



## DESIGN REVIEW COMMITTEE MEETING AGENDA

Thursday, November 19, 2015, 5:00 PM

City Municipal Center, 616 NE 4th Avenue

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### I. CALL TO ORDER

### II. INTRODUCTIONS

### III. MEETING ITEMS

#### A. One Stop Mini Storage (DR15-03)

Details: Proposal to construct five mini storage buildings, one of which includes an office. The Design Review Committee (DRC) provides a recommendation to the decision maker that includes consideration of the general design review standards of Camas Municipal Code (CMC) Chapter 18.19 Design Review and the Design Review Manual (DRM).

Presenter: Lauren Hollenbeck, Senior Planner

Recommended Action: That the Design Review Committee (DRC) reviews the submitted materials, deliberates, and forwards a recommendation to the Director for a final decision.

 [Exhibit 1 Staff Report - One Stop Mini Storage \(DR15-03\)](#)

[Exhibit 2 Design Review Checklist](#)

[Exhibit 3 Camas Design Review Manual](#)

[Exhibit 4 Applicant's narrative](#)

[Exhibit 5 Site plans and elevations](#)

[Exhibit 6 Photo](#)

[Exhibit 7 Lighting specs](#)

[Exhibit 8 Lighting plan](#)

B. Valencia Short Plat (DR15-05)

Details: Proposal to construct three single family residential detached structures in the MF-18 zoning district. The Design Review Committee (DRC) provides a recommendation to the decision maker that includes consideration of the general design review standards of Camas Municipal Code (CMC) Chapter 18.19 Design Review and the Camas Design Review Manual (DRM).

Presenter: Lauren Hollenbeck, Senior Planner

Recommended Action: That the Design Review Committee (DRM) reviews the submitted materials, deliberates, and forwards a recommendation to the Director for a final decision.

 [Exhibit 1 Staff Report - Valencia Short Plat \(DR15-05\)](#)

[Exhibit 2 Design Review Checklist](#)

[Exhibit 3 Camas Design Review Manual](#)

[Exhibit 4 Applicant's Narrative](#)

[Exhibit 5 Site Plans](#)

[Exhibit 6 Landscape plan](#)

[Exhibit 7 Elevation drawings](#)

C. Parker Village Townhouse Design Review (DR15-06)

Details: The applicant is proposing to develop 60 lots into townhouse and live/work units. Design review is required for multi-family development.

Presenter: Robert Maul, Planning Manager

Recommended Action: Review the application, proceed through the design review checklist and provide a recommendation to staff for final decision.

 [Exhibit 1 Staff Report - Parker Village Townhomes \(DR15-06\)](#)

[Exhibit 2 Design Review Checklist](#)

[Exhibit 3 Camas Design Review Manual](#)

[Exhibit 4 Applicant's Design Review Checklist](#)

[Exhibit 5 Parker Village Design Review Manual Compliance Summary](#)

[Exhibit 6 Parker Village Narrative with maps and renderings](#)

[Exhibit 7 Multi-Family guidelines](#)

[Exhibit 8 Parker Village Lots 1-15 and 40-48](#)

[Exhibit 9 Parker Village Lots 16-39](#)

[Exhibit 10 Parker Village Lots 40-48 - fence detail NW Brady Road](#)

[Exhibit 11 Parker Village Lots 49-60](#)

#### IV. MISCELLANEOUS UPDATES

#### 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 One Stop Mini Storage**  
**City File No. DR15-03**  
 (Related Files: CUP08-01 and SPRV 15-06)

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**TO:** Design Review Committee

**FROM:** Lauren Hollenbeck, Senior Planner

**APPLICANT:** Laura Standridge, Standridge Design, Inc.

**LOCATION:** 3444 SE 2<sup>nd</sup> Ave  
 Parcel numbers 91045580, 91045578, 91045577, 91045584, 91045582,  
 719111000  
 Camas, WA 98607

**APPLICABLE LAW:** The application was submitted on July 27, 2015 and the applicable codes are those codes that were in effect at the date of application. Camas Municipal Code Chapters (CMC): Title 18 Zoning (not exclusively): CMC Chapter 17.21 Procedures for Public Improvements; CMC Chapter 18.19 Design Review; Camas Design Review Manual (2002); and CMC Chapter 18.55 Administration and Procedures; and RCW 58.17.

**BACKGROUND:**

One Stop Mini Storage received a Conditional Use permit (city file no. CUP08-01) to complete a phased expansion of their existing business. There are currently four buildings on the property constructed in previous phases. The applicant is currently seeking design review approval of the remaining phases which includes the construction of five buildings, one of which consists of an office, 19 parking stalls, security fencing and landscaping.

The project area is bordered on the north by a parking lot, on the east by SE Lechner Street, on the south by the Burlington Northern Santa Fe Railroad line, and on the west by single-family residences and two apartment buildings.

The majority of the property is located within the Regional Commercial (RC) zoning district and one of the parcels is located within the General Commercial (HC) zoning district in the City of Washougal. The project is also located at a gateway area to the City of Camas.

**PURPOSE:**

Design Review is required under CMC Chapter 18.19. Design review is not intended to determine the appropriate use on a parcel but rather review a proposed development for compliance with City codes and plans related to landscaping, architectural elevations and other elements relative to required improvements. The recommendations from the Design Review Committee (DRC) must consider the general design review standards (CMC Chapter 18.19.050.A and the Camas Design Review Manual "DRM" pages 4-7), along with the the specific standards for gateways (CMC Chapter 18.19.050.B and the

DRM pages 8-10) and commercial uses (CMC Chapter 18.19.050.C and the DRM pages 11-13); which are included in the enclosed Design Review Checklist.

**STANDARD, GATEWAY AND COMMERCIAL DESIGN PRINCIPLES AND GUIDELINES:**

The standard, gateway and commercial principles are required and must be demonstrated to have been satisfied in overall intent for design review approval. The standard design guidelines are developed to assist a project in meeting the established principles and each guideline should be adequately addressed. If the proposal cannot meet a specific guideline, then an explanation should be provided by the applicant as to why and how it will be mitigated to satisfy the intent of the design principles. The development guidelines include five major categories: 1) Landscaping and Screening, 2) Architecture, 3) Massing and Setbacks, 4) Historic & Heritage Preservation, and 5) Circulation and Connections. **The Design Review Checklist is enclosed to help guide the DRC in reviewing the standard design review principles and guidelines.**

**RECOMMENDATION:**

That the Design Review Committee reviews the submitted materials, deliberates, and forwards a recommendation to the Director for a final decision.



**DESIGN REVIEW CHECKLIST**  
**For One Stop Mini Storage DR15-03**

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]

**Standard Principles and Guidelines**

1. Landscaping should be done with a purpose. It should be used as a tool to integrate the proposed development into the surrounding environment.				
Exceeds	Meets	Fails	NA	
				Landscaping, including trees, shrubs, and vegetative groundcover, is provided to visually screen and buffer the use from adjoining less intense uses and screening parking or other components viewed as being less intrusive.
				Signs are located on buildings or incorporated into the landscaping so as not to be the main focus either during the day or night. (e.g. low signs with vegetative backgrounds to soften visual impact). If illuminated they shall be front lit. Efforts have been made to make signs vandal resistant.
				Outdoor furniture samples have been submitted consistent with the overall project design.
				Proposed fencing is incorporated into the landscaping so as to have little or no visual impact.
				The vegetation to be utilized includes native, low maintenance plantings. Trees planted along streetscapes with overhead power lines should include only those identified on the City's Tree List.
				Landscape lighting - low voltage, non-glare, indirect lighting is directed, hooded or shielded away from neighboring properties.
				Street lighting (poles, lamps) is substantially similar or architecturally more significant than other street lighting existing on the same street and will not conflict with any City approved street lighting plans for the street.
				Parking and building lighting is directed away from surrounding properties through the use of hooding, shielding, siting and/or landscaping.
2. All attempts should be made at minimizing the removal of significant natural features. Significant natural features should be integrated into the overall site plan.				
Exceeds	Meets	Fails	NA	
				Existing trees over 6" dbh that are not required to be removed to accommodate the proposed development are retained and incorporated into the landscape plan.
				Rock outcroppings, forested areas and water bodies are retained.

3. Buildings should have a “finished” look. Any use of panelized materials should be integrated into the development in a manner that achieves a seamless appearance.				
Exceeds	Meets	Fails	NA	
				Use of corrugated materials, standing seam, T-1 11, or similar siding materials are questionable, 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.
				Buildings walls or fences visible from roadways should be articulated in order to avoid a blank look. The walls 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.
				The use of bold colors has been avoided unless used as minor accents.
				Higher density/larger structures abutting lower density residential structures have been designed to mitigate size and scale differences. In some cases, creating a natural buffer may be appropriate.

### Specific Principles and Guidelines

Gateways				
Exceeds	Meets	Fails	NA	
				Gateways shall be devoid of free-standing signs. Preexisting freestanding signs will be subject to removal at the time of any new development, redevelopment, or major rehabilitation on the site.
				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.
				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.
				Trees and planting strips shall be used for separating vehicles and pedestrian movements, as well as provide a secure and pedestrian friendly environment.
				Tree spacing will be determined by the species of trees planted.
Commercial				
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.
				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.

				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.
				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.
				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.
				New streets intersecting commercial properties should be designed to create a safe environment. "Coving" techniques and "roundabouts" should be considered for traffic calming when appropriate.

# **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

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**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

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# PREFACE

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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."*

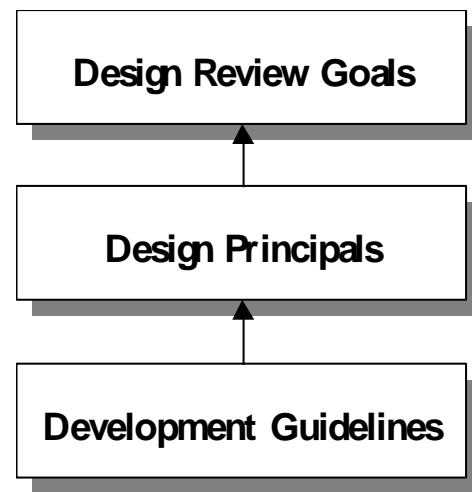
Design review, in the context of the City's mission statement, should aid in the preservation of our community's heritage; enhance our City's quality of life; guide us through the challenges of the future; preserve a healthy environment; promote economic growth; and enable citizens to participate in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

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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: <sup>a)</sup> Landscaping & Screening, <sup>b)</sup> Architecture, <sup>c)</sup> Massing & Setbacks, <sup>d)</sup> Historic & Heritage Preservation, and <sup>e)</sup> 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

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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.

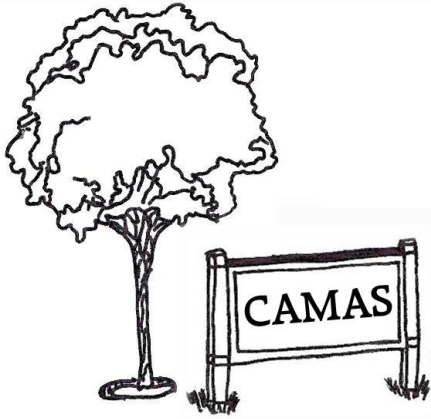
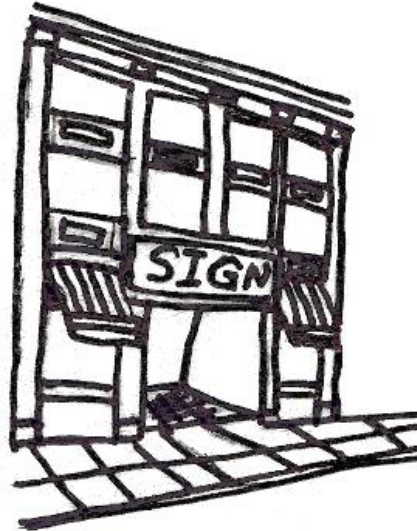
## STANDARD DESIGN GUIDELINES

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.

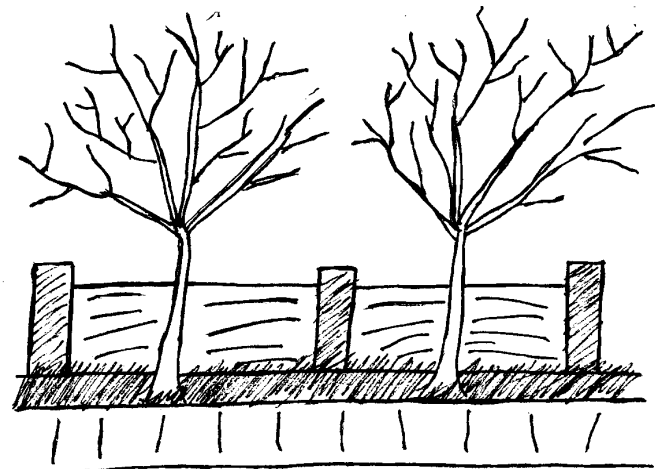
### ***Landscaping & Screening***

- 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.



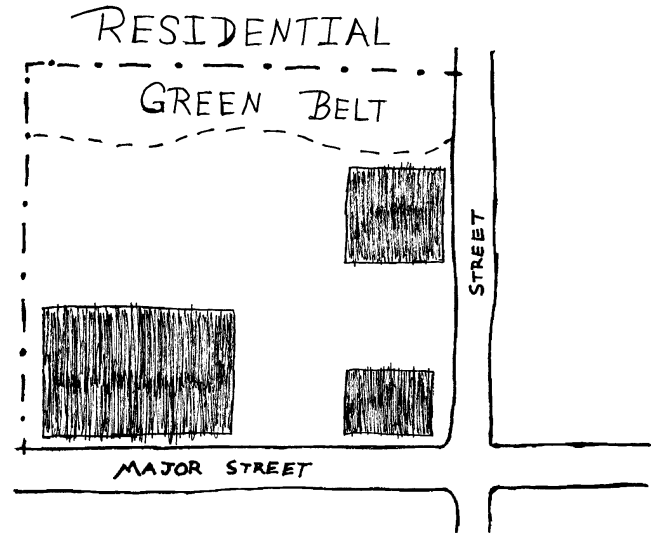
**Exhibit 1.**



**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

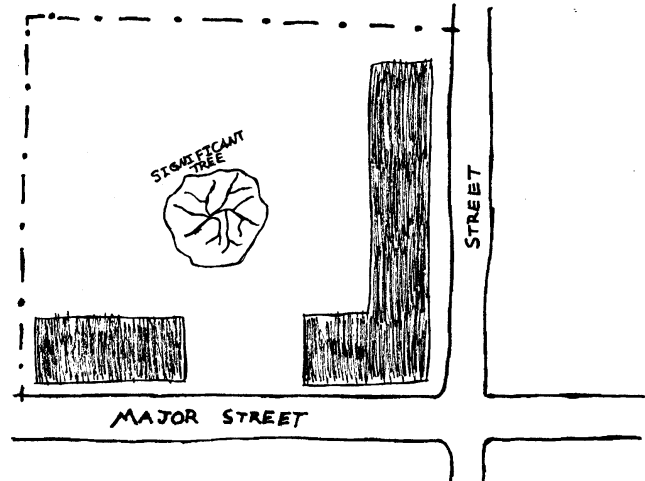
Few restrictions should be placed on the architecture and building materials used in the development. Instead, general guidelines are developed to identify the type of development desired:

- 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.

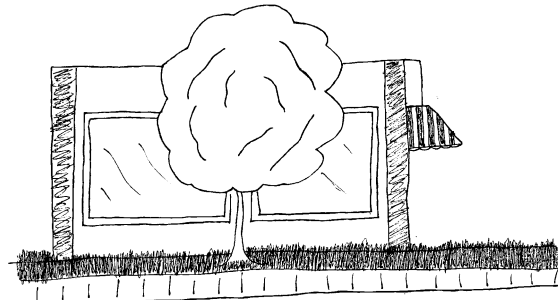
- Placement of buildings should preserve significant natural features, such as rocks, trees, etc. In doing so, developers may make use of site variances such as adjusting setbacks. (see exhibit 4)
- Building walls or fences visible from roadways should be articulated in order to avoid a blank look. The 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

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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.



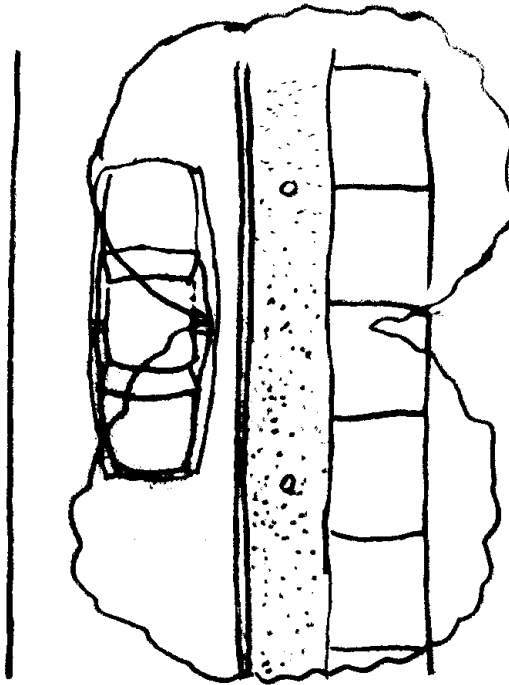
## ***Historic and Heritage Preservation:***

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.

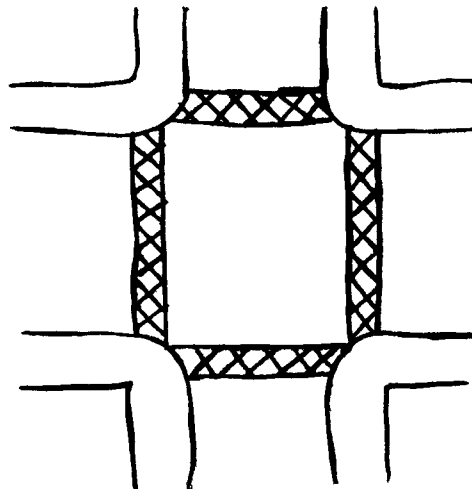
## ***Circulation & Connections:***

The streetscape and pedestrian movements are the elements of primarily 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

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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.

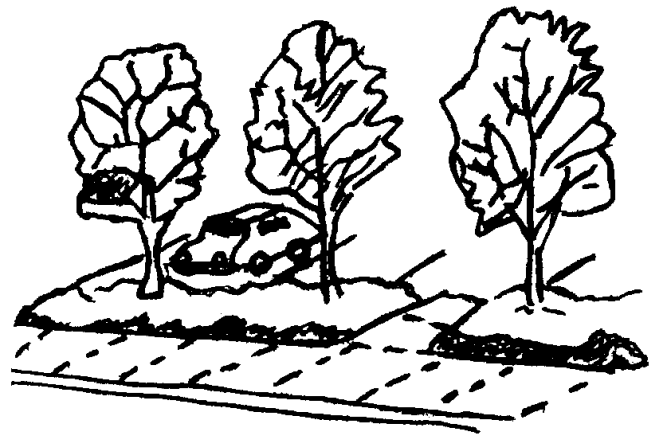
- On-site parking areas shall be placed to the interior of the development unless site development proves prohibitive. All required on-site parking areas along adjacent roadways shall be screened with landscaping.
- Buildings shall be used to define the streetscape unless site conditions prove prohibitive.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

## 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)



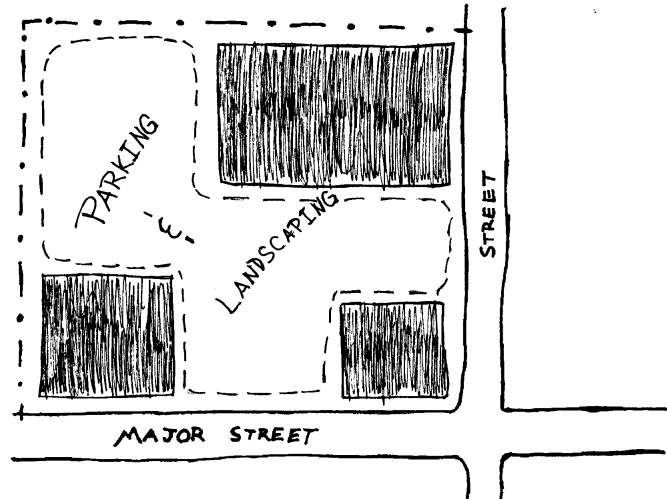
**Exhibit 9.**

- 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

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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 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.

## **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.



**I. DEVELOPMENT SUMMARY INFORMATION**

Owner:	OSMS, LLC Attn: Don Kitterman 811 NE 112 <sup>th</sup> Avenue, Suite 104 Vancouver, WA 98684
Applicant / Contact:	Standridge Design, Inc. Attn: Laura Standridge, PE 113 W. 7 <sup>th</sup> St., Ste 200 Vancouver, Washington 98660 (360) 852-1619
Request:	Site Plan and Design Review Approval
Location:	3444 SE 2 <sup>nd</sup> Avenue City of Camas and City of Washougal
Legal Description:	71911000, 91045573, 91045577, 91045578
Zoning Designation:	Camas - RC (Regional Commercial) Washougal – HC (Highway Commercial)

## II. PROPOSAL DESCRIPTION/REQUESTED LAND USE REVIEW

In 2008, the applicant requested Conditional Use approval to complete a phased expansion of their existing One Stop Mini Storage business. Phase 1, which included one building, has been completed pursuant to the approvals received. The applicant now requests site plan and design approval to construct Phases 2 thru 5, which will add five buildings to the existing facility, one of which will include an office. An existing single-family residence located on the property will be removed during Phase 5 to accommodate the completion of the project.

A detailed phasing plan is included in the plan set as sheet 4. The following is a summary of each phase:

Phase	Phase Area	Building Area	Paving Area	Landscape Area
1 (constructed)	21,459 sq. ft.	7,000 sq. ft.	12,349 sq. ft.	1,940 sq. ft.
2	1,700 sq. ft.	1,700 sq. ft.	0	0
3	8,641 sq. ft.	3,570 sq. ft.	4,735 sq. ft.	336 sq. ft.
4	20,919 sq. ft.	6,000 sq. ft.	9,433 sq. ft.	5,486 sq. ft.
5	13,294 sq. ft.	5,600 sq. ft.	3,040 sq. ft.	4,654 sq. ft.
TOTAL SITE	66,013 sq. ft.	23,870 sq. ft.	29,557 sq. ft.	12,416 sq. ft.

The site gently slopes from north to south. Portions of the site are located within a Critical Aquifer Recharge Area. A Level 1 Hydrogeologic Assessment was prepared for the development as part of the previous conditional use approval. The Assessment identified the use of pervious pavement for portions of the project within the wellhead protection of existing wells drilled near the property.

The project takes access from SE Lechner Street, and the public alley that runs through the project from SE 2<sup>nd</sup> Avenue. The One Stop Mini Storage facility is surrounded by undeveloped property to the north, residential properties to the east and west, and a BNSF railroad line to the south. Adjacent properties are zoned Regional Commercial (RC).

As previously demonstrated in the conditional use approval, the total floor area of new and existing buildings results in 89 average daily trips. This falls below the threshold for a traffic study.

As shown in this application, the proposal meets all applicable approval criteria.

## III. CONFORMANCE WITH CITY OF CAMAS MUNICIPAL CODE

### *Chapter 18.18 Site Plan Review*

**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 proposed development is consistent with the City of Camas Comprehensive Plan. This commercial project supports the development of a diverse economy, which highlighted in

the Comprehensive Plan as the City's land use philosophy. By permitting the expansion of an existing successful business, the City is encouraging and fostering economic development in an area designated for commercial development, consistent with Comprehensive Plan Policy LU-12.

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

RESPONSE: The project conforms with all applicable design and development standards, including the Gateway Area design principles and guidelines as documented in this narrative:

Density and Dimensions are outlined in CMC 18.09.030. In the RC zone, no minimum lot area, lot width, lot depth, setbacks, lot coverage or building height apply.

