulation & Connections</i>				
				Pathways define traffic/pedestrian movement. Building 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 street intersecting commercial properties should be designated to create a safe environment. "Coving" techniques and "round-a-bouts" should be considered for traffic calming when appropriate.