Landscaping will be provided per the standards of CMC 18.13.050. This includes 17% of the gross site area being landscaped. Plant materials have been chosen for compatibility with the proposed use as well as surrounding properties. Further discussion of landscaping is provided in response to design review criteria.

Parking standards are outlined in CMC 18.11.130. The proposed "Storage" use requires one parking space for every 1,000 square feet of gross floor area. A total of 18 spaces are proposed for the 16,870 square footage of floor area associated with Phases 2 thru 5, meeting this standard.

Parking areas will be landscaped in accordance with CMC 18.13.060. This includes perimeter landscaping and planter strips interior to the parking areas. One tree is provided for every three single-loaded parking stalls.

A wall sign is proposed for Building 2 adjacent to SE Lechner Street. In accordance with the standards of CMC 18.15, the wall sign will not exceed 10% of the wall area. The wall sign will include lettering mounted directly on the wall. Complimentary lettering colors will use the light tan building color as their background.

As a secure storage facility, fencing is a necessity for the project. Visitors enter the site from SE Lechner Street, and are able to park near the office. Beyond this point, the facility will be accessed through gated entrances leading to individual buildings. Fencing is proposed to best suit long-term maintenance and the needs of adjacent property owners. As shown on the landscape plan, existing chain link fencing will be retained along the northwestern property line. Chain link fencing will be provided along the southwestern property line adjacent to existing residential uses, working in tandem with the proposed landscaping to provide a visual barrier. Chain link fencing will form the site's southern boundary, providing security while maintaining visual access into the site.

*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 by the applicable regulations;*

RESPONSE: The proposed development will continue to take vehicular access from SE Lechner Street. Sanitary sewer and water will also be extended from available connections within SE Lechner Street. Stormwater will be infiltrated on-site.

- D. Adequate provisions are made for other public and private services and utilities, parks and trails;*

RESPONSE: All public and private improvements will be made in accordance with City of Camas Design Standards and/or applicable building codes. Therefore this criterion is met.

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

RESPONSE: All connections to public utilities will be made according to City Design Standards, facilitating long-term maintenance.

- F. All relevant statutory codes, regulations, ordinances and compliance with the same.*

RESPONSE: Through this narrative and associated application materials, the applicant has demonstrated compliance with all applicable codes, regulations and ordinances.

#### *Chapter 18.19 Design Review*

##### *18.19.050.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: Landscaping has been incorporated into the project design with specific purpose. The first is to provide an attractive streetscape along SE Lechner Street. Oak and cedar trees with an understory of David's viburnum will provide year-round visual interest along the street. Vision clearance at the entrance to the site is maintained by transitioning to lawn.

Landscape islands are proposed within the onsite parking areas to provide screening. These islands are generally provided at the required ratio and design standard. However, an enhanced island is located immediately in front of the office building to signify arrival at the entrance to the development. Landscaping is also provided around the office building and along the pedestrian pathways.

Screening is designed to accommodate the needs of adjacent uses as well as long-term maintenance. Where the development adjoins existing residential use, evergreen trees and shrubs are proposed to create a permanent visual barrier. Where the development adjoins the BNSF railroad right-of-way, lawn and Heavenly Bamboo will create an evergreen, low-maintenance screen that also provides fall color.

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 site is partially located within a Critical Aquifer Recharge Area. Given this natural feature, pervious pavement has been incorporated into the overall site plan.

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

RESPONSE: The proposed modular storage buildings are designed for durability specific to the climate of the Pacific Northwest. They utilize galvanized structural steel, standing-seam steel roofing and paint formulated for long-term viability. All fasteners are concealed within the framing unit to provide a seamless visual appearance and ensure safety. The exterior finishes will match the existing buildings onsite.

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

RESPONSE: The proposed development is an expansion of an existing successful business. Incorporating existing architectural style will create consistency and enhance the site-specific sense of place.

18.19.050.B *Specific Principles*

1. *Gateways*

- a. *Gateways shall be devoid of freestanding signs. Preexisting freestanding signs will be subject to removal at the time of any new development, redevelopment, or major rehabilitation on the site. Exemptions include approved directional or community information signage as approved by the city.*

RESPONSE: No freestanding signs are proposed, therefore this principle is met.

- b. *Business signage not placed on buildings shall be integrated into the landscaping/streetscaping of the subject property.*

RESPONSE: Signage is proposed on the wall of Building 2 adjacent to SE Lechner Street. No freestanding signage is proposed.

- c. *Permanent signage within a gateway shall be standardized in a manner that creates a consistent look within the gateway in question.*

RESPONSE: Signage will be placed on the Building 2 wall facing SE Lechner Street, consistent with the gateway principles.

- d. *The surface of pedestrian walkways within intersections shall be accentuated with a unique character.*

RESPONSE: There are no intersections within or near the subject site; therefore this criterion is not applicable.

- e. A consistent streetscape lighting scheme shall be used.*

RESPONSE: Streetscape improvements along SE Lechner Street have been completed as part of Phase 1, therefore this criterion does not apply.

**2. Commercial and Mixed Uses**

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

RESPONSE: The nature of the self-storage business proves difficult for providing interior parking. For security reasons, it is necessary to have parking for potential customers outside the gated, secured area. Recognizing this as a challenge, the proposed site plan includes a robust landscaping plan along SE Lechner Street to screen the parking located outside the secure gate.

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

RESPONSE: As previously noted, the nature of the self-storage business – one which requires customers to enter the site before approaching the office or the security gate – makes it impossible for the buildings to define the streetscape. Instead, a robust landscape plan is proposed along SE Lechner Street between the right-of-way and the building.

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

RESPONSE: The subject site and surrounding properties are zoned for commercial development. Pre-existing residential uses abut the site. Compatibility with these uses is important and has been considered in the site design. Visual impact of the proposed commercial use is minimized through the use of single-story buildings, as well as fencing and landscaping.

- 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 development contains a single use; therefore this criterion is not applicable.

- 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: The proposed development is not mixed-use; therefore this criterion is not applicable

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

RESPONSE: The tan walls are broken up with blue doors. The color variation avoids a blank look. Facing Lechner Street, stone wainscoting will provide additional variation. The office building facing Lechner Street will also feature a timber-framed entrance providing a Northwest theme and sense of scale.

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

RESPONSE: Outdoor lighting associated with the development will be shielded to prevent trespass off-site.

#### **IV. CITY OF CAMAS DESIGN REVIEW MANUAL**

##### *Standard Design Guidelines*

##### *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.*

RESPONSE: Landscaping has been incorporated into the project design with specific purpose. The first is to provide an attractive streetscape along SE Lechner Street. Oak and cedar trees with an understory of David's viburnum will provide year-round visual interest along the street. Vision clearance at the entrance to the site is maintained by transitioning to lawn.

Landscape islands are proposed within the onsite parking areas to provide screening. These islands are generally provided at the required ratio and design standard. However, an enhanced island is located immediately in front of the office building to signify arrival at the entrance to the development. Landscaping is also provided around the office building and along the pedestrian pathways.

Screening is designed to accommodate the needs of adjacent uses as well as long-term maintenance. Where the development adjoins existing residential use, evergreen trees and shrubs are proposed to create a permanent visual barrier. Where the development adjoins the BNSF railroad right-of-way, lawn and Heavenly Bamboo will create an evergreen, low-maintenance screen that also provides fall color.

*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.*

RESPONSE: Signage will be located on the façade of Building 2 in compliance with these standards.

*Outdoor furnishings, when used, should be compatible with the immediate environment.*

RESPONSE: No outdoor furnishings are proposed; therefore this criterion is not applicable.

*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.*

RESPONSE: As a secure storage facility, fencing is a necessity for the project. Visitors enter the site from SE Lechner Street, and are able to park near the office. Beyond this point, the facility will be accessed through gated entrances leading to individual buildings. Fencing is proposed to best suit long-term maintenance and the needs of adjacent property owners. As shown on the landscape plan, existing chain link fencing will be retained along the northwestern property line. Chain link fencing will be provided along the southwestern property line adjacent to existing residential uses, working in tandem with the proposed landscaping to provide a visual barrier. Chain link fencing will form the site's southern boundary, providing security while maintaining visual access into the site.

*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.*

RESPONSE: Landscape materials are proposed that are low-maintenance and provide for the long-term integrity of the site design. Street trees were provided along SE Lechner Street as part of Phase 1 of the project.

*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.*

RESPONSE: No landscape or street lighting is proposed as part of this project, therefore this standard is not applicable.

#### *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.*



RESPONSE: The placement of buildings within the proposed site plan is driven by the need for security. The storage buildings are located beyond secure gates accessed only by staff and customers with appropriate authorization. Visitors to the property must first check-in at the office. Therefore, the office and a small number of parking spaces must be available prior to entering the secure areas of the site. A driveway entrance off SE Lechner Street provides access to the office and parking. This is screened by a large landscaped area to the south of the driveway along SE Lechner Street.

Beyond the need for site security, existing circulation patterns within the site, as well as the unique lot dimensions have guided the building layout. The layout accommodates landscape buffers that provide transitions between the street, existing and proposed on-site development and adjacent uses.

*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.*

RESPONSE: The subject site and surrounding properties are zoned for commercial development. Pre-existing residential uses abut the site. Compatibility with these uses is important and has been considered in the site design. Visual impact of the proposed commercial use is minimized through the use of single-story buildings, as well as fencing and landscaping.

#### *Architecture*

*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.*

RESPONSE: The proposed modular storage buildings are designed for durability specific to the climate of the Pacific Northwest. They utilize galvanized structural steel, standing-seam steel roofing and paint formulated for long-term viability. All fasteners are concealed within the framing unit to provide a seamless visual appearance and ensure safety. The exterior finishes will match the existing buildings onsite.

Stone wainscoting will be used in the façade of building 2 and building 3, visible from SE Lechner Street. The office portion of building 3 will include a timber truss framework for its entry.

*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.*

RESPONSE: No significant natural features are located onsite, therefore no variances are requested.

*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.*

RESPONSE: The wall of Building 2 adjacent to SE Lechner Street will include a sign identifying the enterprise name and contact information. This wall will also include a non-operable door panel with trim allowing potential customers to see the type of security provided. Stone wainscoting will provide visual interest.

*The use of bold colors should be avoided except when used as minor accents.*

RESPONSE: Building colors will match the building constructed during Phase 1 of the project. An image of this building is included as Appendix H. The walls will be light tan and the doors, roof and trim will be "Hawaiian Blue". Stone wainscoting will provide visual interest along the façade adjacent to SE Lechner Street.

#### *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 project name takes into account the heritage of the area. The site is located to the South of the "One Stop Shopping Center", which is a neighborhood destination. The project expands and continues to use the name of "One Stop Mini Storage".

#### *Gateway Design 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.*

RESPONSE: Signage will be mounted on the eastern wall of Building 2. The sign will include lettering utilizing the wall face as it's background. No illumination will be provided. The sign will not dominate the landscape, therefore this guideline is met.

##### *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.*

RESPONSE: A wall-mounted sign will be located on the eastern side of Building 2.

*Freestanding signs are not allowed to be erected within Gateways.*

RESPONSE: No freestanding signs are proposed, therefore this guideline is met.

*Permanent signage within gateways shall be standardized in terms of size, color, and materials.*

RESPONSE: The sign proposed for the eastern side of Building 2 will include letters directly mounted to the building wall. Colors will be complimentary with the light tan backdrop.

#### *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 project name takes into account the heritage of the area. The site is located to the South of the "One Stop Shopping Center", which is a neighborhood destination. The project expands and continues to use the name of "One Stop Mini Storage".

#### *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.*

RESPONSE: Street improvements to SE Lechner were completed as part of Phase 1 of the project. A large landscaped area with oak and cedar trees, as well as shrubs, will be located along the street to provide visual interest for motorists and pedestrians.

*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).*

RESPONSE: Street improvements were completed along SE Lechner Street as part of Phase 1. This guideline was previously achieved.

*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).*

RESPONSE: Street improvements were completed along SE Lechner Street as part of Phase 1. This guideline was previously achieved.

*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.*

RESPONSE: There are no intersections within or near the subject site; therefore this criterion is not applicable.

*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.*

RESPONSE: Street lighting is not proposed; therefore this criterion is not applicable.

#### *Commercial & Mixed-Use Guidelines*

##### *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.*

RESPONSE: As shown on the site plan, parking areas are clustered in small groups within the site. Four parking spaces are provided adjacent to the office outside the security gates. The remaining required spaces are located beyond the gate. Consistent with City Code requirements, one landscape island is proposed for every three parking spaces. This landscaping is included in the total site landscaped area.

*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.*

RESPONSE: The proposed development is a single business, therefore no community kiosk is proposed.

##### *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.*

RESPONSE: The placement of buildings within the proposed site plan is driven by the need for security. The storage buildings are located beyond secure gates accessed only by staff and customers with appropriate authorization. Visitors to the property must first check-in at the office.

Therefore, the office and a small number of parking spaces must be available prior to entering the secure areas of the site. A driveway entrance off SE Lechner Street provides access to the office and parking. This is screened by a large landscaped area to the south of the driveway along SE Lechner Street.

Beyond the need for site security, existing circulation patterns within the site, as well as the unique lot dimensions have guided the building layout. The layout accommodates landscape buffers that provide transitions between the street, existing and proposed on-site development and adjacent uses.

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

RESPONSE: The subject site and surrounding properties are zoned for commercial development. Pre-existing residential uses abut the site. Compatibility with these uses is important and has been considered in the site design. Visual impact of the proposed commercial use is minimized through the use of single-story buildings, as well as fencing and landscaping.

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

RESPONSE: The majority of parking proposed for the site is located within the interior of the development. Given the security needs associated with a mini-storage business, the office and a small number of parking spaces must be available prior to entering the secure areas of the site. A driveway entrance off SE Lechner Street provides access to the office and parking. This is screened by a large landscaped area to the south of the driveway along SE Lechner Street.

#### *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).*

RESPONSE: The subject site and surrounding properties are zoned for commercial development. Pre-existing residential uses abut the site. Compatibility with these uses is important and has been considered in the site design. Visual impact of the proposed commercial use is minimized through the use of single-story buildings, as well as fencing and landscaping.

*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: Two story buildings are not proposed; therefore this criterion is not applicable.

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

RESPONSE: All outdoor building lighting will be shielded to prevent trespass onto adjacent property.

#### *Circulations & 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.*

RESPONSE: In order to create a pedestrian-friendly environment, a landscape area is proposed between the pedestrian way along SE Lechner Street and the drive aisle and parking located within the site.

*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: New streets are not proposed; therefore this criterion is not applicable.

## **V. CONCLUSION**

The applicant has met the burden of proof for Site Plan and Design Review. The proposal meets all relevant criteria.



# ONE STOP MINI STORAGE

CAMAS, WASHINGTON

PREPARED BY  
**STANDRIDGE  
DESIGN**  
PLANNING | ENGINEERING  
C 360.852.1619 F 888.750.4981  
JL PO Box 643 Vancouver, WA 98666  
www.StandridgeInc.com

## SITE DATA:

### LOCATION

3444 SE 2ND AVENUE  
CAMAS, WA 98607

### PARCELS

91045573, 91045586, 91045577, 91045584, 91045582,  
91045580, 91045578 & 71931000

### ZONING

CAMAS: REGIONAL COMMERCIAL (RC)  
WASHOUGAL: HIGHWAY COMMERCIAL (CH)

### COMPREHENSIVE PLAN

CAMAS: COMMERCIAL  
WASHOUGAL: GENERAL COMMERCIAL

### BENCHMARK

BENCHMARK FOR THE PROJECT IS A BRASS CAP IN MONUMENT  
BOX STAMPED " LACAMAS-21 " LOCATED AT THE INTERSECTION  
OF " C " STREET AND 6TH STREET ELEVATION 47.14 FEET.

### PROJECT AREA

44,554 SF

## VICINITY MAP:



PREPARED FOR:

REV. DATE DESCRIPTION

COVER SHEET

PROJECT NO.: KTT001  
DESIGN BY: CDB  
REVIEWED BY: LKS  
DATE: 10/19/2015

SHEET

OSMS, LLC  
3444 SE 2ND AVENUE, CAMAS, WA 98607  
PHONE: 360.567.0294

ONE STOP MINI STORAGE  
CITY OF CAMAS, WA

## TEAM MEMBERS:

### DEVELOPER/BUILDER

DON M. KITTERMAN  
813 NE 127TH AVENUE, SUITE 104  
VANCOUVER, WA 98684  
PHONE: 360.567.0294

### SURVEYOR

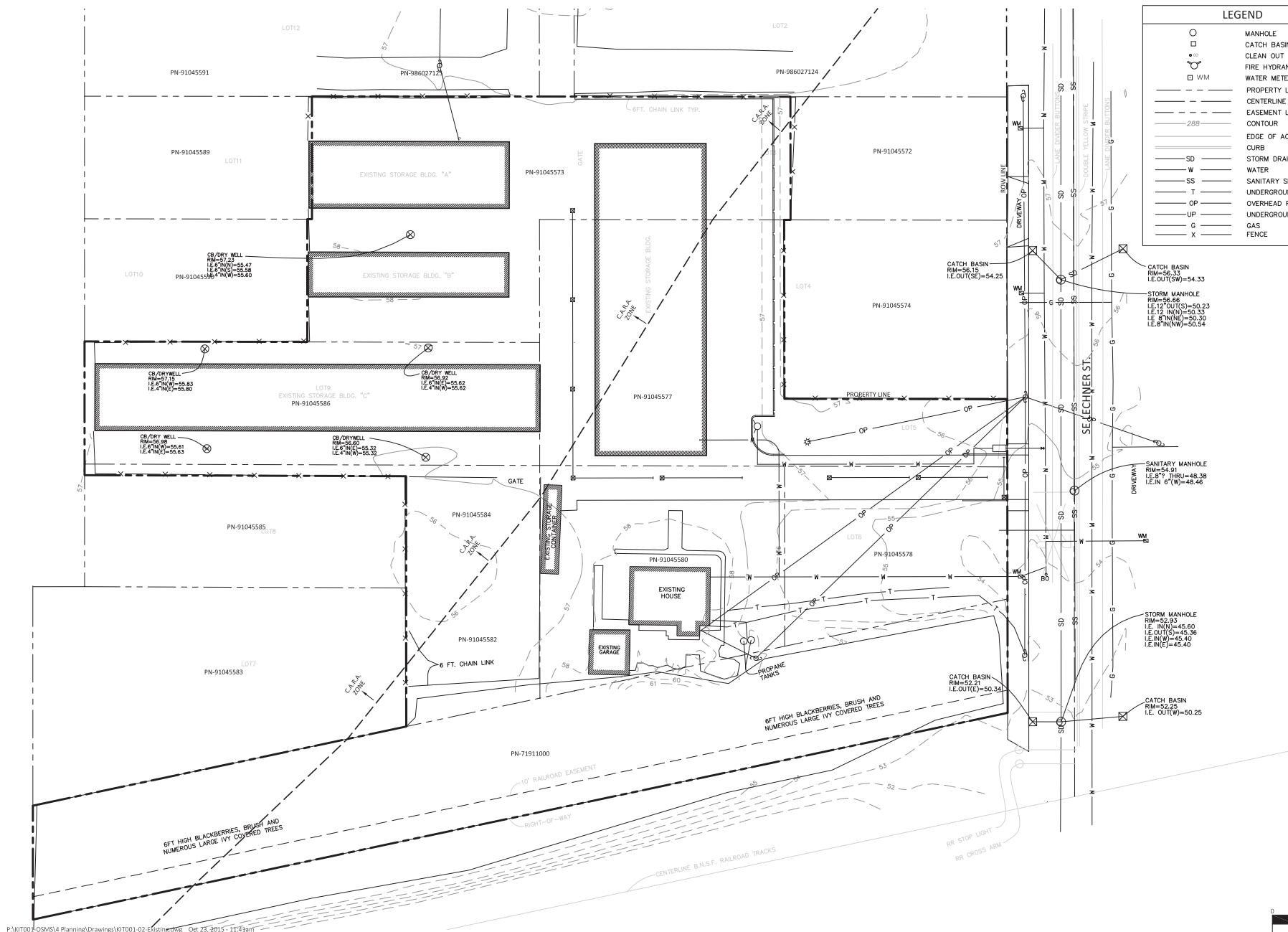
ROUSE SURVEYING, INC.  
4900 NE 229TH ST.  
RIDGEFIELD, WA 98642  
PHONE: 360.687.4006  
CONTACT: TIM ROUSE

### PLANNER/CIVIL ENGINEER

STANDRIDGE DESIGN, INC  
P.O. BOX 643  
VANCOUVER, WA 98666  
PHONE: 360.852.1619  
CONTACT: LAURA STANDRIDGE

## SHEET INDEX:

- 01 COVER SHEET
- 02 EXISTING CONDITIONS PLAN
- 03 CIRCULATION PLAN
- 04 SITE AND PHASING PLAN
- 05 UTILITY AND GRADING PLAN
- 06 LANDSCAPE PLAN
- 07 LANDSCAPE NOTES AND DETAILS
- 08 BUILDING ELEVATIONS & SIGN DETAIL
- L1 LIGHTING PLAN



LEGEND	
	MANHOLE
	CATCH BASIN
	CLEAN OUT
	FIRE HYDRANT
	WATER METER
	PROPERTY LINE/LOT LINE
	CENTERLINE
	EASEMENT LINE
	CONTOUR
	EDGE OF AC OR GRAVEL
	CURB
	STORM DRAIN
	WATER
	SANITARY SEWER
	UNDERGROUND TELEVISION
	OVERHEAD POWER
	UNDERGROUND POWER
	GAS
	FENCE

PREPARED BY:  
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PREPARED FOR:  
**OSMS, LLC**  
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 PHONE: 360.567.0294

REV.	DATE	DESCRIPTION

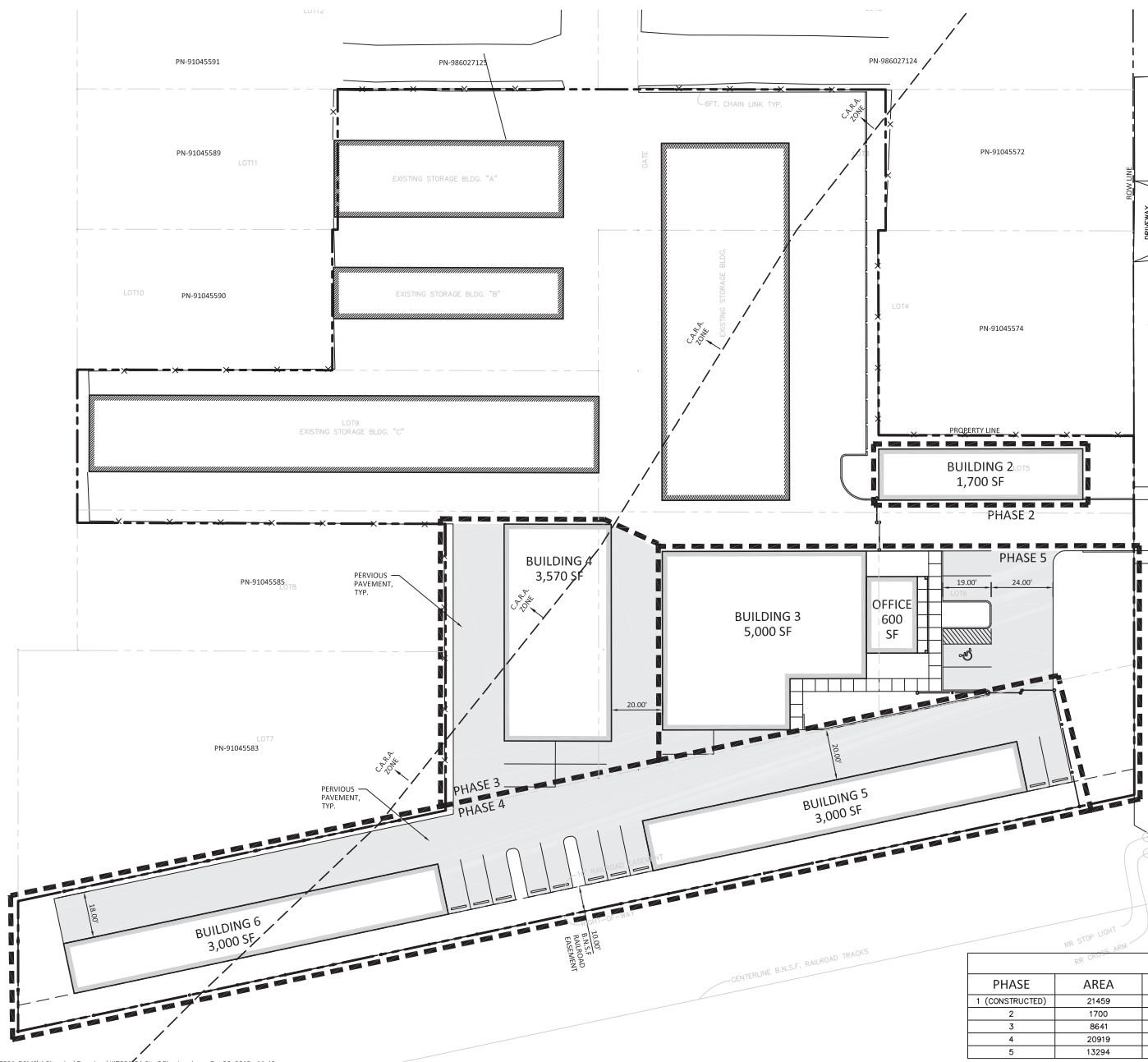
EXISTING CONDITIONS PLAN

PROJECT NO.: KTT001  
 DESIGN BY: CDB  
 REVIEWED BY: LKS  
 DATE: 10/19/2015

SHEET

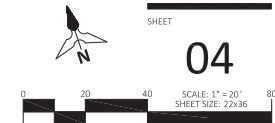






LEGEND		
EXISTING	PROPOSED	DESCRIPTION
		MANHOLE
		CATCH BASIN
		CLEAN OUT
		FIRE HYDRANT
		WATER METER
		PROPERTY LINE/LOT LINE
		CENTERLINE
		EASEMENT LINE
		CONTOUR
		EDGE OF AC OR GRAVEL
		CURB
		STORM DRAIN
		WATER
		SANITARY SEWER
		UNDERGROUND TELEVISION
		OVERHEAD POWER
		UNDERGROUND POWER
		GAS
		FENCE

AREA TABLE				
PHASE	AREA	BLDG. SF	PAVING SF	LANDSCAPE SF
1 (CONSTRUCTED)	21459	7000	12349	1940
2	1700	1700	0	0
3	8641	3570	4735	336
4	20919	6000	9433	5486
5	13294	5600	3040	4654



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**OSMS, LLC**  
3444 SE 2ND AVENUE, CAMAS, WA 98607  
PHONE: 360-567-0294

REV.	DATE	DESCRIPTION

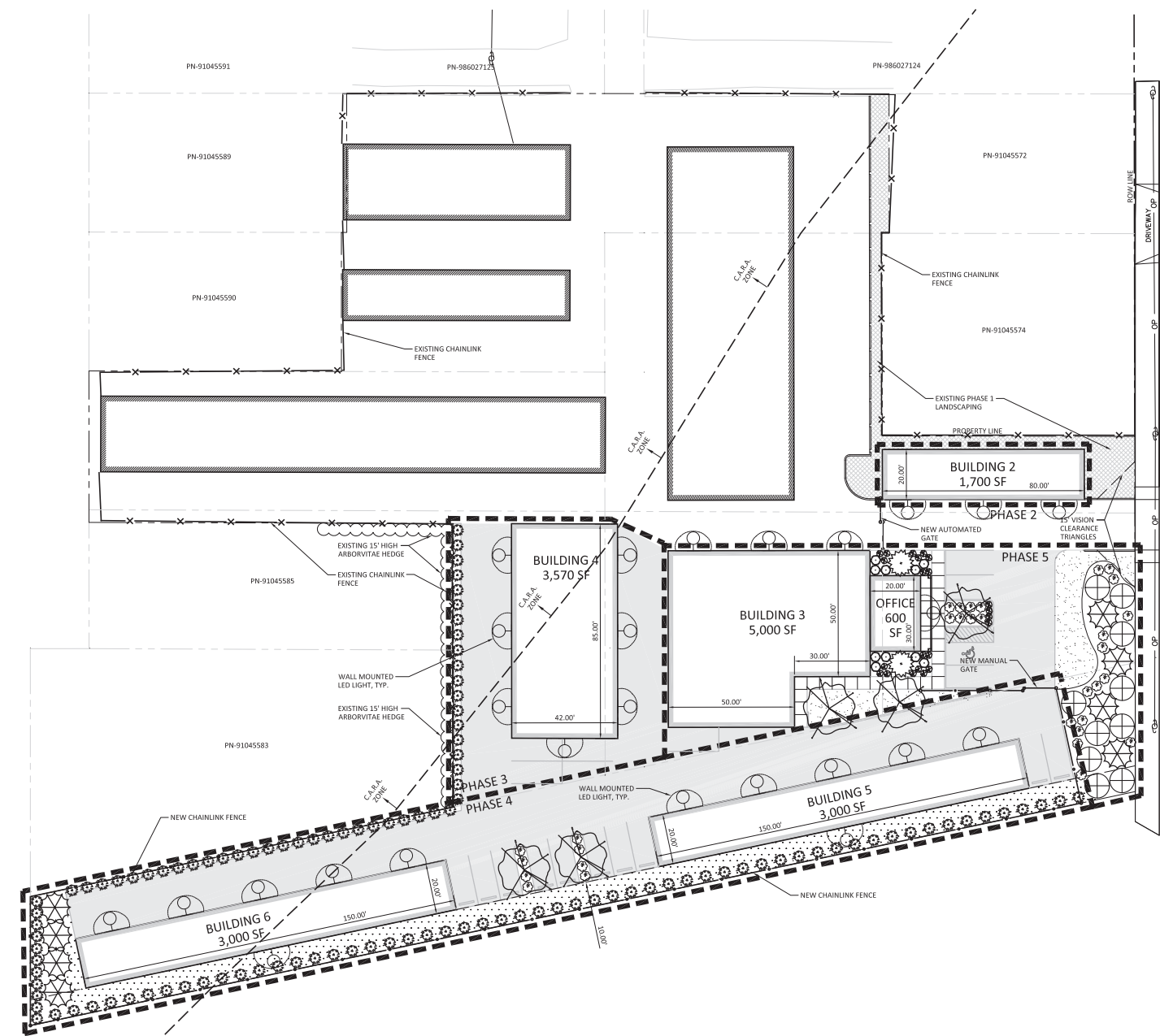
SITE AND PHASING PLAN

ONE STOP MINI STORAGE  
CITY OF CAMAS, WA

PROJECT NO.: KIT001  
DESIGN BY: CDB  
REVIEWED BY: LKS  
DATE: 10/19/2015

SHEET





PLANT LIST:				
SYM.	QTY.	LATIN NAME/ Common Name	SIZE	SPACING

#### GROUNDCOVER & PERENNIALS

		FINE LAWN	Seed	
		See Specifications - 100% Coverage is Required		
		ROUGH SEED GRASS		
		See Specifications for Seed Mix - 100% Coverage is Required		

PLANT LIST:				
SYM.	QTY.	LATIN NAME/ Common Name	SIZE	SPACING

#### SHRUBS

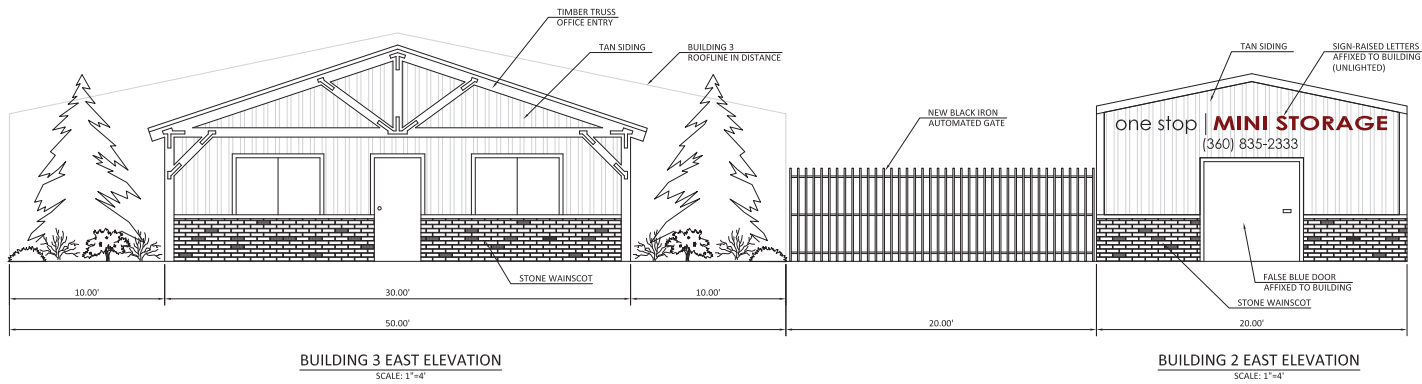
22	NASSELLA TENUISSIMA	3 gal.	2' o.c.
31	Mexican Feather Grass	3 gal.	4' o.c.
10	David's Viburnum	5 gal.	10' o.c.
10	VIBURNUM PLICATUM TOMENTOSUM 'MARIESI'	3 gal.	3' o.c.
112	NANDINA DOMESTICA 'MOYERS RED'	6-7' ht. As shown	
	'Moyers Red' Heavenly Bamboo		
	THUJA OCCIDENTALIS 'SMARAGD'		
	Emerald Green Arborvitae		

PLANT LIST:				
SYM.	QTY.	LATIN NAME/ Common Name	SIZE	SPACING

#### TREES

5	QUERCUS ROBUR VAR. FASTIGIATA	2" cal.	As shown
	Skyrocket Oak		
8	CALOCEDRUS DECURRENS	6-7' ht. As shown	
	Incense Cedar		
2	CHAMAECYPARIS NOOTKATENSIS	4' ht. As shown	
	Weeping Alaskan Cedar		

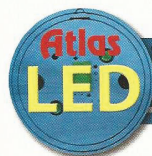
REV.	DATE	DESCRIPTION



REV.	DATE	DESCRIPTION







## 27 Watt LED Wall Light



**Replaces up to 100W MH**

### WLSG27LED

Lumens: 1660  
Watts: 27.75

Lumens/Watt: 59  
CRI: 68

### LED info

Atlas LED provides higher lumen output, greater energy efficiency and more reliable fixture performance. All Atlas LED modules are manufactured with an Epoxy Guard™ conformal coating which reduces the chance of future corrosion.

Atlas' LEDs operate at 4100K CCT providing a natural white light similar to that of moonlight.

Delivers 70% or greater of initial lumens at 60,000 hours

### Driver

Constant current, Class 2, 120-277 VAC, 50-60 Hz

High Efficiency ~ 90%

### Construction

Traditional fixture designs provide a familiar look and standard installation requirements. Retaining this look allows the ability to upgrade fixtures gradually, while retaining the same overall fixture appearance throughout a facility.

### Optics

Lens assembly is designed to provide high efficiency and to target the light needed to satisfy outdoor lighting requirements.

### Glare Free

Positioning of the LEDs results in the light being directed to desired locations eliminating glare and offensive light.

### Thermal Management

Atlas' exclusive Thermal Stacking Technology™ system features a unique internal design that allows for lower operating temperatures which results in a brighter, whiter light, more stable color and longer LED and driver life.

### Patent Pending

Atlas wall lights are protected by patents pending in US, Canada, China, Mexico and 140 other countries

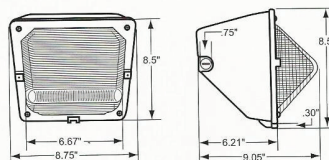
### Dimensions and Specifications:

**Overall Height:** 8.5" (21.59 cm)

**Overall Width:** 8.75" (22.225 cm)

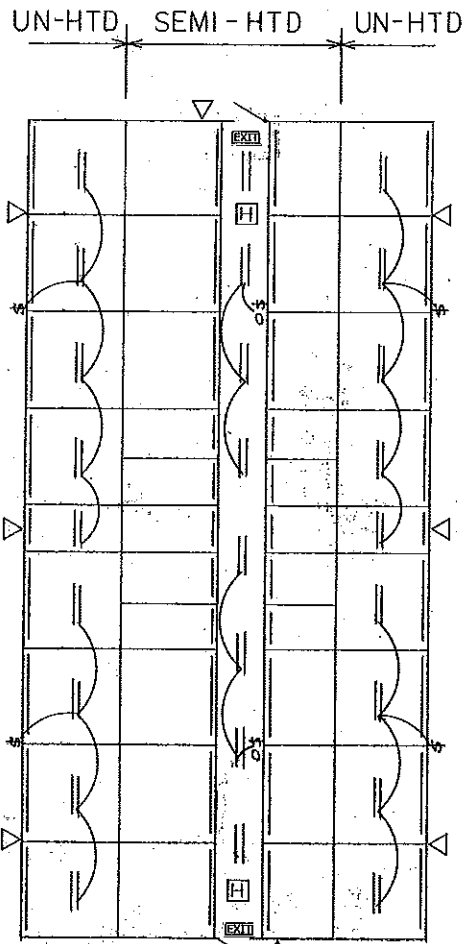
**Depth:** 9.05" (23.0632 cm)

**Weight:** 6.6 lbs.

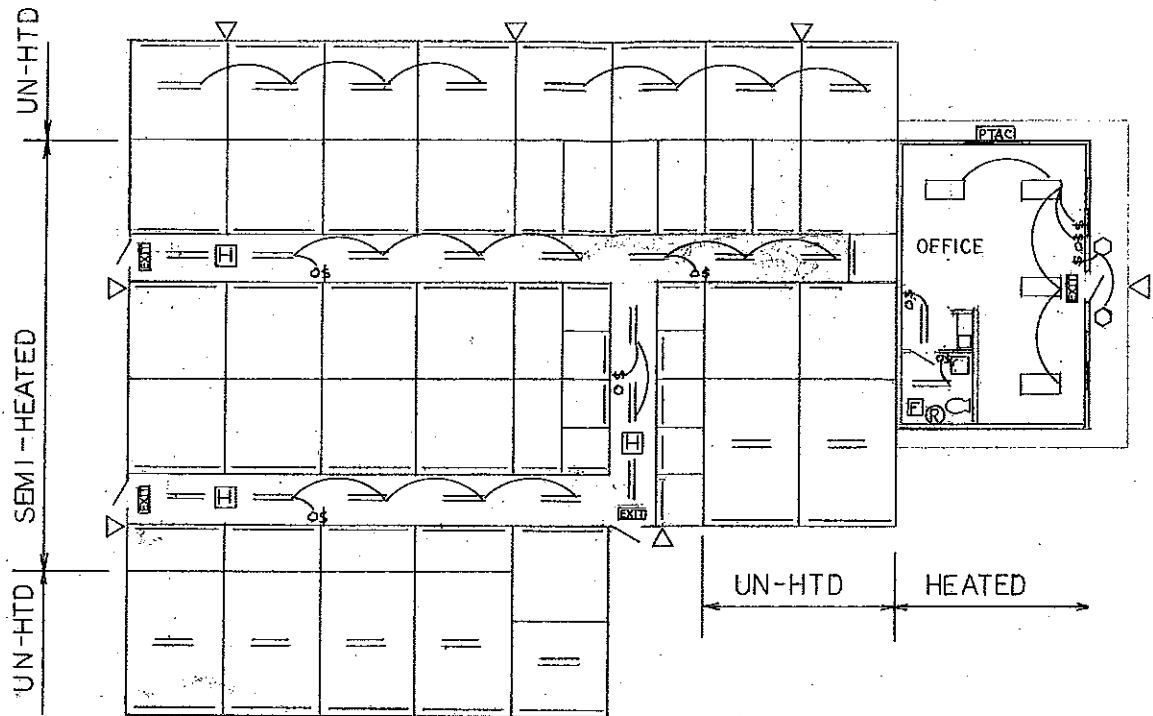


NOTES:

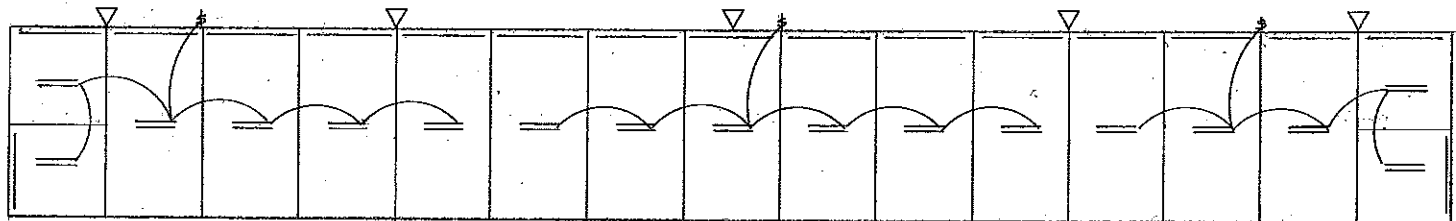
- Office Area**
- Heated with PTAC packaged terminal air conditioner heat pump, Model No. PTHC 070-1-E-A, or equal.
  - Restroom heated with minimum capacity electric resistance wall heater King Model Nos. LPW 244S, PAW 2422, or equal.
- Office Insulation**
- Perimeter walls R-21 in 24" o.c. 6" metal stud cavities.
  - Ceiling has R-19 between joists and R-32 continuous over top.
  - Exterior foundation, R-10 rigid polystyrene down to bottom of footing and out (total of 24").
  - Office doors U = 0.15.
- Windows**
- All glazing to be 1/8" double glazed clear glass or better, 1/2" argon filled, U = 0.30, e = 0.1, SHGC = 0.35, vinyl framed.
  - Glazing in doors and glazing in hazardous areas to be safety glazing (wire mesh not allowed).
- Ventilation**
- Provide 140 CFM outside makeup air with damper.
- Water Heater**
- Electric point of use < or = 12 kw, energy factor > or = 0.93 to .00132 V.
- Office Lighting**
- Install at least one toggle switch to control lights in each room.
  - Occupancy sensors for each office and restroom.
  - Exterior lighting controlled by programmable timer or photocell.
  - Any recessed can lighting to be IC rated.
- Window Schedule**
- | Location | Size        | Type | Qty |
|----------|-------------|------|-----|
| Office   | 6'0" x 4'0" | XO   | 3   |
- Door Schedule (All Insulated)**
- | Location | Size        | Type            | Qty |
|----------|-------------|-----------------|-----|
| Office   | 3'0" x 7'0" | Storefront door | 1   |
- Warehouse Lighting**
- Install one twistlock timer switch to control up to six twin lamp fluorescent fixtures.
  - One fixture at hallway exits to be on during business hours.
  - With astronomical timer control.
  - Exterior lighting controlled by programmable timer or photocell.
  - Any recessed can lighting to be IC rated.
- Warehouse Heating**
- Ceiling mount King Pic-a watt Model KBP 1230, 2406, or equal.
- Miscellaneous**
- Identification mark to be applied to all insulation materials.
  - Fenestration products labeled with U-factor, SHGC, VT and leakage rating.
  - Caulk external openings using non-hardening compound.
  - Flash all changes in exterior walls and exterior openings.
  - Storage areas include un-heated and semi-heated spaces.
  - Not equipped with an automatic fire sprinkler system.



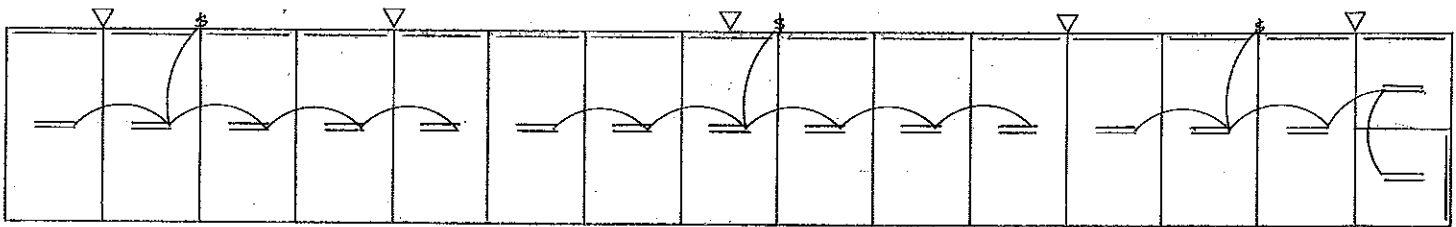
BUILDING NO. 4



BUILDING NO. 3



BUILDING NO. 5 UN-HEATED



BUILDING NO. 6 UN-HEATED

LEGEND:

- OFFICE**
- Ceiling Light, surface mount or recessed four lamp, 4' fluorescent strip fixture with reflector and F40T8 32 watt lamps, Lithonia with GESB electronic ballast or equal. Occupancy sensors in office and restroom, 30 min. max. with manual override. Daylight sensor on half of office area lamps.
- STORAGE AREAS**
- Ceiling Light, surface mount 4' fluorescent strip fixture with reflector, twin lamp F40T8, 32 watt, Lithonia with GESB electronic ballast or equal.
  - Hallway lamps w/ occupancy sensor switch, 30 min. max. with manual override.
  - One fixture at each hallway exit to remain on during business hours.
- BUILDING FACADE**
- △ Cutoff Wall Pack, Atlas WLSG 27 watt LED shielded fixture or equal, with photo sensor or astronomical programmable timer, mounted ~ 8' above ground.
- ENTRY LIGHT**
- Single lamp LED entry light, 22 watt with photo sensor or astronomical timer with over ride.
- EXIT LIGHT FIXTURE**
- With battery backup, 5 watts maximum.
- H** King Pic-a-watt Ceiling mount electric resistance heater 2,850 watt, Model No. KBP 1230, 2406, or equal Set at 1,900 watts.
- PTAC** Trane PTAC packaged terminal air conditioner heat pump, Model No. PTHC 070-1-E-A, or equal.
- R** King wall heater Model Nos. LPW 244S, PAW 2422, or equal.
- F** EXHAUST FAN 110 CFM

MODULAR MINI STORAGE  
11105 SW INDUSTRIAL WAY  
TUALATIN, OR 97062  
(503) 692-3532

ONE STOP MINI STORAGE  
3444 SE 2<sup>ND</sup> AVENUE  
CAMAS, WASHINGTON

SCALE 1" = 10'  
DATE 10/21/15  
DRAWN BY T.W.  
REVISED  
INTERIOR & EXTERIOR LIGHTING PLANS

DRAWING NO. L1





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

**STAFF REPORT**  
**Design Review Application for Valencia Short Plat**  
**City File No. DR15-05**  
(Related Files: SP15-03)

---

**TO:** Design Review Committee  
**FROM:** Lauren Hollenbeck, Senior Planner  
**APPLICANT:** Luis Armando Valencia, LHV LLC  
**LOCATION:** NW Ivy Street & NW 6<sup>th</sup> Avenue  
Parcel number 852740000  
Camas, WA 98607

**APPLICABLE LAW:** The application was submitted on August 3, 2015 and the applicable codes are those codes that were in effect at the date of application. Camas Municipal Code Chapters (CMC): Title 18 Zoning (not exclusively): CMC Chapter 17.21 Procedures for Public Improvements; CMC Chapter 18.19 Design Review; Camas Design Review Manual (2002); and CMC Chapter 18.55 Administration and Procedures; and RCW 58.17.

**BACKGROUND:**

The Valencia Short Plat is a 3-lot short plat proposal to be located on approximately 0.26 acres of multi-family zoned property (MF-18) off of NW Ivy Street across the street from Forest Home Park. The applicant is currently seeking design review approval for the construction of 3 single-family detached dwellings with shared driveways taken off of NW Ivy Street. Parking is provided on site with associated landscaping.

The project area is bordered on the north and south by single-family residential homes, on the east by NW Hill Street, on the west by NW Ivy Street. The property is located at a gateway area to the City of Camas.

**PURPOSE:**

Design Review is required under CMC Chapter 18.19. Design review is not intended to determine the appropriate use on a parcel but rather review a proposed development for compliance with City codes and plans related to landscaping, architectural elevations and other elements relative to required improvements. The recommendations from the Design Review Committee (DRC) must consider the general design review standards (CMC Chapter 18.19.050.A and the Camas Design Review Manual "DRM" pages 4-7), along with the the specific standards for gateways (CMC Chapter 18.19.050.B.1 and the DRM pages 8-10) and multi-family (CMC Chapter 18.19.050.B.3 and the DRM page 16); which are included in the enclosed Design Review Checklist.

**STANDARD, GATEWAY AND MULTI-FAMILY DESIGN PRINCIPLES AND GUIDELINES:**

The standard, gateway and multi-family principles are required and must be demonstrated to have been satisfied in overall intent for design review approval. The standard design guidelines are developed to assist a project in meeting the established principles and each guideline should be adequately addressed. If the proposal cannot meet a specific guideline, then an explanation should be provided by the applicant as to why and how it will be mitigated to satisfy the intent of the design principles. The development guidelines include five major categories: 1) Landscaping and Screening, 2) Architecture, 3) Massing and Setbacks, 4) Historic & Heritage Preservation, and 5) Circulation and Connections. **The Design Review Checklist is enclosed to help guide the DRC in reviewing the standard design review principles and guidelines.**

**RECOMMENDATION:**

That the Design Review Committee reviews the submitted materials, deliberates, and forwards a recommendation to the Director for a final decision.

**DESIGN REVIEW CHECKLIST**  
**For Valencia Short Plat DR15-05**

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]

**Standard Principles and Guidelines**

1. Landscaping should be done with a purpose. It should be used as a tool to integrate the proposed development into the surrounding environment.				
Exceeds	Meets	Fails	NA	
				Landscaping, including trees, shrubs, and vegetative groundcover, is provided to visually screen and buffer the use from adjoining less intense uses and screening parking or other components viewed as being less intrusive.
				Signs are located on buildings or incorporated into the landscaping so as not to be the main focus either during the day or night. (e.g. low signs with vegetative backgrounds to soften visual impact). If illuminated they shall be front lit. Efforts have been made to make signs vandal resistant.
				Outdoor furniture samples have been submitted consistent with the overall project design.
				Proposed fencing is incorporated into the landscaping so as to have little or no visual impact.
				The vegetation to be utilized includes native, low maintenance plantings. Trees planted along streetscapes with overhead power lines should include only those identified on the City's Tree List.
				Landscape lighting - low voltage, non-glare, indirect lighting is directed, hooded or shielded away from neighboring properties.
				Street lighting (poles, lamps) is substantially similar or architecturally more significant than other street lighting existing on the same street and will not conflict with any City approved street lighting plans for the street.
				Parking and building lighting is directed away from surrounding properties through the use of hooding, shielding, siting and/or landscaping.
2. All attempts should be made at minimizing the removal of significant natural features. Significant natural features should be integrated into the overall site plan.				
Exceeds	Meets	Fails	NA	
				Existing trees over 6" dbh that are not required to be removed to accommodate the proposed development are retained and incorporated into the landscape plan.
				Rock outcroppings, forested areas and water bodies are retained.
3. Buildings should have a “finished” look. Any use of panelized materials should be integrated into the development in a manner that achieves a seamless appearance.				
Exceeds	Meets	Fails	NA	
				Use of corrugated materials, standing seam, T-1 11, or similar siding

				materials are questionable, 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.
				Buildings walls or fences visible from roadways should be articulated in order to avoid a blank look. The walls 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.
				The use of bold colors has been avoided unless used as minor accents.
				Higher density/larger structures abutting lower density residential structures have been designed to mitigate size and scale differences. In some cases, creating a natural buffer may be appropriate.

### Specific Principles and Guidelines

Gateways				
Exceeds	Meets	Fails	NA	
				Gateways shall be devoid of free-standing signs. Preexisting freestanding signs will be subject to removal at the time of any new development, redevelopment, or major rehabilitation on the site.
				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 (i.e. size, color & materials) 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.
				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.
				Trees and planting strips shall be used for separating vehicles and pedestrian movements, as well as provide a secure and pedestrian friendly environment.
				Tree spacing will be determined by the species of trees planted.
Multi-Family				
Exceeds	Meets	Fails	NA	
				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.
				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 fifty percent of the front face of the structure. Garages visible from the street shall be articulated by architectural features, such as windows, to avoid a blank look.

# **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

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## PREFACE

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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.

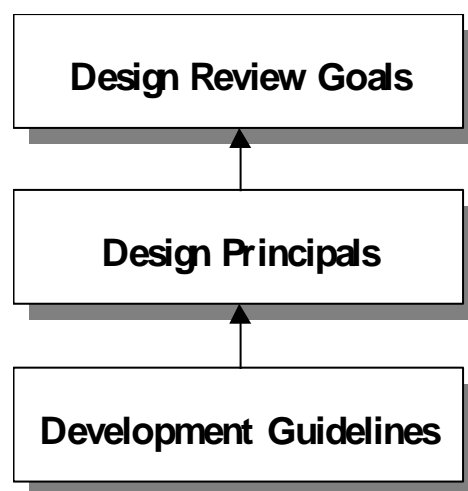
Based on all the materials reviewed and the level of interest from UCAN members, the DRAC concluded that design review was worth further investigation and recommended to the City Council that a citizen committee be formed and that the members be made up of individuals familiar with the development process. 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

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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: <sup>a)</sup> Landscaping & Screening, <sup>b)</sup> Architecture, <sup>c)</sup> Massing & Setbacks, <sup>d)</sup> Historic & Heritage Preservation, and <sup>e)</sup> 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

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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.

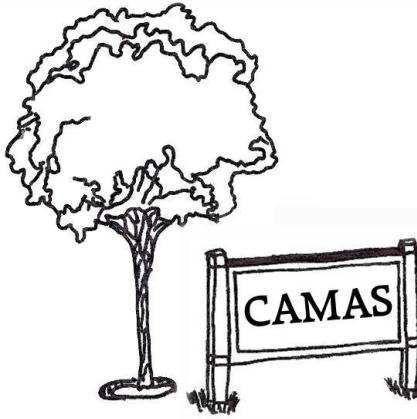
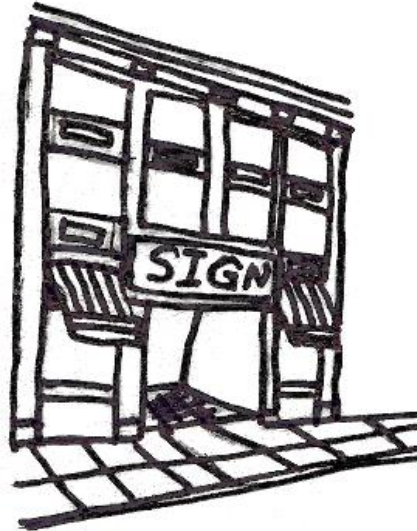
## STANDARD DESIGN GUIDELINES

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.

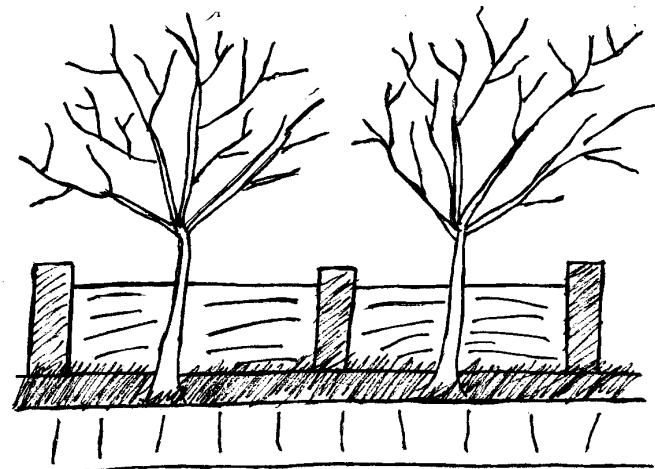
### ***Landscaping & Screening***

- 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.



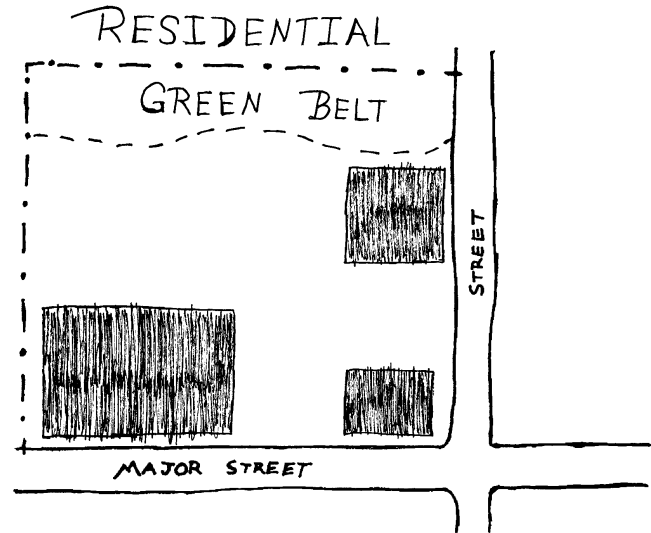
**Exhibit 1.**



**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

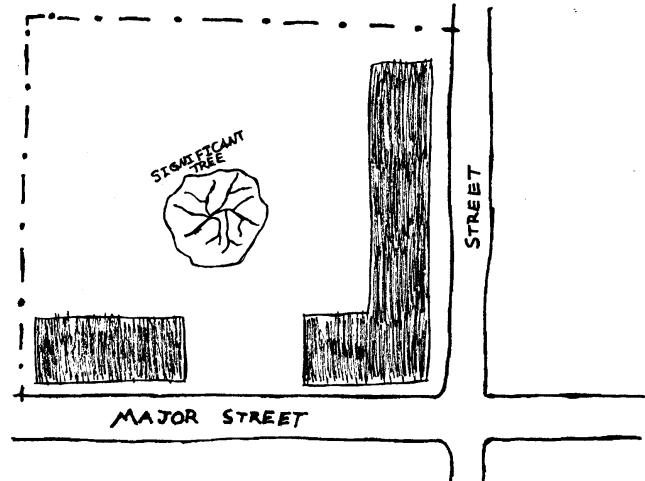
Few restrictions should be placed on the architecture and building materials used in the development. Instead, general guidelines are developed to identify the type of development desired:

- 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.

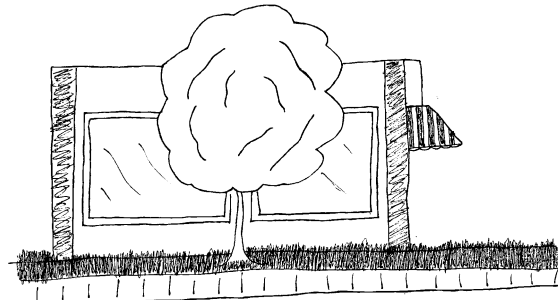
- Placement of buildings should preserve significant natural features, such as rocks, trees, etc. In doing so, developers may make use of site variances such as adjusting setbacks. (see exhibit 4)
- Building walls or fences visible from roadways should be articulated in order to avoid a blank look. The 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

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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.

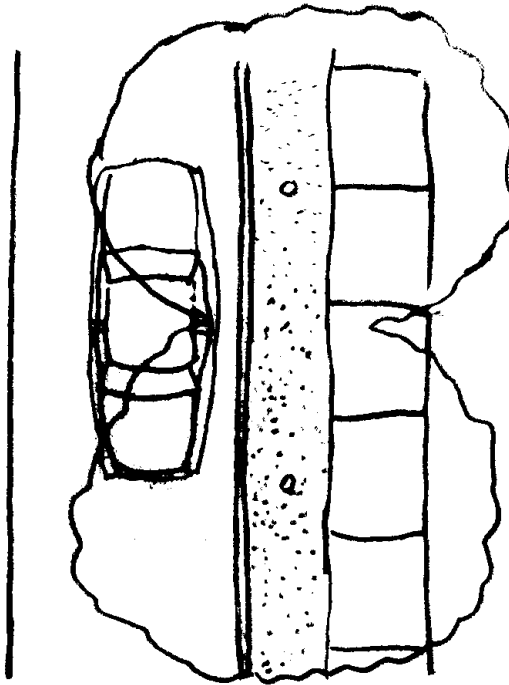
## ***Historic and Heritage Preservation:***

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.

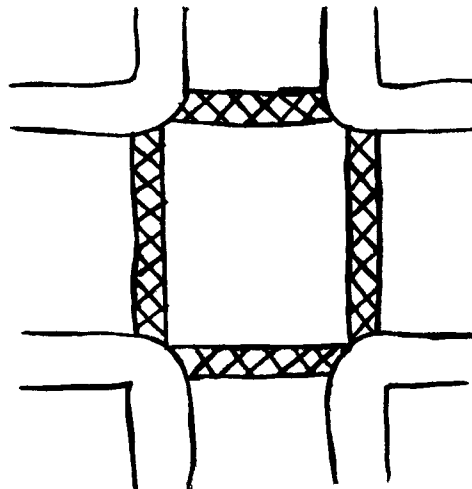
## ***Circulation & Connections:***

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

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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.

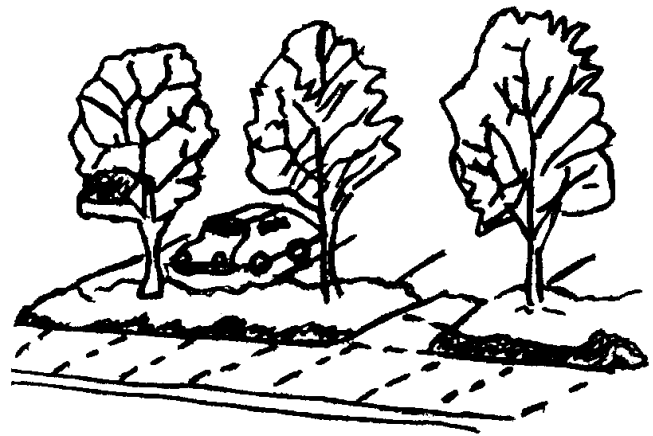
- On-site parking areas shall be placed to the interior of the development unless site development proves prohibitive. All required on-site parking areas along adjacent roadways shall be screened with landscaping.
- Buildings shall be used to define the streetscape unless site conditions prove prohibitive.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

## 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)



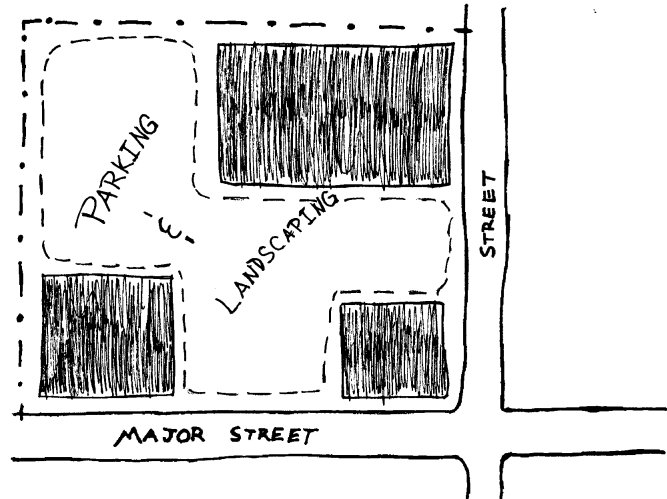
**Exhibit 9.**

- 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

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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.

# VALENCIA SHORT PLAT

NW IVY STREET

## ***NARRATIVE***

*PRELIMINARY SHORT PLAT  
AND DESIGN REVIEW*

TO  
City of Camas, Washington

SEPTEMBER 2015

**Prepared By:**

**CIVILNW**

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### **Project Overview**

This project proposes short plat and request design review for a parcel zoned MF-18 into 3 lots per Camas code. The site is located along NW Ivy Street north of 6<sup>th</sup> Avenue in Camas, Washington. The parcel is identified as real property account #852740-000 and is approximately 0.26 acres. It is located within the NW ¼ of the SE ¼ Section 10, T1N, R3E, W.M. in the City of Camas jurisdiction in Clark County, Washington.

This narrative and accompanying supporting documents demonstrates how this short plat and design review project will comply with the City of Camas development ordinances and city code.

### **Existing Site Characteristics**

The site currently is undeveloped and contains mostly grass. There is an existing gravel driveway that provides access to the adjacent property to the north of the site.

To the west there is a developed park zoned NP. To the north there is an existing developed residential property zoned MF-18. To the east there is NW Hill Street private road. To the south there is an existing residence zoned MF-18.

There are no significant habitat areas, water courses, or wetlands on-site. There are no indicators for slope instability, floodplains, or other critical areas.

## **PRELIMINARY SHORT PLAT NARRATIVE**

### ***17.09.030 Preliminary short plat approval.***

#### ***A. Preapplication.***

- 1. In accordance with CMC Chapter 18.55, the applicant must proceed with the formal preapplication process prior to application submittal for review.***
- 2. The applicant shall submit to the community development department the preapplication form and copies of their proposal drawn to an engineer scale on paper, showing lot sizes, topography and overall lot dimensions.***

Response: See pre-application meeting notes dated 3/19/15 (See attached)

- #### ***B. Application/Fees. In addition to those items listed in CMC 18.55.110, the following items are required, in quantities specified by the City of Camas, for a complete short plat application for preliminary approval. Items may be waived if, in the judgment of the community development director, they are not applicable to the proposal:***
- 1. Completed general application form as prescribed by the community development director with the applicable application fee;***



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2. *Complete and submit a transportation impact study to determine the adequacy of the transportation system to serve the proposed development, and to mitigate impacts of the proposal on the surrounding transportation system, if required;*
3. *Complete applications for other required land use approvals applicable to the proposal;*
4. *Vicinity map showing location of the site; and*
5. *Site and development plans which provide the following information:*
  - a. *A preliminary plat map meeting the standards identified in CMC Section 17.01.050*
  - b. *The names of owners of adjacent land and the names of any adjacent subdivisions,*
  - c. *Lines marking the boundaries of the existing lot(s) (any existing lot to be eliminated should be a dashed line and so noted),*
  - d. *Names, locations, widths and dimensions of existing and proposed public street rights-of-way, public and private access easements, parks and other open spaces, reservations, and utilities,*

Response: This project will be designed to meet the rules, regulations, requirements, and standards stated per City of Camas code and comply with adopted manuals / standards and that the goals and policies of the City of Camas comprehensive plan.

- D. *Criteria for Preliminary Short Plat Approval. The community development director or designee shall base their decision on an application for preliminary plat approval on the following criteria:*
  1. *The proposed short plat is in conformance with the Camas comprehensive plan, neighborhood traffic management plan, Camas parks and open space comprehensive plan, and any other city adopted plans;*

Response: This project will meet the goals and policies of the City of Camas comprehensive plan. The site is very small and creates only 3 new homes. Therefore, the traffic management plan, parks and open space plan, and other City plans are not adversely impacted by the approval of this project.

2. *Provisions have been made for water, storm drainage, erosion control and sanitary sewage disposal for the short plat which are consistent with current standards and plans as adopted in the Camas Design Standard Manual;*

Response: This project will be designed to include water and sanitary

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sewage disposal. Regarding storm drainage, see the stormwater report associated with this project for more information. Erosion control will be provided during construction.

**3. *Provisions have been made for roads, utilities, street lighting, street trees, and other improvements that are consistent with the six-year street plan, the Camas Design Standard Manual and other state adopted standards and plans;***

Response: This project will be designed as required by the City of Camas to appropriately provide roads, utilities, street lighting, street trees and other improvements.

**4. *Provisions have been made for dedications, easements and reservations;***

Response: There are no required dedications, however there is an existing 5' easement along the north edge of the property for an access driveway serving the property to the north. This easement will remain. Any required utility easements along the frontage will be given as a part of the final plat.

**5. *Appropriate provisions are made to address all impacts identified by the transportation impact study;***

Response: A transportation impact study is not required for this project. The project creates 3 new traffic generating homes, which results in approximately 3 new PM peak hour trips per day.

**6. *The design, shape and orientation of the proposed lots are appropriate to the proposed use for which the lots are intended;***

Response: The lots will be narrow but are appropriately in layout for the proposed housing floor plans. See layout plan and floor plans.

**7. *Provisions are made for the maintenance of commonly owned private facilities;***

Response: There will not be any commonly owned private facilities associated with this project.

**8. *The short plat complies with the relevant requirements of the Camas land development and zoning codes, and all other relevant local regulations; and***

Response: This project has been designed to meet the relevant

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requirements of the Camas land development and zoning codes and all other relevant local regulations.

**9. *That the plat meets the requirements of Chapter 58.17 RCW and other applicable state and local laws which were in effect at the time of preliminary plat approval.***

Response: This project will be designed to meet the rules, regulations, requirements, and standards stated per City of Camas code and comply with adopted manuals / standards and that the goals and policies of the City of Camas comprehensive plan.

**17.19.010 Applicability.**

*The standards set forth within this chapter are minimum standards applicable to land development. Based on the complexity or circumstances of the project or site conditions location (e.g., critical areas), the decision maker may require a land development to be designed to exceed the minimum standards or impose conditions deemed in the public interest.*

**17.19.020 Improvements, supervision, inspections and permits required.**

**A. *Required Improvements.***

**1. *Every developer Shall be required to grade and pave streets and alleys, install curbs and gutters, sidewalks, monuments, sanitary and storm sewers, water mains, fire hydrants, street lights and street name signs, underground transmission lines, provide and install centralized mail delivery boxes as determined by the U.S. Postal Service, together with all appurtenances in accordance with specifications and standards in the Camas Design Standard Manual, the six-year street plan, and other state and local adopted standards and plans as may be applicable.***

**a. *For single-family detached housing, a suitable size and configuration generally includes a building envelope capable of siting a forty-foot by forty-foot square dwelling within the building envelope,***

**c. *Primary structure accessed by flag lots or private roads are required to have automatic fire sprinklers,***

**d. *An approved address sign, in accordance with the Camas Municipal Code must be posted for each residence where the flag lot leaves the public road, and***

**e. *To protect the character of the immediate neighborhood, the city may impose special conditions, where feasible, including access configuration and separation, setbacks, fencing and landscaping;***

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6. *Double Frontage Lots. Residential lots which have street frontage along two opposite lot lines shall be avoided, except for lots which provide separation of a residential development from a traffic arterial, in which case additional lot depth of at least twenty feet will be provided to act as a buffer strip between the lot and the traffic arterial;*
7. *Corner Lots. Corner lots may be required to be platted with additional width to allow for the additional side yard requirements;*
8. *Restricted Corner Lots. Corner lots restricted from access on side yard flanking street shall be treated as interior lots and conform to front, side and rear yard interior setbacks of CMC Chapter 18.09; and*
9. *Redivision. In dividing tracts into large lots which at some future time are likely to be redivided, the location of lot lines and other details of the layout shall be such that redivision may readily take place without violating the requirements of these regulations and without interfering with the orderly development of streets. Restriction of building locations in relationship to future street right-of-way shall be made a matter of record if the approval authority considers it necessary.*

**E. Tracts and Trails.**

1. *If land division is located in the area of an officially designated trail, in accordance with the parks and recreation comprehensive plan, provisions shall be made for reservation of the right-of-way or for easements to the city for trail purposes.*

**Notes:**

- <sup>1</sup> *All buildings abutting a street designed and constructed with less than 36 feet of pavement shall have automatic fire sprinkler systems installed that comply with NFPA 13D or 13R.*
- <sup>2</sup> *Access to two lots or less may be designed and established as an easement rather than a tract. Garbage and recycling services may be restricted. If roadway is less than 150 feet in length, the minimum structural road section is exempt.*
- <sup>3</sup> *Road/Street lengths are calculated to include the cumulative network.*
9. *Intersections. Any intersection of streets that connect to a public street, whatever the classification, shall be at right angles as nearly as possible, shall not exceed fifteen (15) degrees, and not be offset insofar as practical. All right-of-way lines at intersections with arterial streets shall have a corner radius of not less than twelve (12) feet.*

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10. *Street Layout. Street layout shall provide for the most advantageous development of the land development, adjoining area, and the entire neighborhood. Evaluation of street layout shall take into consideration potential circulation solutions for vehicle, bicycle and pedestrian traffic, and where feasible, street segments shall be interconnected.*
- a. *While it is important to minimize the impact to the topography from creating an integrated road system, improved site development and circulation solutions shall not be sacrificed to minimize the amount of cut and fill requirements of the proposal.*
  - b. *Where critical areas are impacted, the standards and procedures for rights-of-way in the critical areas overlay zone shall be followed.*
  - c. *When the proposed development's average lot size is 7,400 square feet or less one additional off-street parking space may be required for every five units—notwithstanding the requirements of CMC Chapter 18.11. These spaces are intended to be located within a common tract.*
  - d. *When on the basis of topography, projected traffic usage or other relevant facts, it is unfeasible to comply with the foregoing right-of-way, tract and street width standards, the approval authority, upon recommendation from the city engineer may permit a deviation from the standards of Table 17.19.040-1.*
  - e. *The city engineer or designee may determine a wider width is necessary due to site circumstances, including but not limited to topography, traffic volume, street patterns, on-street parking, lot patterns, land use and bike and transit facilities that justify an increase in width.*
  - f. *When existing streets adjacent to or within land to be developed, are of inadequate width, additional right-of-way shall be provided at the time of land development.*

**17.21.010 Plans and permits required for public improvements.**

- A. *Approval of a land division, binding site improvement plan, boundary line adjustment, or site plan shall constitute approval for the applicant to develop construction plans and specifications, for all facilities and improvements, in substantial conformance to the preliminary approval, design standards, and any special conditions required by the city; to obtain permits and complete installation for such improvements; and to prepare a final plat, plans, surveys and other documents for recording, or final acceptance as applicable.*
- B. *Prior to installing improvements, the developer shall apply for all required permits for those improvements. The applications shall include development plans as specified on the application form.*

*(Ord. 2483 § 1 (Exh. A (part)), 2007)*

Response: This project will be designed to meet the criteria for a Short Plat and the City of Camas development review comments.

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**18.19.010 - Purpose.**

*This chapter is intended to provide for orderly and quality development consistent with the design principles of the "Camas Design Review Manual: Gateways, Commercial, Mixed-Use and Multifamily Uses," hereafter referred to as the Design Review Manual (DRM) and the "Downtown design manual." The design review process is not intended to determine the appropriateness of a given use on a given parcel. The design review process is intended to produce a meaningful integration of building, landscaping and natural environment. This will protect the general health, safety, and welfare of the community by making efficient use of the land, which is consistent with the visual character and heritage of the community.*

Response: We understand Design Review is required.

**18.19.020 - Scope.**

*Design review is required for all new developments within commercial, mixed-use, business park, or multifamily zones, redevelopment (including change in use, e.g., residential to commercial), or major rehabilitation (exterior changes requiring a building permit or other development permit). Commercial uses in the context of design review include both traditional uses listed as commercial under the zoning code as well as recreational, religious, cultural, educational, and governmental buildings and associated properties. Additionally, design review is applicable to all new developments or redevelopments within a gateway area as defined in the design review manual.*

Response: We have reviewed the Downtown Design Manual and are requesting Design Review of our proposal building designs.

**18.19.025 - Scope of the downtown design manual (DDM).**

*The provisions of this manual shall be applied to public and private parcels located within the downtown commercial zone. The standards within the DDM supersede the general requirements of the DRM for parcels located within the downtown commercial zone.*

**18.19.030 - Design review manual adopted.**

*The city's design standards are primarily contained in the design review manual, which was adopted by the city.*

**18.19.035 - Downtown design manual adopted.**

*The city's design standards for the downtown commercial zone are contained in the manual, which is adopted by the city.*

**18.19.040 - Design review committee.**



- A. The city council shall establish a seven-person design review committee (DRC) for the purposes of reviewing specific proposals, and recommending conditions and/or other actions necessary for consistency with the principles of the DRM. The DRC members serve at the pleasure of the city council. The DRC shall consist of six members appointed by the city council, including two from the development community, one council member, one planning commissioner, and two citizens at large. A seventh member shall be a neighborhood representative of the surrounding neighborhood to a specific proposal, or a United Camas Association of Neighborhoods member.*
- B. The DRC will hold a public meeting to consider a design review application when:*
- 1. The city planner determines that the issues related to a specific proposal are complex enough to warrant a review by the DRC;*
  - 2. The proposal varies from the guidelines of the DRM; or*
  - 3. When an administrative decision on a design review application is appealed with no prior review by the DRC.*
- C. The DRC shall not issue a decision, but shall prepare a written recommendation, together with findings to support the recommendation, to the approval authority within ten days of a public meeting held for that purpose (RCW 36.70.020(5)).*

Response: We understand this will be reviewed by Design Review committee.

**18.19.050 - Design principles.**

*The principles 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 are applied to all commercial, mixed use, or multifamily uses. Where applicable, the specific principles are used in addition to the standard principles.*

**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: 1 tree will be planted in the front yard of each lot. 3 total trees will be planted for this small project. It is anticipated that this will integrate the proposed development into the surrounding environment.

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

Response: There are no significant natural features located on this property.



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: See building elevations plan for proposed design. These elevations show a "finished" look and will have a seamless appearance.

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

Response: There are no historic/heritage elements related to this specific site. The development of this site, will not impact the historic/heritage elements of the surrounding area.

**B. Specific Principles.**

**1. Gateways.**

- a. *Gateways shall be devoid of freestanding signs. Preexisting freestanding signs will be subject to removal at the time of any new development, redevelopment, or major rehabilitation on the site. Exemptions include approved directional or community information signage as approved by the city.*

Response: There are not existing or proposed freestanding signs on the property.

- b. *Business signage not placed on buildings shall be integrated into the landscaping/streetscaping of the subject property.*

Response: The development includes residential housing, and therefore it is not anticipated that any business signage will be placed on the subject property.

- c. *Permanent signage within a gateway shall be standardized in a manner that creates a consistent look within the gateway in question.*

Response: No permanent signage is proposed for this project, therefore this is not applicable.

- d. *The surface of pedestrian walkways within intersections shall be accentuated with a unique character.*

Response: There are no proposed pedestrian walkways within intersections, and therefore this is not applicable.

- e. *A consistent streetscape lighting scheme shall be used.*

Response: Lighting will be installed if required by the City of Camas. If applicable, this project will install a light consistent with the City's streetscape lighting scheme in the vicinity of this project.

**2. Commercial and Mixed Uses.**

- a. *On-site parking areas shall be placed to the interior of the development unless site development proves prohibitive. All on-site parking areas along adjacent roadways shall be screened with landscaping. Downtown commercial and mixed-use areas shall not be required to provide on-site parking.*
- b. *Buildings shall be used to define the streetscape unless site conditions prove prohibitive.*
- c. *Structures abutting, located in, or located near less intensive uses or zoned areas (such as commercial developments next to residential areas) shall be designed to mitigate size and scale differences.*
- d. *Developments containing a multiple of uses/activities shall integrate each use/activity in a manner that achieves a seamless appearance, or creates a cohesive development.*
- e. *Mixed-use developments that place uses throughout the site (horizontal development) shall organize elements in a manner that minimizes their impact on adjacent lower intensity uses.*
- f. *Walls shall be broken up to avoid a blank look and to provide a sense of scale.*
- g. *Outdoor lighting shall not be directed off-site.*

Response: N/A

3. *Multifamily.*

a. *Stacked Housing.*

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

b. *Townhomes and Rowhouses.*

- i. *All on-site parking areas (excluding driveways and garages) shall be screened with landscaping.*

Response: Excluding driveways and garages, there are no other on-site parking areas that are proposed, and therefore landscape screening is not applicable..

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

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Response: Buildings will be residential housing and setback from the streetscape to allow for driveway in front of the garage..

**iii. *When appropriate, structures abutting or located in single-family residentially zoned areas shall be designed to mitigate size and scale differences.***

Response: The size and scale of this project should fit well with the surrounding properties and their structures in size and scale.

**iv. *Walls shall be articulated in order to avoid a blank look and to provide a sense of scale.***

Response: See building elevations plan for proposed design. Walls are articulated in order to avoid the blank look, as required.

**v. *Detached garages shall be located to the rear of the townhouse or rowhouse unit(s) so as not to be directly viewable from a public street.***

Response: This project incorporates garages as a part of the floor plan. Therefore the garages are attached, not detached. See floor plan for design.

**vi. *Attached garages shall account for less than fifty percent of the front face of the structure. Garages visible from the street shall be articulated by architectural features, such as windows, to avoid a blank look.***

Response: The proposed attached garage accounts for less than 50% of the front face of the structure. Since these garages will be visible from the street, they include windows to avoid a blank look. See building elevations plan for proposed design.

**c. *Duplex, Triplex and Four-Plex.***

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

**18.19.070 - Application requirements.**

***Application for design review shall be submitted on the most current forms provided by, and in a manner set forth by the community development director or designee. The application shall include such drawings, sketches, and narrative as to allow the approval authority review of the specific project on the merits of the city's design review manual and other applicable city codes. An application shall not be deemed complete unless all information requested is provided.***

Response: See application, plans and narrative.

**18.19.090 - Deviations to design review guidelines.**

***A design review application that includes a deviation from any of the five major guidelines of the DRM shall be subject to review and recommendations from the design review committee. The DRC shall base its recommendation upon***





*findings setting forth and showing that all of the following circumstances exist:*

- A. Special conditions or circumstances exist which render a specific requirement of the DRM unreasonable, given the location and intended use of the proposed development;*
- B. The special conditions and circumstances are characteristic of the proposed general use of the site, and not of a specific tenant;*
- C. The specific conditions and circumstances are not representative of typical development which may be allowed within the zoning district;*
- D. The requested deviation is based upon functional consideration rather than economic hardship, personal convenience or personal design preferences;*
- E. Variation from a guideline(s) has sufficiently been compensated by other site amenities; and*
- F. The requested deviation will not result in a project that is inconsistent with the intent and general scope of the DRM principles.*

Response: See building floor plans and front elevations for design proposal. Three possible house designs are shown and builder/homebuyer will select from these. The 3 designs selected could be the same or different. Houses will be similar to one of these 3 options but may vary slightly or have a reversed entry (garage and entry door flipped) from these designs.

#### **18.19.100 - Enforcement.**

*Failure to comply with the requirements of this chapter, or a decision resulting from this chapter are enforceable under Article VIII of CMC Chapter 18.55 Administration and Procedures.*

Response: We understand that this design review is in enforceable.

#### **Necessary Approvals from Other Agencies**

Building permits – City of Camas

#### **Summary**

This project will be designed to meet the rules, regulations, requirements, and standards stated per City of Camas code and comply with adopted manuals / standards and that the goals and polices of the City of Camas comprehensive plan.



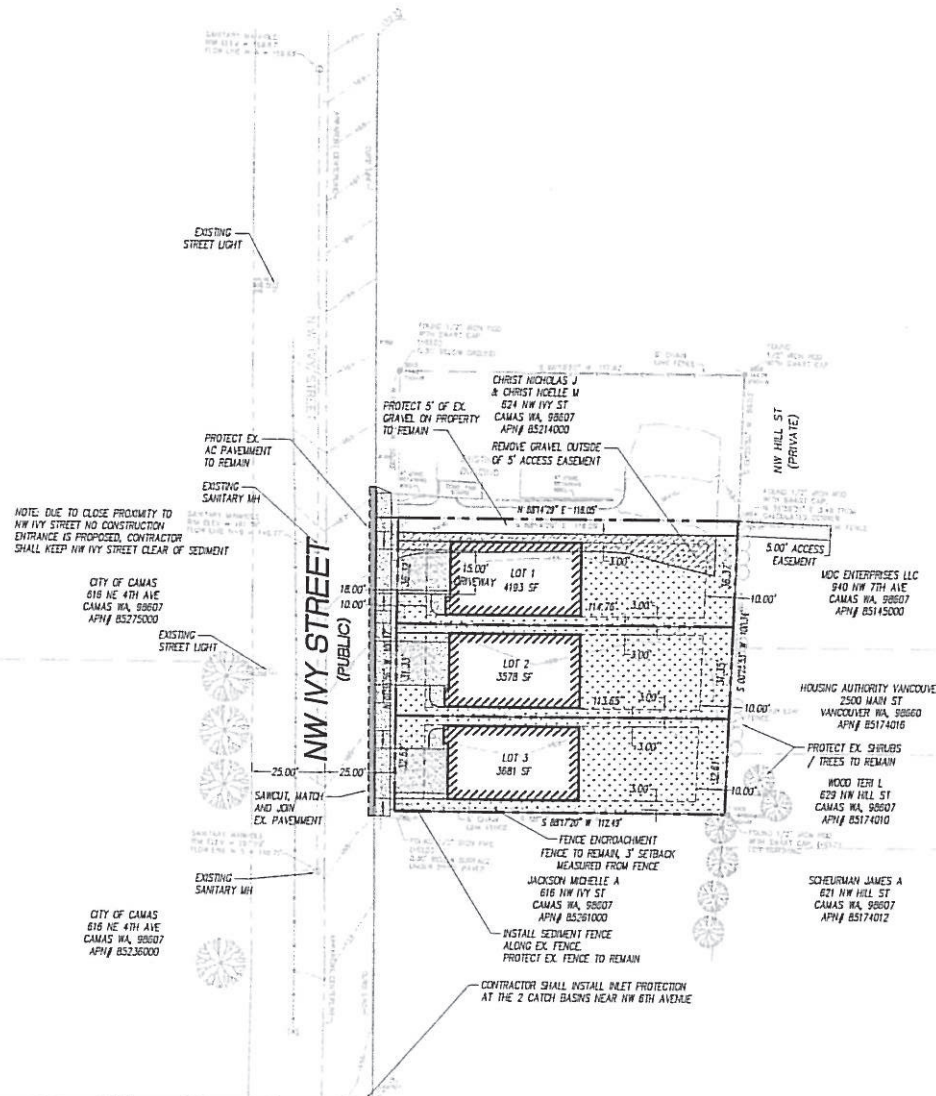
LOCATED IN A PORTION OF THE NW 1/4 OF THE SE 1/4,  
OF SECTION 10, T. 1 N., R. 3 E., W. M.,  
CITY OF CAMAS, CLARK COUNTY, WASHINGTON



PRIOR TO CONSTRUCTION

# VALENCIA SHORT PLAT

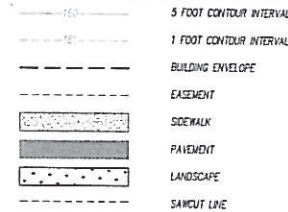
## PRELIMINARY LOT LAYOUT



### IMPORTANT NOTE

CONTRACTOR IS ULTIMATELY RESPONSIBLE FOR REMOVING EXISTING CONCRETE FOUNDATIONS, SLABS, FOOTINGS, VEGETATION, SURFACE ORGANICS, EXISTING PAVEMENT, UNDERGROUND UTILITIES, BURIED CONCRETE SLAB(S), TANKS, STRUCTURES, ETC. CONTRACTOR SHALL BE RESPONSIBLE TO VERIFY, AND CONSTRUCT, AS REQUIRED, ANY REQUIRED SITE AND BUILDING PAD PREPARATION WORK.

### LEGEND



### GENERAL NOTES

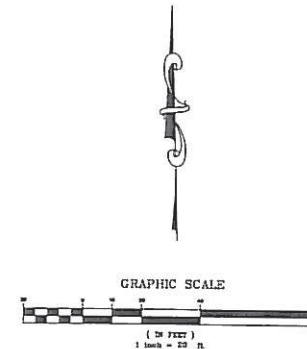
1. ALL WORK SHALL BE IN CONFORMANCE WITH CITY OF CAMAS STANDARD SPECIFICATIONS, WHICH ARE HEREBY REFERENCED AS PART OF THESE PLANS AND THE MOST CURRENT COPY OF THE WSDOT STANDARD SPECIFICATIONS.
2. PRELIMINARY DESIGN BASED ON SURVEY PREPARED BY MANSTER-CLAESER, DATED JUNE 12 2015.
3. DO NOT COMMENCE SITE CLEARING OPERATIONS UNTIL TEMPORARY EROSION AND SEDIMENT CONTROL ARE IN PLACE.
4. DO NOT REMOVE TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES UNTIL SITE IS STABILIZED.

### DEMOLITION NOTES

1. CONTRACTOR TO COORDINATE WITH UTILITY PROVIDERS PRIOR TO DEMOLITION OR DISCONNECT OF ANY ON-SITE OR OFF-SITE UTILITIES.
2. CONTRACTOR SHALL COORDINATE WITH OWNER/MANAGER FOR POSSIBLE SALVAGE, REUSE OR RECYCLE OF EXISTING MATERIALS.

### EROSION CONTROL NOTES

1. EROSION CONTROL MEASURES WILL BE TAKEN TO CONTROL SEDIMENT-LADEN RUNOFF FROM LEAVING THE CONSTRUCTION SITE IN ACCORDANCE WITH CITY OF CAMAS, INCLUDING BUT NOT LIMITED TO BMPs SUCH AS STABILIZED CONSTRUCTION ENTRANCE, WHEEL WASH, INLET PROTECTION, SEDIMENT POND/TRAPS AND SILT FENCE.
2. CONTRACTOR SHALL INSTALL INLET PROTECTION ON OTHER OFF-SITE CATCH BASINS AND INLETS SUBJECT TO RUN OFF FROM PROJECT SITE, AS APPLICABLE.



SUBJECT TO  
CITY APPROVAL



PRIOR TO CONSTRUCTION

VALENCIA REZONE  
PRELIMINARY LOT LAYOUT  
AND EROSION CONTROL PLAN

717 NE 61st Street, Suite 202  
Vancouver, WA 98665  
(206) 260-3509 fax  
civilland.com



SHEET

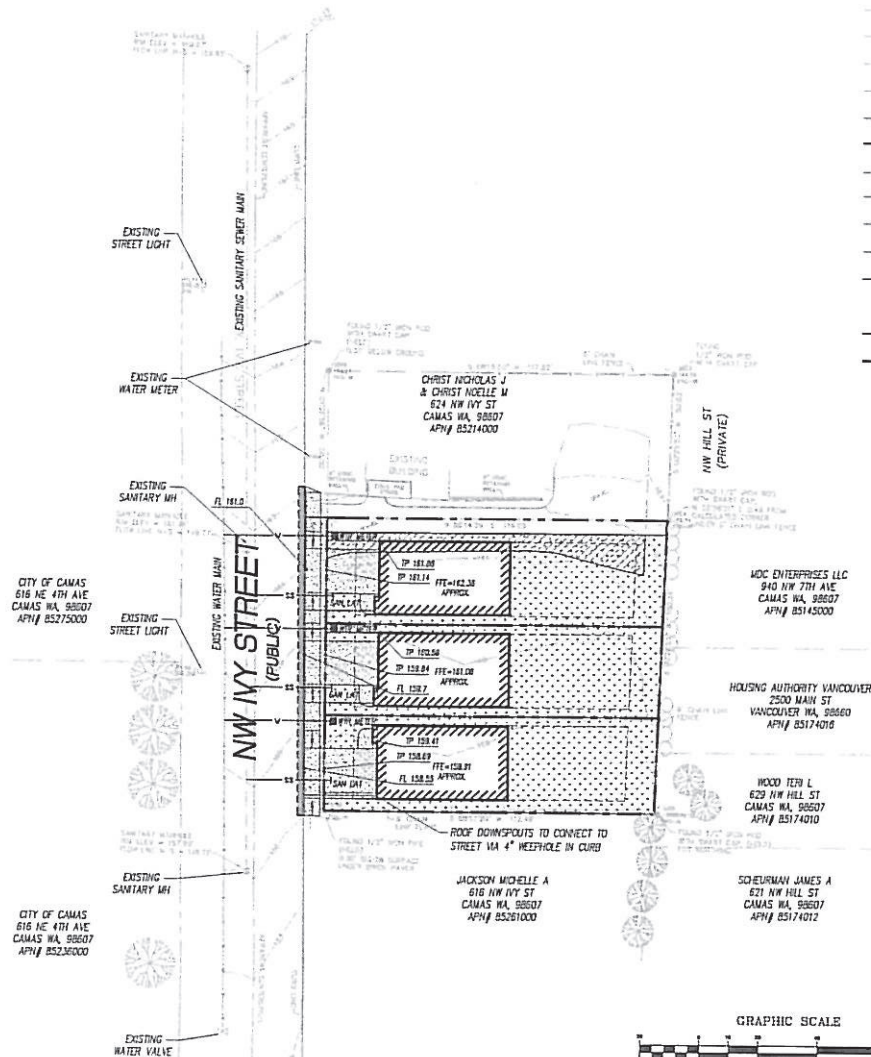
C-1



# GRADING AND UTILITY PLAN

## LEGEND

	5 FOOT CONTOUR INTERVAL
	1 FOOT CONTOUR INTERVAL
	EDGE OF EX. GRAVEL
	GAS LOCATE
	WATER LOCATE
	STORM LOCATE
	BUILDING ENVELOPE
	STORM PIPE
	EASEMENT
	EDGE OF PAVEMENT
	PROPOSED CONTOUR (1' INTERVAL)
	PROPOSED CONTOUR (0.2' INTERVAL)
	PROPOSED WATER LINE
	PROPOSED WATER METER
	PROPOSED SANITARY SEWER PIPE
	PROPOSED STORM DRAIN LINE
	TOP OF CURB / CONCRETE
	TOP AC PAVEMENT



THERE APPEARS TO BE AN 18" STORMWATER BY PASS PIPE CONNECTING THE EAST SIDE OF NW JUNEAU CT. ACROSS THE SUBJECT PROPERTY AND CONTINUING TO THE WEST. THERE ARE NO AREAS WITHIN DESIGNATED 100 YEAR FLOODPLAINS, WATER BODIES OR KNOWN WETLANDS, UNSTABLE SLOPES OR LANDSLIDE HAZARDOUS AREAS, SIGNIFICANT WILDLIFE HABITAT OR VEGETATION OR SIGNIFICANT HISTORIC, CULTURAL OR ARCHAEOLOGICAL RESOURCES KNOWN TO BE ON SITE OR IN THE IMMEDIATE VICINITY.

GRADING SHOWN ON LOTS IS A ROUGH GRADE ONLY. IT IS ANTICIPATED THAT THE OWNER / DEVELOPER / HOMEOWNER WILL GRADE EACH INDIVIDUAL LOT AS IS BEST SUITABLE FOR PROPOSED HOUSE, DRIVEWAYS, WALKWAYS, ENTRY DOORS, GARAGES, ETC. AS A PART OF BUILDING PERMIT / LOT DESIGN.

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## IMPORTANT NOTES

- CONTRACTOR IS ULTIMATELY RESPONSIBLE FOR REMOVING EXISTING CONCRETE FOUNDATIONS, SLABS, FOOTINGS, VEGETATION, SURFACE ORGANICS, EXISTING PAVEMENT, UNDERGROUND UTILITIES, BURIED CONCRETE, SLABS, TANKS, STRUCTURES, ETC. CONTRACTOR SHALL BE RESPONSIBLE TO VERIFY, AND CONSTRUCT, AS REQUIRED, ANY REQUIRED SITE AND BUILDING PAD PREPARATION WORK.

## DEMOLITION NOTES

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- CONTRACTOR SHALL SALVAGE, REUSE OR RECYCLE EXISTING MATERIALS.

## GENERAL NOTES

- ALL WORK SHALL BE IN CONFORMANCE WITH CITY OF CAMAS STANDARDS & SPECIFICATIONS.
- DO NOT COMMENCE SITE CLEARING OPERATIONS UNTIL TEMPORARY EROSION AND SEDIMENT CONTROL ARE IN PLACE.
- DO NOT REMOVE TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES UNTIL SITE IS STABILIZED.

SUBJECT TO  
CITY APPROVAL



PRIOR TO CONSTRUCTION

VALENCIA REZONE  
GRADING AND UTILITY PLAN

717 NE 61st Street, Suite 202  
Vancouver, WA 98665  
(360) 740-3609 fax  
civilnwn.com

CIVILNWN  
LAND DESIGN

SHEET

C-2

LOCATED IN A PORTION OF  
THE NW 1/4 OF THE SE 1/4,  
OF SECTION 10,  
T. 1 N., R. 3 E., W. M.,  
CITY OF CAMAS,  
CLARK COUNTY, WASHINGTON

JOB NO.: 15-243  
DATA COLLECT: 08-11-15  
DRAWING DATE: 08-12-15

INDICATES SPOT ELEVATION AS NOTED

INDICATES WATER POLE

INDICATES POWER POLE WITH NUMBER AND DIRECTION OF OVERHEAD LINES

INDICATES SIGN

INDICATES MONUMENT FOUND AS NOTED

INDICATES BOUNDARY

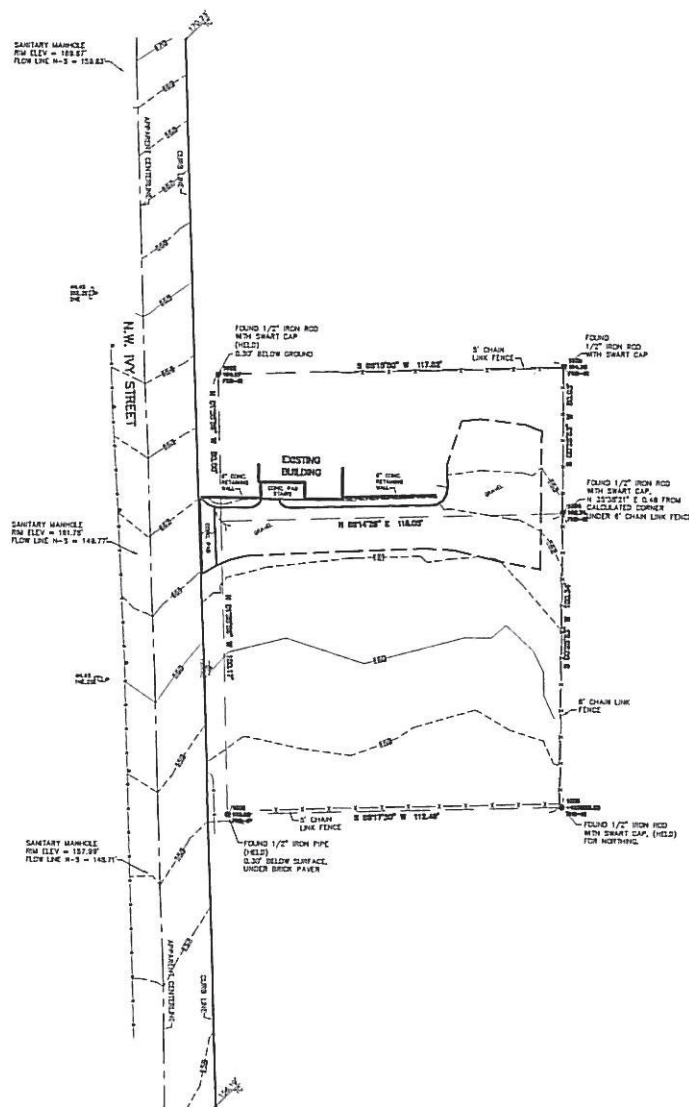
INDICATES 3 FOOT INTERVAL CONTOUR

INDICATES 1 FOOT INTERVAL CONTOUR

INDICATES WATER LOCATE

INDICATES GAS LOCATE

INDICATES FENCE LINE



BRASS DISK CITY OF CAMAS BENCH MARK NO. 6058, IN THE SE QUADRANT  
AT THE INTERSECTION OF 7TH AND DRAKE STREET.  
ELEVATION = 123.66' CITY OF CAMAS DATUM

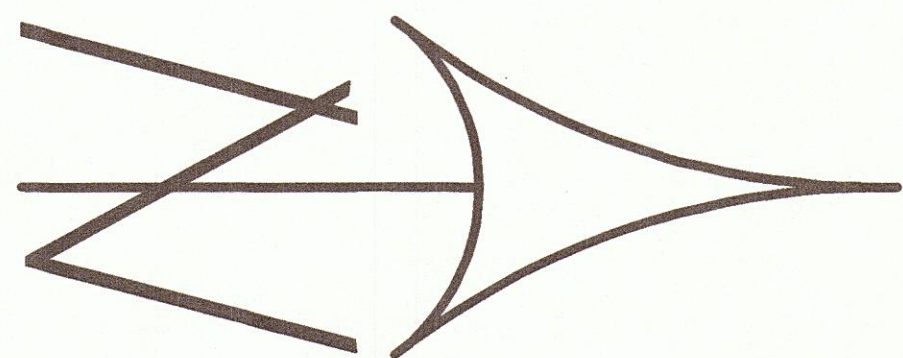
A UTILITY LOCATE IS CALLED FOR ON 08-09-15 UNDER TICKET NUMBER 151839988. THE UNDERGROUND UTILITIES AS SHOWN HEREON ARE AS MARKED AT THE TIME OF THIS SURVEY. UNDERGROUND UTILITY LOCATIONS SHOWN ARE APPROXIMATE ONLY. UNDERGROUND CONNECTIONS ARE SHOWN AS STRAIGHT LINES BETWEEN SURFACE LOCATIONS BUT MAY CONTAIN BENDS OR CURVES NOT SHOWN. SOME UNDERGROUND LOCATIONS HEREON MAY HAVE BEEN TAKEN FROM PUBLIC RECORDS. N.C.S. ASSUMES NO LIABILITY FOR THE ACCURACY OF PUBLIC RECORDS.

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MINISTER-GLAESER  
SURVEYING INC.  
2200 E. EVERGREEN BLVD.  
VANCOUVER, WA 98061  
(360) 884-3313



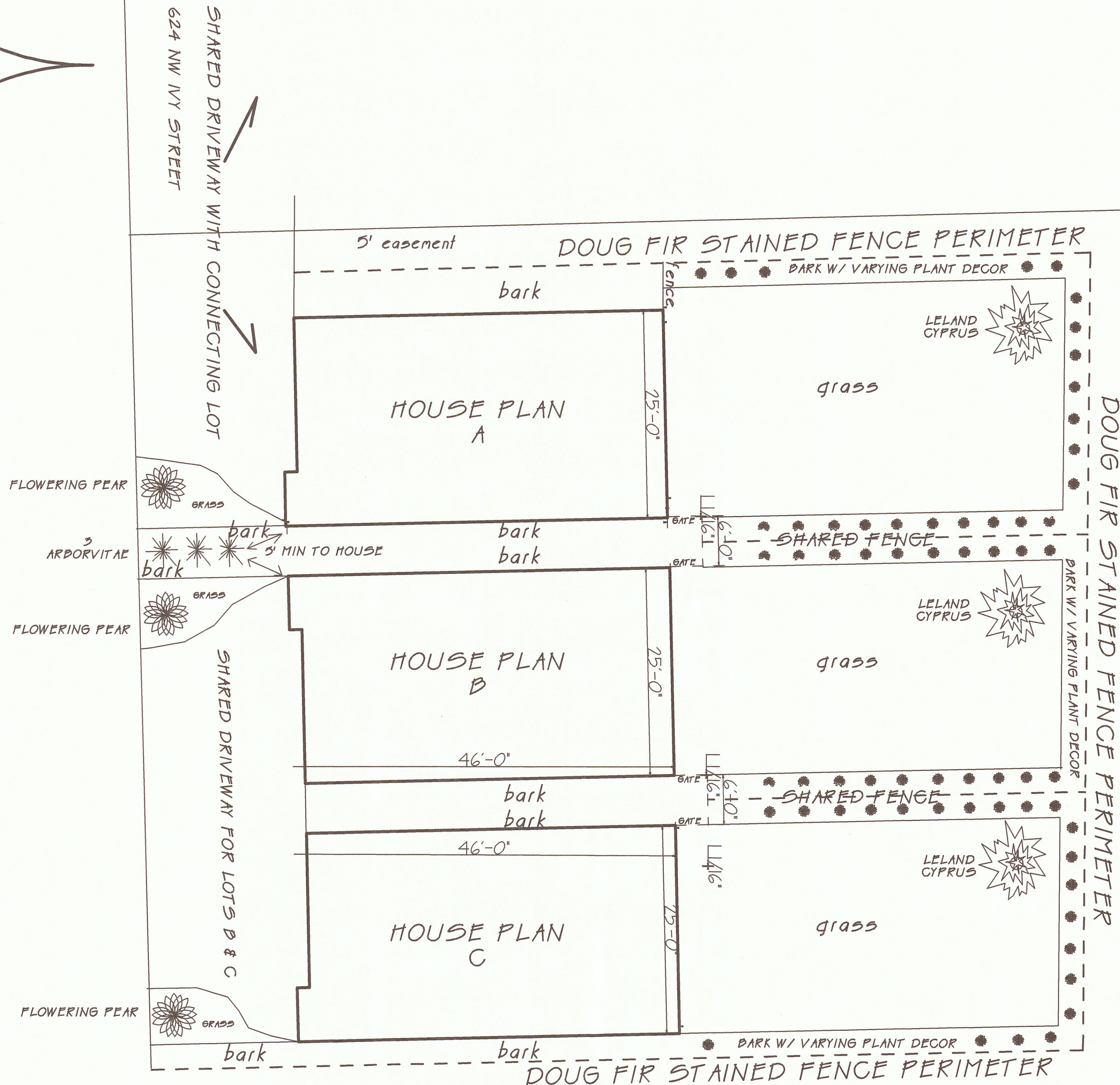


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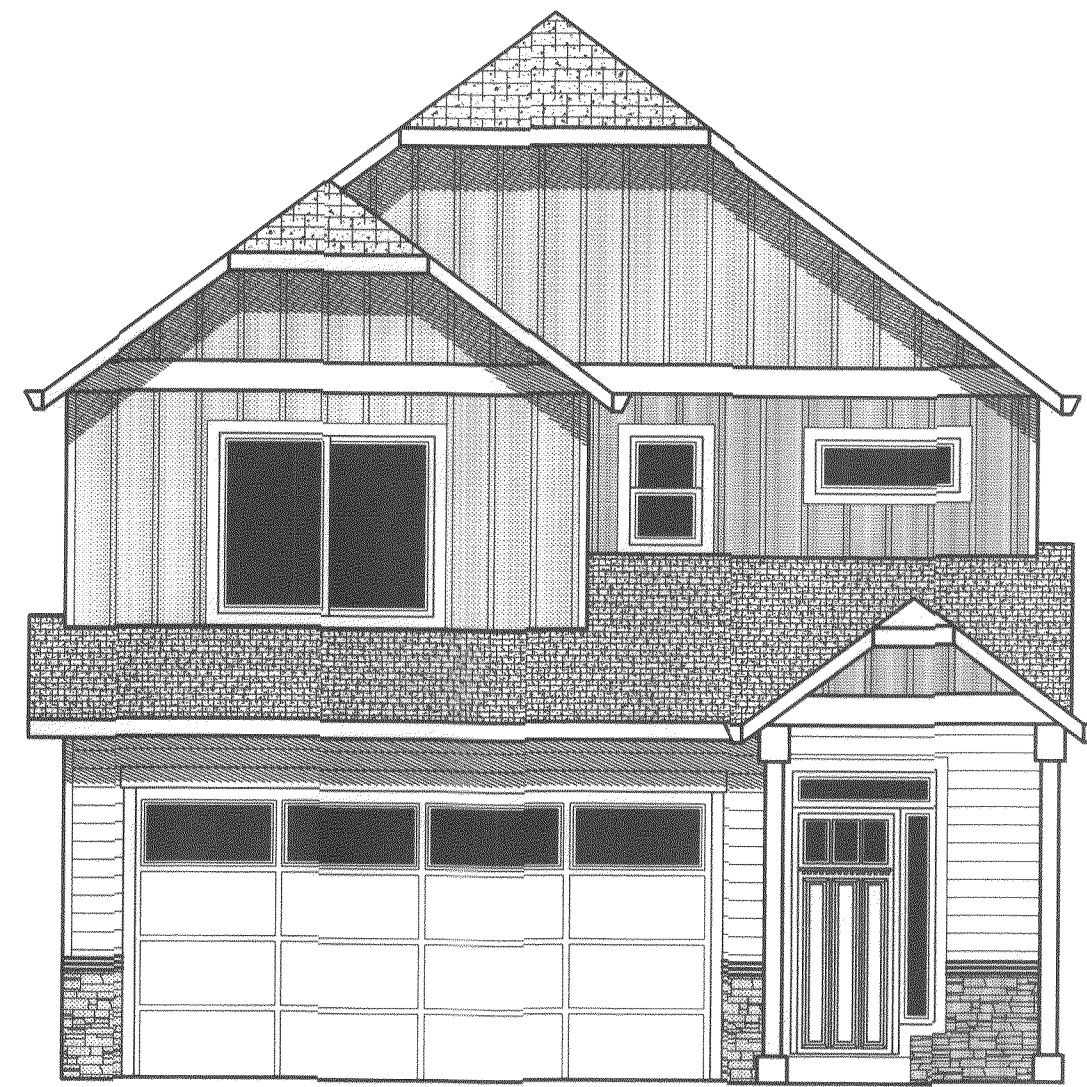
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MERIDIAN







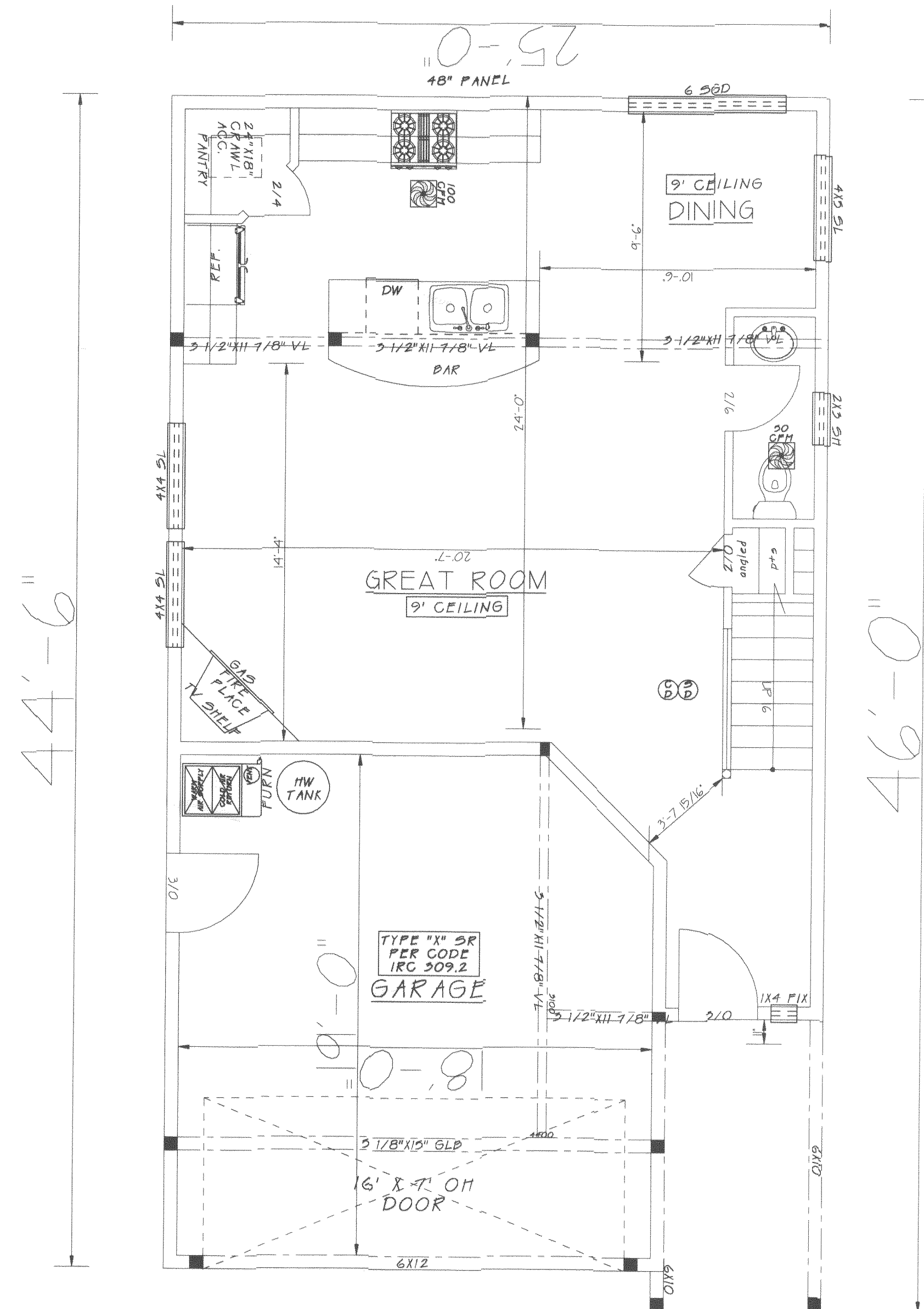
FRONT ELEVATION A



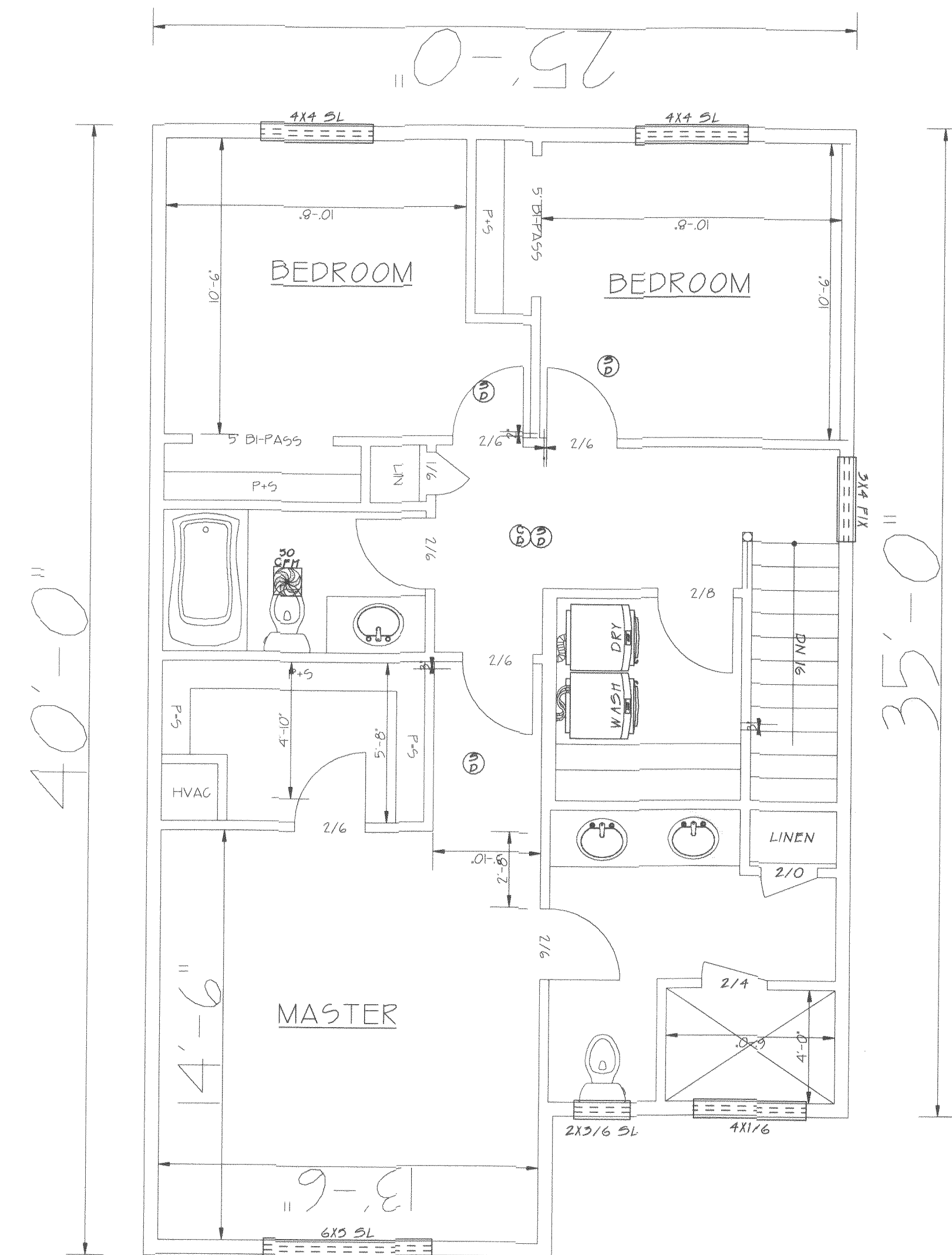
FRONT ELEVATION B



FRONT ELEVATION C



AREA	1ST FLOOR	699' SQ.FT.
	2ND FLOOR	947' SQ.FT.
TOTAL		1646' SQ.FT.
GARAGE		
COVERED PORCH		357' SQ.FT.
		67' SQ.FT.







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

STAFF REPORT  
Design Review Application for Parker Village Townhomes  
City File No. DR15-06  
(Related Files: MAJMOD14-01)

---

TO: Design Review Committee  
FROM: Robert Maul, Planning Manager  
APPLICANT: Parker Village LLC, Attn. Patrick Ginn  
LOCATION: NW Sage Street / NW Sage Loop  
Parcel number 125191-000  
Camas, WA 98607

**APPLICABLE LAW:** The application was submitted on October 23<sup>rd</sup>, 2015 and the applicable codes are those codes that were in effect at the date of application. Camas Municipal Code Chapters (CMC): Title 18 Zoning (not exclusively); CMC Chapter 17.21 Procedures for Public Improvements; CMC Chapter 18.19 Design Review; Camas Design Review Manual (2002); and CMC Chapter 18.55 Administration and Procedures; and RCW 58.17.

**BACKGROUND:**

The Parker Village Townhouse project is a residential subdivision comprised of 60 lots. Units will include luxury gated townhomes and live/work units ranging from 1,600 square feet to 2,100 square feet in area. The buildings will be attached in units clusters ranging from 2 to 4.

**PURPOSE:**

Design Review is required under CMC Chapter 18.19. Design review is not intended to determine the appropriate use on a parcel but rather review a proposed development for compliance with City codes and plans related to landscaping, architectural elevations and other elements relative to required improvements. The recommendations from the Design Review Committee (DRC) must consider the general design review standards (CMC Chapter 18.19.050.A and the Camas Design Review Manual "DRM" pages 4-7), and multi-family (CMC Chapter 18.19.050.B.3 and the DRM page 16); which are included in the enclosed Design Review Checklist.

**RECOMMENDATION:**

That the Design Review Committee reviews the submitted materials, deliberates, and forwards a recommendation to the Director for a final decision.

### 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]

### Standard Principles and Guidelines

1. Landscaping should be done with a purpose. It should be used as a tool to integrate the proposed development into the surrounding environment.				
Exceeds	Meets	Fails	NA	
				Landscaping, including trees, shrubs, and vegetative groundcover, is provided to visually screen and buffer the use from adjoining less intense uses.
				Signs are located on buildings or incorporated into the landscaping so as not to be the main focus either during the day or night. (e.g. low signs with vegetative backgrounds to soften visual impact). If illuminated they shall be front lit. Efforts have been made to make signs vandal resistant.
				Outdoor furniture samples have been submitted consistent with the overall project design.
				Proposed fencing is incorporated into the landscaping so as to have little or no visual impact.
				The vegetation to be utilized includes native, low maintenance plantings. Trees planted along streetscapes with overhead power lines should include only those identified on the City’s Tree List.
				Landscape lighting - low voltage, non-glare, indirect lighting is directed, hooded or shielded away from neighboring properties.
				Street lighting (poles, lamps) is substantially similar or architecturally more significant than other street lighting existing on the same street and will not conflict with any City approved street lighting plans for the street.
				Parking and building lighting is directed away from surrounding properties through the use of hooding, shielding, siting and/or landscaping.
2. All attempts should be made at minimizing the removal of significant natural features. Significant natural features should be integrated into the overall site plan.				
Exceeds	Meets	Fails	NA	
				Existing trees over 6” dbh that are not required to be removed to accommodate the proposed development are retained and incorporated into the landscape plan.
				Rock outcroppings, forested areas and water bodies are retained.

3. Buildings should have a “finished” look. Any use of panelized materials should be integrated into the development in a manner that achieves a seamless appearance.				
Exceeds	Meets	Fails	NA	
				Use of corrugated materials, standing seam, T-1 11, or similar siding materials are questionable, 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.
				Buildings walls or fences visible from roadways should be articulated in order to avoid a blank look. The walls 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.
				The use of bold colors has been avoided unless used as minor accents.
				Higher density/larger structures abutting lower density residential structures have been designed to mitigate size and scale differences. In some cases, creating a natural buffer may be appropriate.

### Specific Principles and Guidelines for Multi-Family

Stacked Housing				
Exceeds	Meets	Fails	NA	
				All on-site parking areas shall be screened with landscaping. Parking spaces shall be clustered in small groups of no more than six to ten spaces.
				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 fifty percent of the front façade of the structure.
Landscaping and Screening				
Exceeds	Meets	Fails	NA	
				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 requirements.
				Green belts should be used to separate different uses whenever possible.
				The vertical intensity of landscaping should increase as the height of the structure increases.
Circulation and Connections				
				Pathways define traffic/pedestrian movement. Building 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.

# **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**

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**Paul Dennis, AICP** – Author

**Phil Bourquin** – Staff Planner/Editor

**Kristin Berquist** – Editor

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**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

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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."*

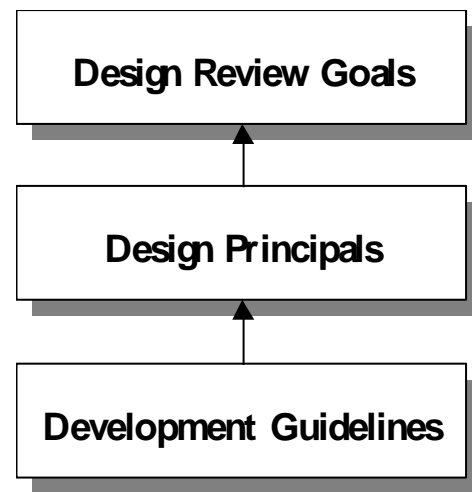
Design review, in the context of the City's mission statement, should aid in the preservation of our community's heritage; enhance our City's quality of life; guide us through the challenges of the future; preserve a healthy environment; promote economic growth; and enable citizens to participate in 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: <sup>a)</sup> Landscaping & Screening, <sup>b)</sup> Architecture, <sup>c)</sup> Massing & Setbacks, <sup>d)</sup> Historic & Heritage Preservation, and <sup>e)</sup> 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.

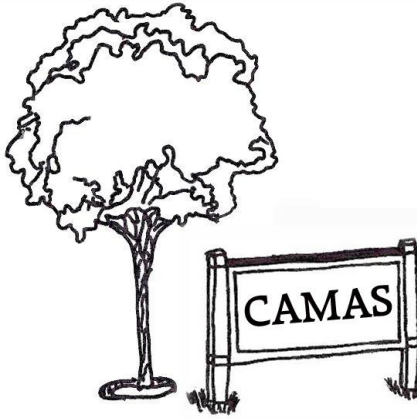
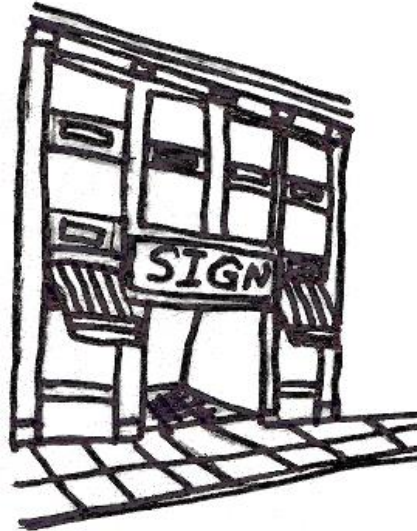
## STANDARD DESIGN GUIDELINES

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.

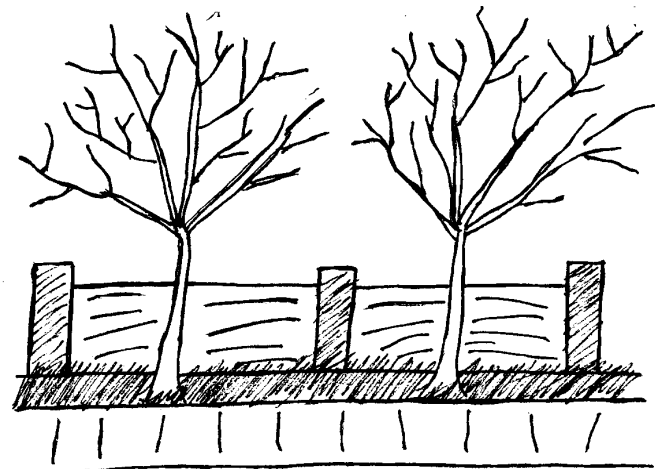
### ***Landscaping & Screening***

- 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.**

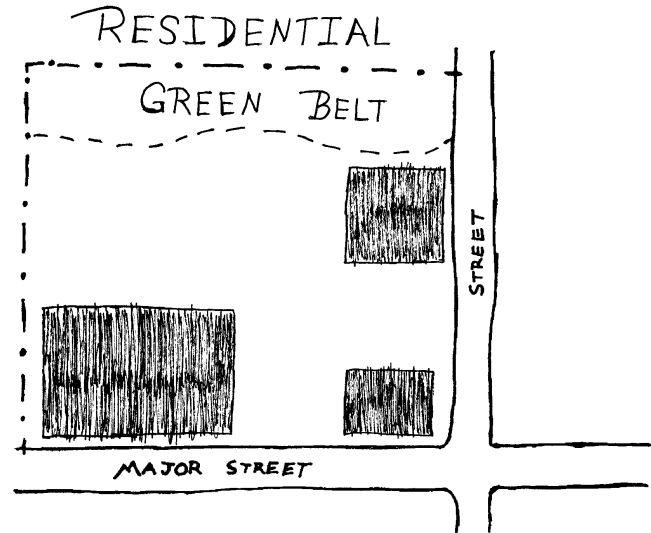


**Exhibit 2.**



## 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

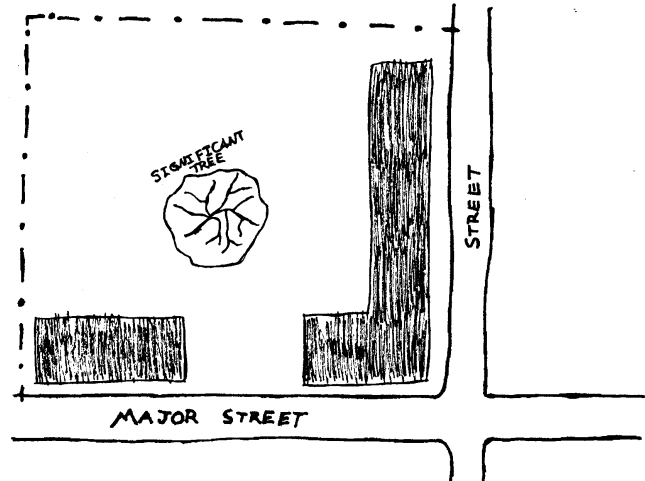
Few restrictions should be placed on the architecture and building materials used in the development. Instead, general guidelines are developed to identify the type of development desired:

- 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.

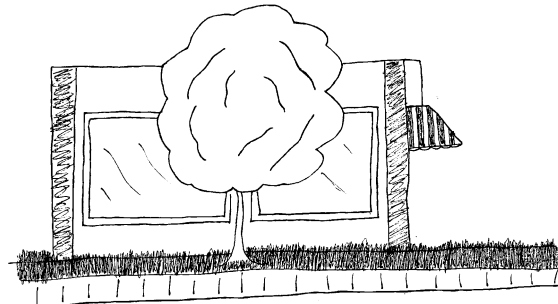
- Placement of buildings should preserve significant natural features, such as rocks, trees, etc. In doing so, developers may make use of site variances such as adjusting setbacks. (see exhibit 4)
- Building walls or fences visible from roadways should be articulated in order to avoid a blank look. The 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

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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.

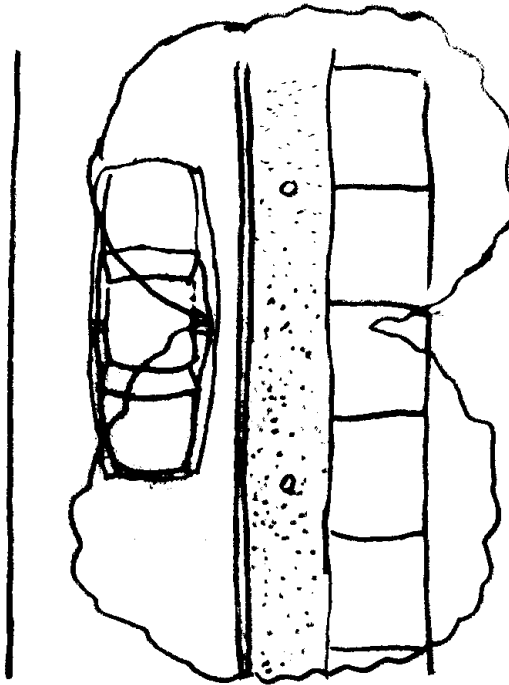
## ***Historic and Heritage Preservation:***

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.

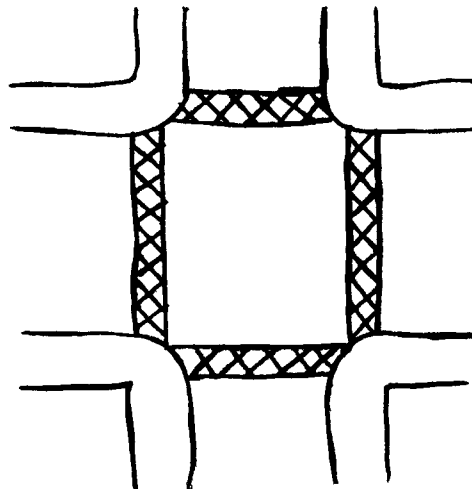
## ***Circulation & Connections:***

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

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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.

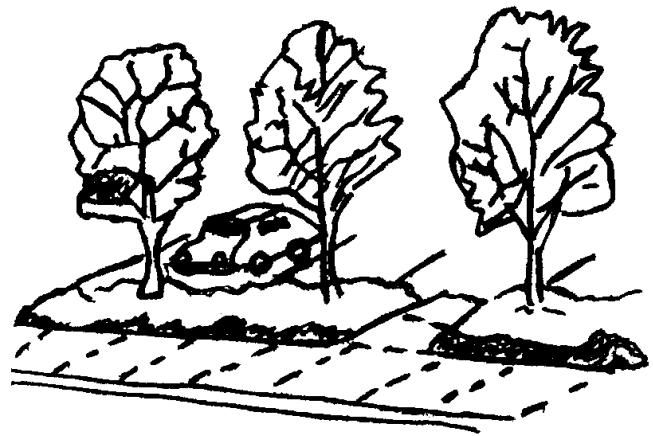
- On-site parking areas shall be placed to the interior of the development unless site development proves prohibitive. All required on-site parking areas along adjacent roadways shall be screened with landscaping.
- Buildings shall be used to define the streetscape unless site conditions prove prohibitive.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

## 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)



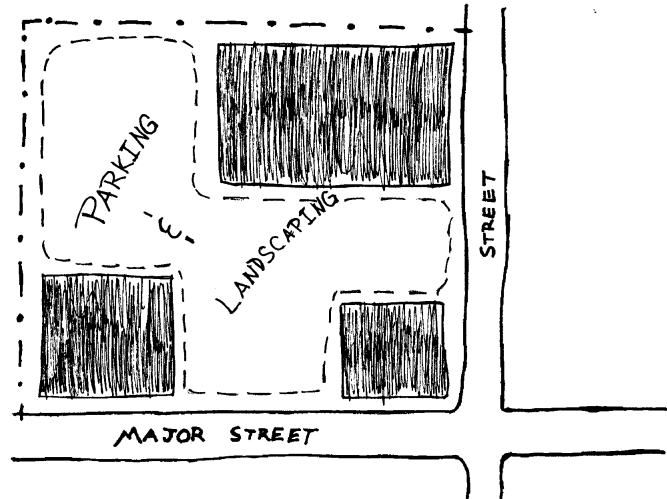
**Exhibit 9.**

- 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

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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.

## **Parker Village – Residential Structures Portion**

### *Design Review Checklist Notes*

#### **Standard Principles and Guidelines**

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

**Parker Village Landscaping, as approved by the City, meets this principle.**

2. Landscaping, including trees, shrubs, and vegetative groundcover, is provided to visually screen and buffer the use from adjoining less intense uses.

**Parker Village Landscaping, as approved by the City, meets this principle.**

3. Signs are located on buildings or incorporated into the landscaping so as not to be the main focus either during the day or night. (eg. low signs with vegetative backgrounds to soften visual impact). If illuminated they shall be front lit. Efforts have been made to make signs vandal resistant.

**Parker Village is not proposing any commercial buildings at this time. As such, this is not applicable.**

4. Outdoor furniture samples have been submitted consistent with the overall project design.

**Parker Village is not proposing any commercial buildings at this time. As such, this is not applicable.**

5. Proposed fencing is incorporated into the landscaping so as to have little or no visual impact.

**Parker Village is not proposing any commercial buildings at this time. The fencing installed on the residential portions is incorporated into the landscaping so it has little or no visual impact.**

6. The vegetation to be utilized includes native, low maintenance plantings. Trees planted along streetscapes with overhead power lines should include only those identified on the City's Tree List.

**Parker Village Landscaping, as approved by the City, meets this principle.**

7. Landscape lighting - low voltage, non-glare, indirect lighting is directed, hooded or shielded away from neighboring properties.

**Parker Village is not proposing any commercial building or commercial landscaping at this time. No landscaping lighting is being proposed for the 60 residential units. Any future landscaping lighting will comply.**

8. Street lighting (poles, lamps) is substantially similar or architecturally more significant

than other street lighting existing on the same street and will not conflict with any City approved street lighting plans for the street.

**All Parker Village Street lighting has been approved by the City of Camas. Therefore, it meets this guidelines.**

9. Parking and building lighting is directed away from surrounding properties through the use of hooding, shielding, siting and/or landscaping.

**At Present Parker Village is only submitting design review for residential structures. As such, it is not proposing parking or building lighting. This is not applicable.**

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1. All attempts should be made at minimizing the removal of significant natural features. Significant natural features should be integrated into the overall site plan.

**Parker Village, through its approved development plan, meets this principle.**

2. Existing trees over 6" dbh that are not required to be removed to accommodate the proposed development are retained and incorporated into the landscape plan.

**Parker Village meets this as there no trees that meet this guideline.**

3. Rock outcropping's, forested areas and water bodies are retained.

**This is not applicable to Parker Village.**

---

1. Buildings should have a "finished" look. Any use of panelized materials should be integrated into the development in a manner that achieves a seamless appearance.

**Parker Village exceeds requirements with respect to the guidelines. As the exterior elevations show, all buildings are finished nicely.**

2. Use of corrugated materials, standing seam, T-1 11, or similar siding materials are questionable, 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.

**Parker Village exceeds requirements with respect to the guidelines. As the exterior elevations show, all buildings are finished nicely. Taken together, the buildings as proposed will produce a development with a high visual quality.**

3. Buildings walls or fences visible from roadways should be articulated in order to avoid a blank look. The walls 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.

**Parker Village exceeds requirements with respect to the guidelines. Proposed buildings will be built at different elevations throughout the site, in building sizes of 2 to 4 units. Each individual attached structure will be painted and finished in a look consistent with a stand-alone single family home.**

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4. The use of bold colors has been avoided unless used as minor accents.

**Parker Village exceed this requirement. All main body colors are natural and earth tone**

5. Higher density/larger structures abutting lower density residential structures have been designed to mitigate size and scale differences. In some cases, creating a natural buffer may be appropriate.

**Parker Village meets this guideline. Currently, we are only proposing residential structures around the perimeter. The site should blend well with all neighboring properties.**

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In addition, specific principals and guidelines relative to gateways, commercial, mixed use and multi-family uses shall be reviewed in the Design Review Manual as applicable.

**The Parker Village plans as proposed meet the Design Review Manual.**

## **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.*

**Parker Village:** The residential portion of Parker Village consists of 60 single family and live-work townhomes, ranging from 1,600 square feet to 2,100 square feet. Units will be attached in buildings ranging from 2 to 4. The commercial component on Lot 61 is not submitting for Design Review at this time.

## **Design Principles**

*1. All on-site parking areas (excluding driveways and garages) shall be screened with landscaping.*

**Parker Village:** As per the attached plat map and landscaping plan approved by the City of Camas, all on-site parking is screened – utilizing physical design and landscaping. See attached plat and approved landscaping plan as Exhibit A & Exhibit B

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

**Parker Village:** Throughout the residential portion of Parker Village, buildings have been designed to define the streetscape. Buildings for each lot were selected based on topography and applicable setbacks.

*3. Structures abutting or located in single family residentially zoned areas shall be designed to mitigate size and scale differences when appropriate.*

**Parker Village:** Within the gated portion of Parker Village, all 60 units proposed to be construction are residential single family and residential live-work units. Considering the topography and feel of the neighborhood we incorporated 3 different type of plans:

Lots 1-15 and 40-48, which comprise the east and west borders of the project, are Two Level attached single family residences. Lots 40 to 48 have a live-work component to them. Organized in buildings of 3, the exterior units have 2 car garages while the inside unit has a one car garage. (Exhibit C)

Lots 16-39, which comprise the South border of the project, are Three Level attached single family residences. Due to the topography of the site, there were designed as “garage under” floor plans to incorporate the larger slope found on the South side of the site. The use of these plans here helps create a more integrated feel within the neighborhood. These will be built in units of 4. (Exhibit D)



Lots 49-60 (Exhibit E), located in the middle of the project, are Single Level attached floor plans. To be built in buildings of 3 or 4, the use of single level plans in this area will make the neighborhood feel less dense and provide significant variety in the products.

Taken together, the floor plans consider size, scale, and topography to create a community that looks and feels nice.

4. Walls shall be articulated in order to avoid a blank look and to provide a sense of scale.

**Parker Village:** Within Parker Village, all exterior walls (elevations) have been carefully designed to avoid a blank look and provide a sense of scale. All exterior residential elevations are provided in Exhibit F, Exhibit G and Exhibit H.

*5. 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.*

**Parker Village:** Parker Village is not proposing any detached garages. Additionally, based on the design of the residential portion of the neighborhood, the proposed residential units are not directly visible for neighboring public roads.

6. 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.

**Parker Village:** The plans as proposed and provided meet this requirement. Garages have been articulated by windows in the garage doors, along with other architectural features visible on the front elevation.

## **Design Guidelines**

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

**Parker Village:** The design guidelines have been helpful to use. We have followed these guidelines when considering building plan design, exterior elevations, exterior colors and the unit mix.

## **Landscaping & Screening**

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

*1. Green belts should be used to separate different uses or intensity of uses whenever possible.*

**Parker Village:** Parker Village does not have any greenbelts. Therefore, this is not applicable.

*2. 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.*

**Parker Village:** The current design review is for 60 residential structures located within the gated Parker Village neighborhood. All 60 Lots range from single-level townhomes to a three-level townhome. The vertical intensity of landscaping within the neighborhood will be in accordance with the approved landscaping plan and designed to be proportion to the structures.

### **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.*

**Parker Village:** All proposed homes are duplex/triplex/four-plex and comply with the corresponding regulations. As the exterior elevation renderings illustrate, each unit is painted and accented to resemble single family homes.

## **Design Principles**

*1. 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.*

**Parker Village:** The plans as proposed and provided meet this requirement. Garages have been articulated by windows in the garage doors, along with other architectural features visible on the front elevation.

## **Design Guidelines**

### **Architecture**

*1. 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.*

**Parker Village:** The plans as proposed and provided meet this requirement. Garages have been articulated by windows in the garage doors, along with other architectural features visible on the front elevation.

EST. 2015

# Parker Village

LUXURY TOWNHOMES

CAMAS, WA

Parker Village Narrative  
Renderings  
Supporting Maps  
Design Standards

**Parker Village LLC**

## **Parker Village Narrative & Supporting Maps**

### *Narrative*

The residential portion of Parker Village consists of 60 single family and live-work luxury gated townhomes, ranging from 1,600 square feet to 2,100 square feet. The units will be attached in buildings ranging from 2 to 4. The detail site plan, renderings and finish materials are included in this document. The commercial component on Lot 61 is not submitting for Design Review at this time.

Parker Village is largely inspired and modeled after recently completed or currently in process townhomes projects in the general area: The Lakes at Fisher's Landing and Stoneleaf.

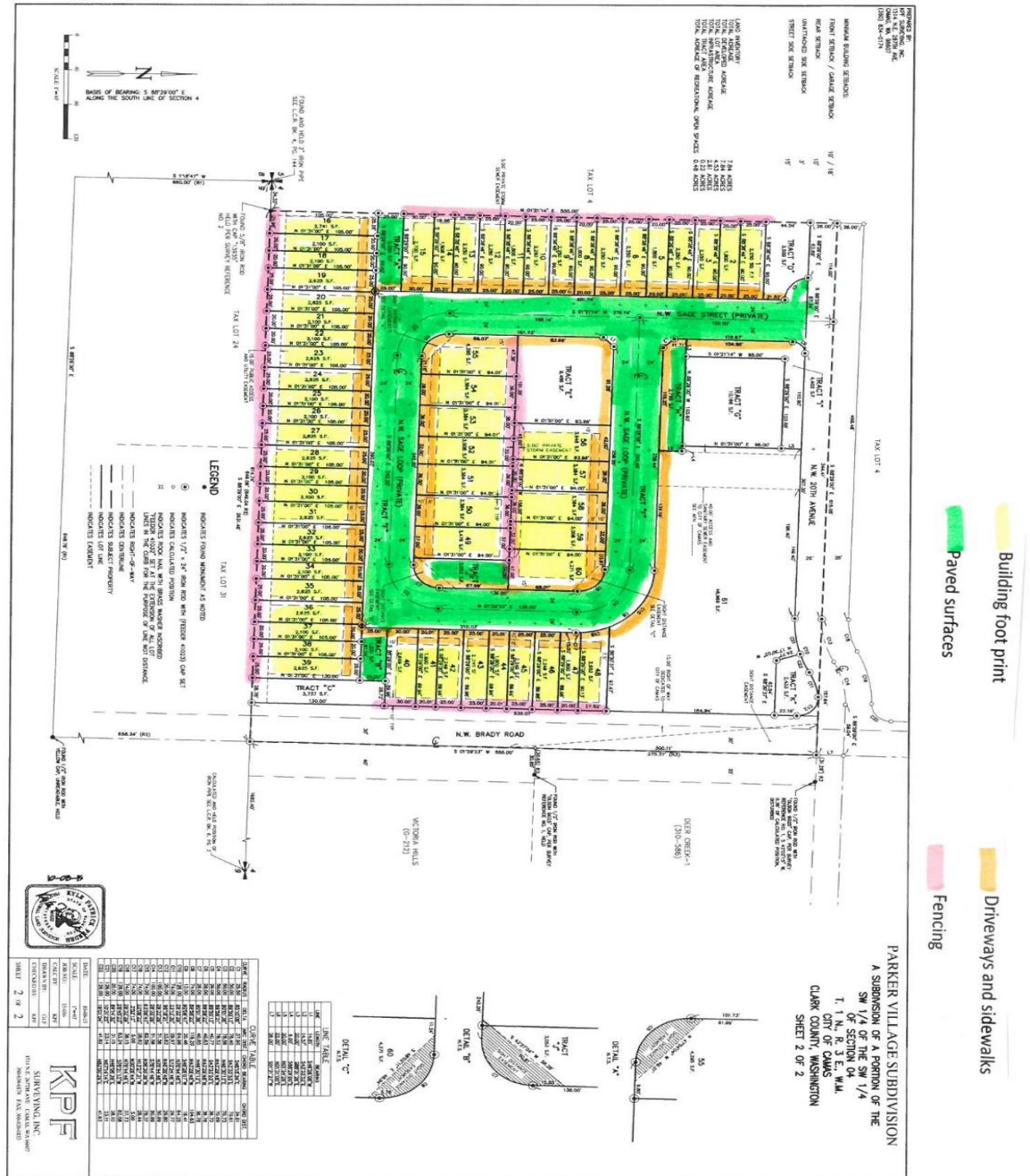
The Lakes at Fisher's Landing, located just west of 192<sup>nd</sup>, consisted of almost the same mix of product and number of units. It is now completed. A general overview can be seen at:

<http://ginndevelopment.com/projects/active-projects/the-lakes/>

Stoneleaf is just down the road and is currently in the final 6 to 12 months of building. In total, Stoneleaf will have 54 units (plus Knight's Court), of which will built 40. You are welcome to view this neighborhood in person as it is currently being built out. The neighborhood went from only being able to sell homes under \$300,000 to selling homes in excess of \$400,000; a win for the City and a win for all owners.

Approved Plat Map showing:

1. Asphalt
2. Fencing
3. Sidewalks and driveway areas
4. Building foot prints



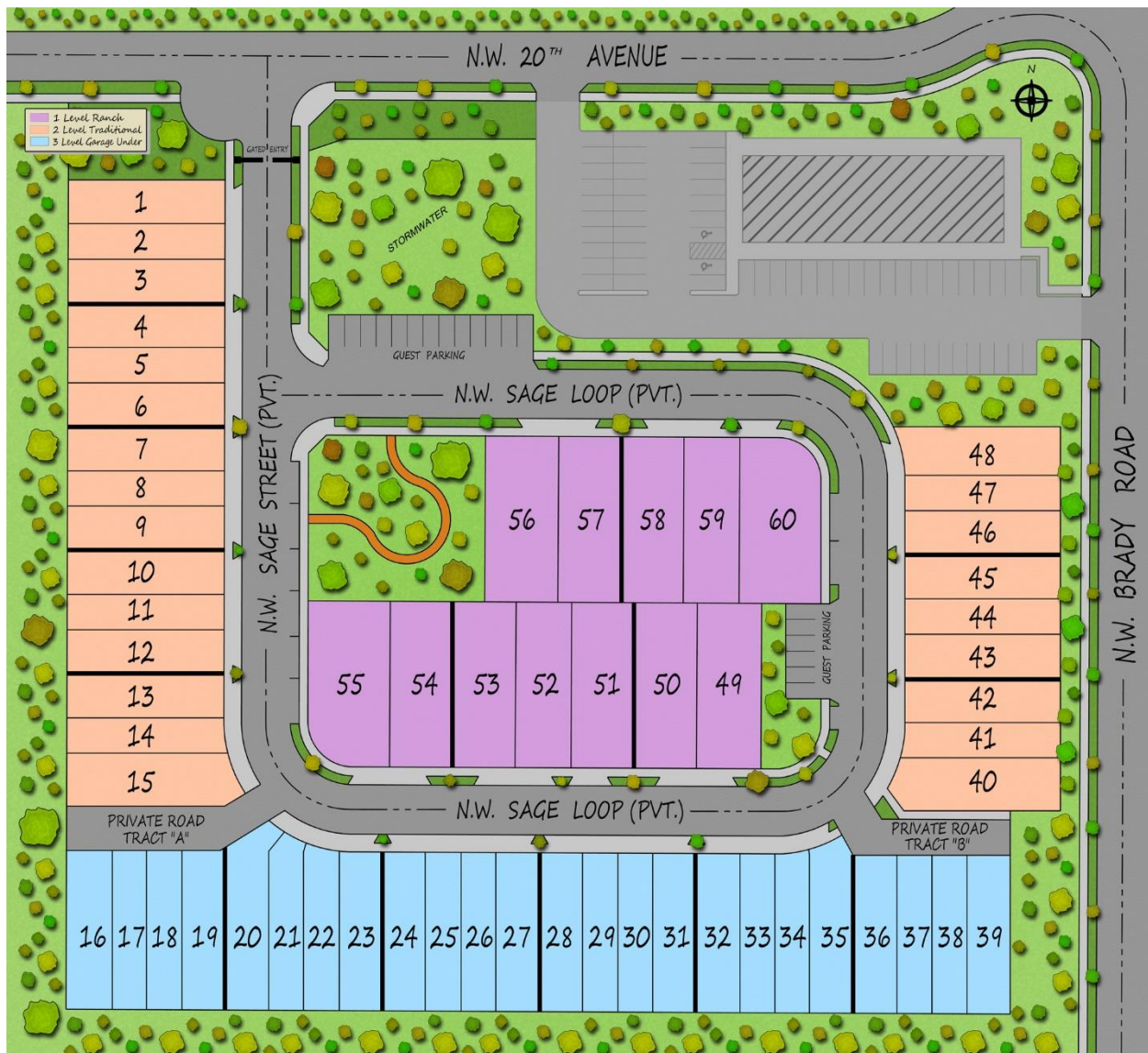
Other than approved street lights and normal lights installed on the exterior of building (shown in the rendering, there is no other lighting to note. Pedestrian pathways are noted on the landscaping plan

## Pedestrian pathways





Marketing plat map illustrating which floor plans go on which lots:



**Summary:**

- Lots 1 to 15 = 2-story 3 plex buildings
- Lots 16 to 39 = 2-story garage under 4 plex
- Lots 49 to 60 = 1-story buildings 2 or 3 units

Detailed architectural drawings are provided as separate PDF. All exterior building materials are James Hardie cement board products. As shown in the drawings and below renderings, it will be a mix of horizontal, shingle and board-baton. Lots 40 to 48, backing to Brady road, will have trim wrapped around the windows visible from the street. Decorative corbels and earth tone paints will be used to create a visually appealing aesthetic, including different colors schemes for each unit. Our nearby Stoneleaf neighborhood is a good example of the color selections and appealing elevations.

Building perspectives / renderings  
Lots 1 – 15 and 40 – 48





Building elevations  
Building perspectives / renderings  
Lots 16 - 39



Building elevations  
Building perspectives / renderings  
Lots 49 – 60



## Internal Design Standards

The purpose of the Design Standards is to facilitate quality development through an orderly process of evaluation and approval of plan submittals. The specific Design Standards set forth in this document establish the minimum standards to be used in the evaluation of each submittal.

1. **Exterior Design.** The exterior design of each Unit shall incorporate Craftsman and or European design as further illustrated in the architectural drawings and renderings.

2. **Exterior Materials:**

- A. **Siding.** Will be mixed elements which can include horizontal lap siding, board and batt, stucco style, shingle in accent areas, and cultured or natural stone veneers. Vinyl siding will not be permitted. All siding material shall be fiber-cement materials. Wood shall only be used for fascia boards, window wraps, and other cosmetic and finishing elements to further enhance the exterior finish.
- B. **Roofing.** Material shall be composition shingle with a minimum 30-year warranty, with a Class A fire rating and non-reflective. The color will be dark browns, grey, or black. Wood and metal roofing will not be permitted, except as needed for architectural design elements. The pitch of roof will be a 4/12 pitch or greater. Flat roofs will not be permitted.
- C. **Windows.** Will be wood, vinyl, or prefinished metal frames and sashes. Aluminum windows or door frames must be vinyl clad or non-reflective anodized color complimenting the earth tones. All front facing and street-side windows will be fully wrapped.
- D. **Front Doors.** Craftsman design with panel.
- E. **Garage Doors.** Will be decorative raised panels matching the architecture of the home. Window panels and garage door hardware will be used to accent and create variety.
- F. **Driveways.** Shall be constructed of broomed concrete. Asphalt driveways will not be permitted.

3. **General Appearance.** The influence of nature is seen in the range of organic colors appropriate for the European or Craftsman style. Siding, stucco and trim will be comprised of earth tones ranging from warm greens and browns to tans and ochre yellows. Accent colors will be rich,

earthy shades of green, red and brown. Homes located adjacent to one another shall use different color schemes. Home elevations used multiple times shall have a minimum of three color schemes. They will be approved provided they are appropriate to European or Craftsman design style and meet the above criteria.

4. **Landscaping.** Front landscaping with lawn and sprinkler system installed.
5. **Unit Size.** The minimum square footage of heated area for single family living units, exclusive of garages and porches, shall be 1,600 square feet. All living units must have a minimum of 250 sq ft of garage space with driveway to support off-street parking.

Ranch Plan Square footages (lots 49 to 60)	1,611 / 1,671
• Ranch garage square footage	409 / 285
2-story Plan square footages (1-15 & 40-48)	1,676 / 1,881
• 2-story garage	436 / 268
2-story garage under square footage (lots 16 to 39)	2,094
• 3-story garage	712

It is specifically noted that only one residence/unit may be constructed on each single family lot created.

6. Recorded CC&Rs will create detailed rules for ongoing maintenance for structures and rules for maintaining a high-quality neighborhood.

# **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.



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## **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.

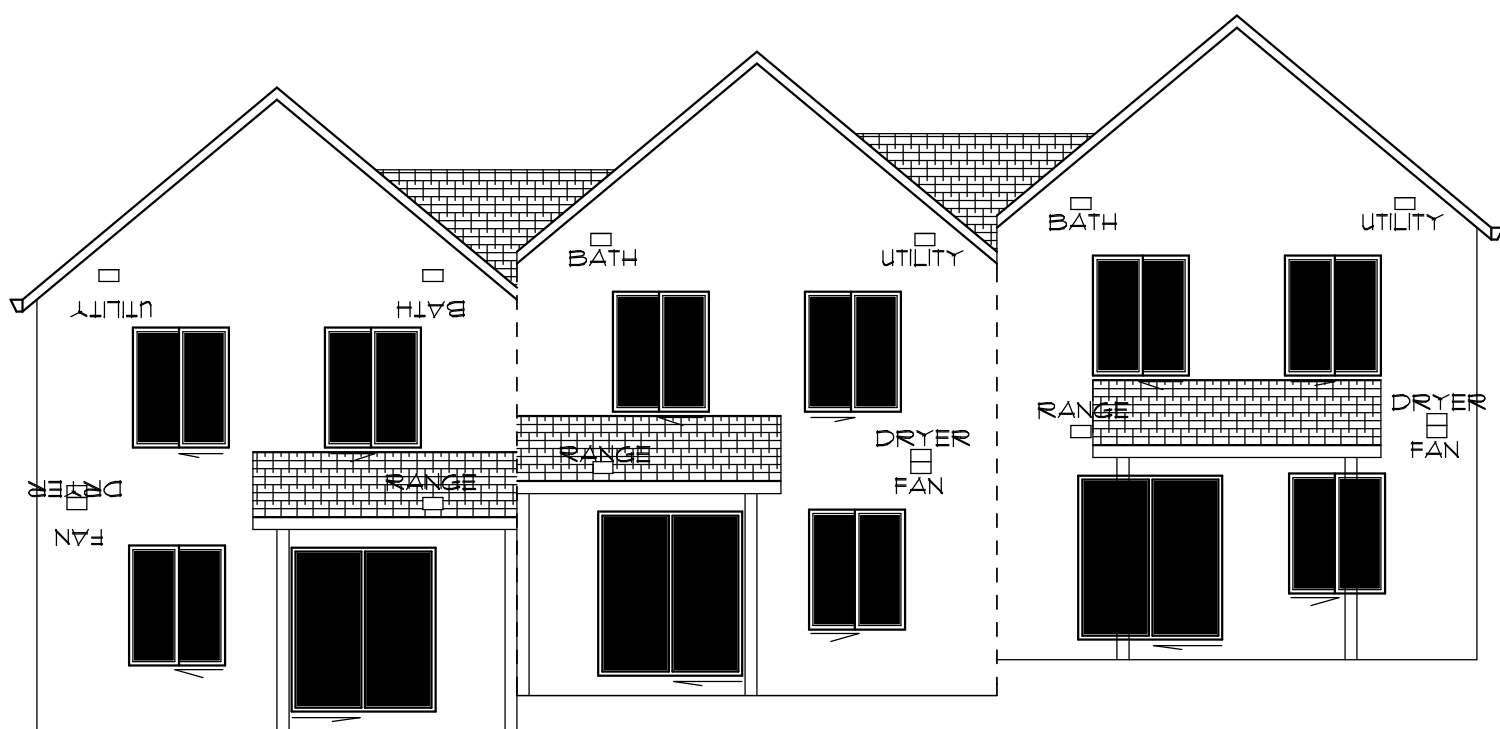




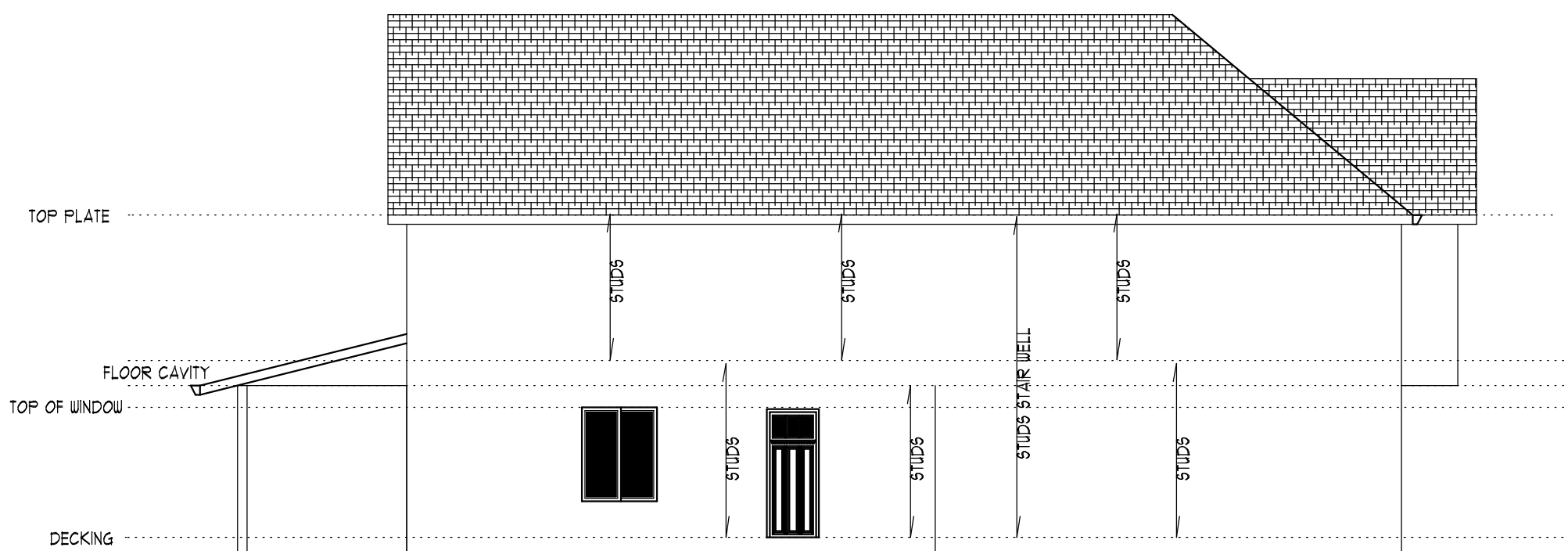
FRONT ELEVATION  
SCALE 1/4"=1'0"

FRONT ELEVATION  
SCALE 1/4"=1'0"

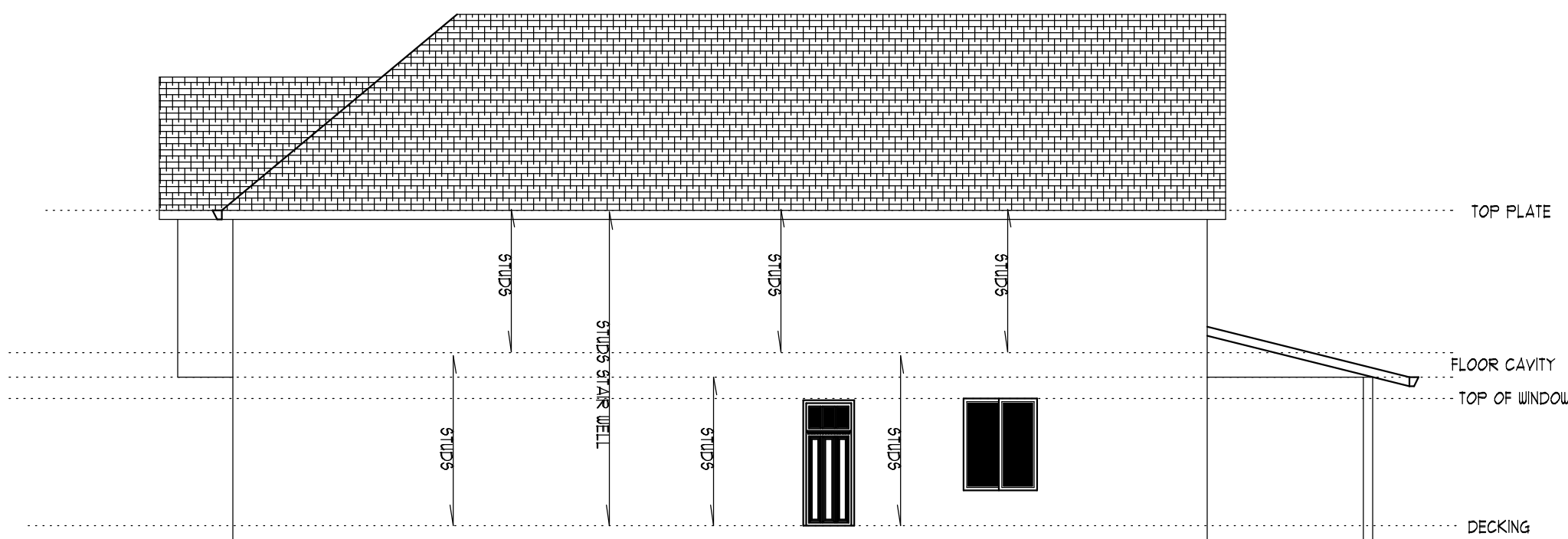
FRONT ELEVATION  
SCALE 1/4"=1'0"



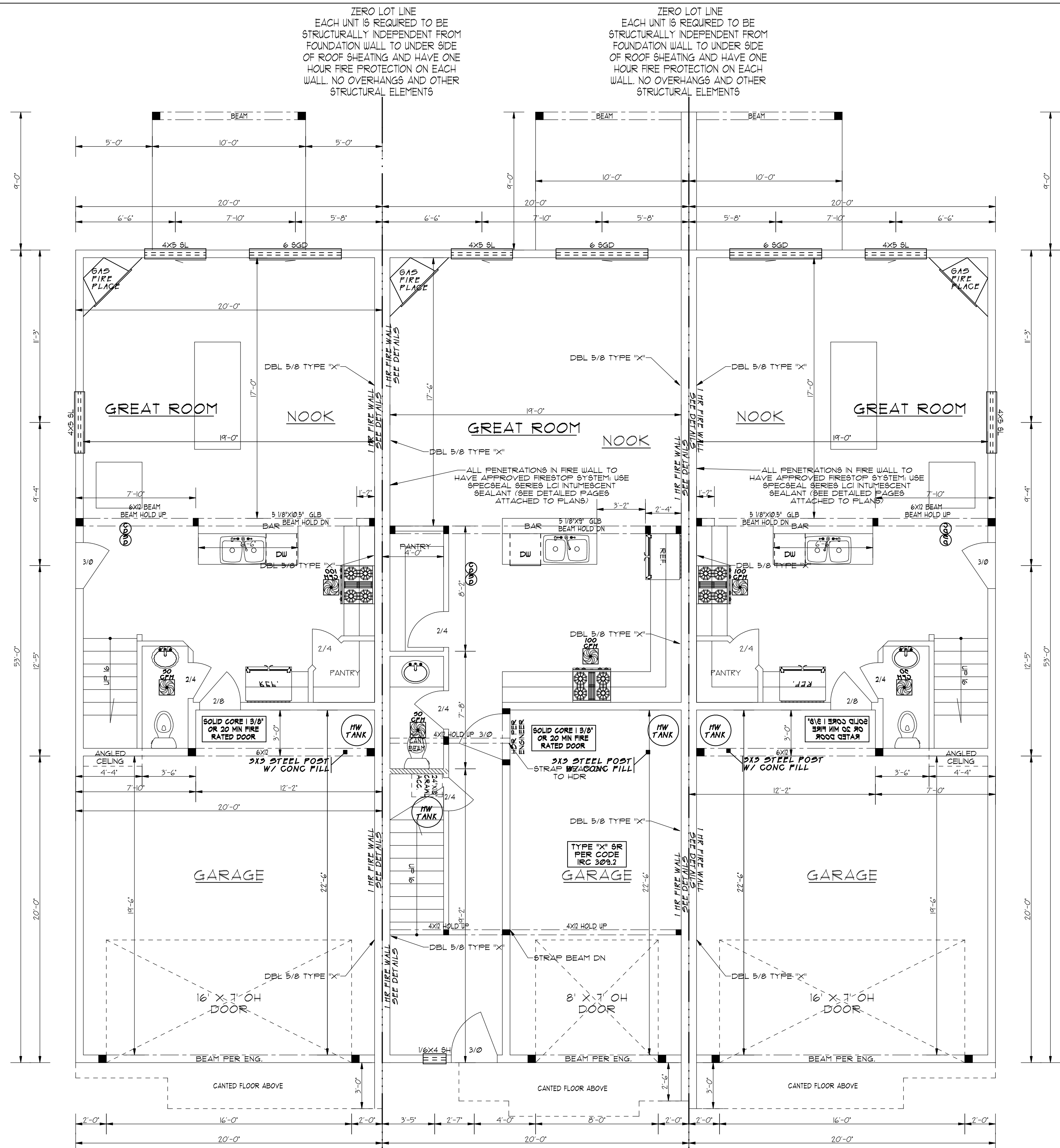
REAR ELEVATION  
SCALE 1/8"=1'0"



LEFT SIDE ELEVATION  
SCALE 1/8"=1'0"



RIGHT SIDE ELEVATION  
SCALE 1/8"=1'0"



1ST FLOOR PLAN  
SCALE 1/4"=1'-0"

AREA	1ST FLOOR	2ND FLOOR	TOTAL
UNIT 1	625' 90.FT.	1091' 90.FT.	1716' 90.FT.
GARAGE	436' 90.FT.		436' 90.FT.

SOFFIT TO BE 1 HR RATED W/ NON COMBUSTIBLE HARD BOARD DBL 5/8 GYP. BD. 48" WITHIN OF PROPERTY LINE

1ST FLOOR PLAN  
SCALE 1/4"=1'-0"

AREA	1ST FLOOR	2ND FLOOR	TOTAL
UNIT 2	781' 90.FT.	1062' 90.FT.	1843' 90.FT.
GARAGE	268' 90.FT.		268' 90.FT.

SOFFIT TO BE 1 HR RATED W/ NON COMBUSTIBLE HARD BOARD DBL 5/8 GYP. BD. 48" WITHIN OF PROPERTY LINE

1ST FLOOR PLAN  
SCALE 1/4"=1'-0"

AREA	1ST FLOOR	2ND FLOOR	TOTAL
UNIT 3	625' 90.FT.	1091' 90.FT.	1716' 90.FT.
GARAGE	436' 90.FT.		436' 90.FT.

Note: Blackened Area = Posts or Studs  
 6x6 Posts or (3/2x6)  
 4x6 Posts or (3/2x4)  
 4x4 Posts or (2/2x4)  
 To be determined by framer unless specified on the plan.

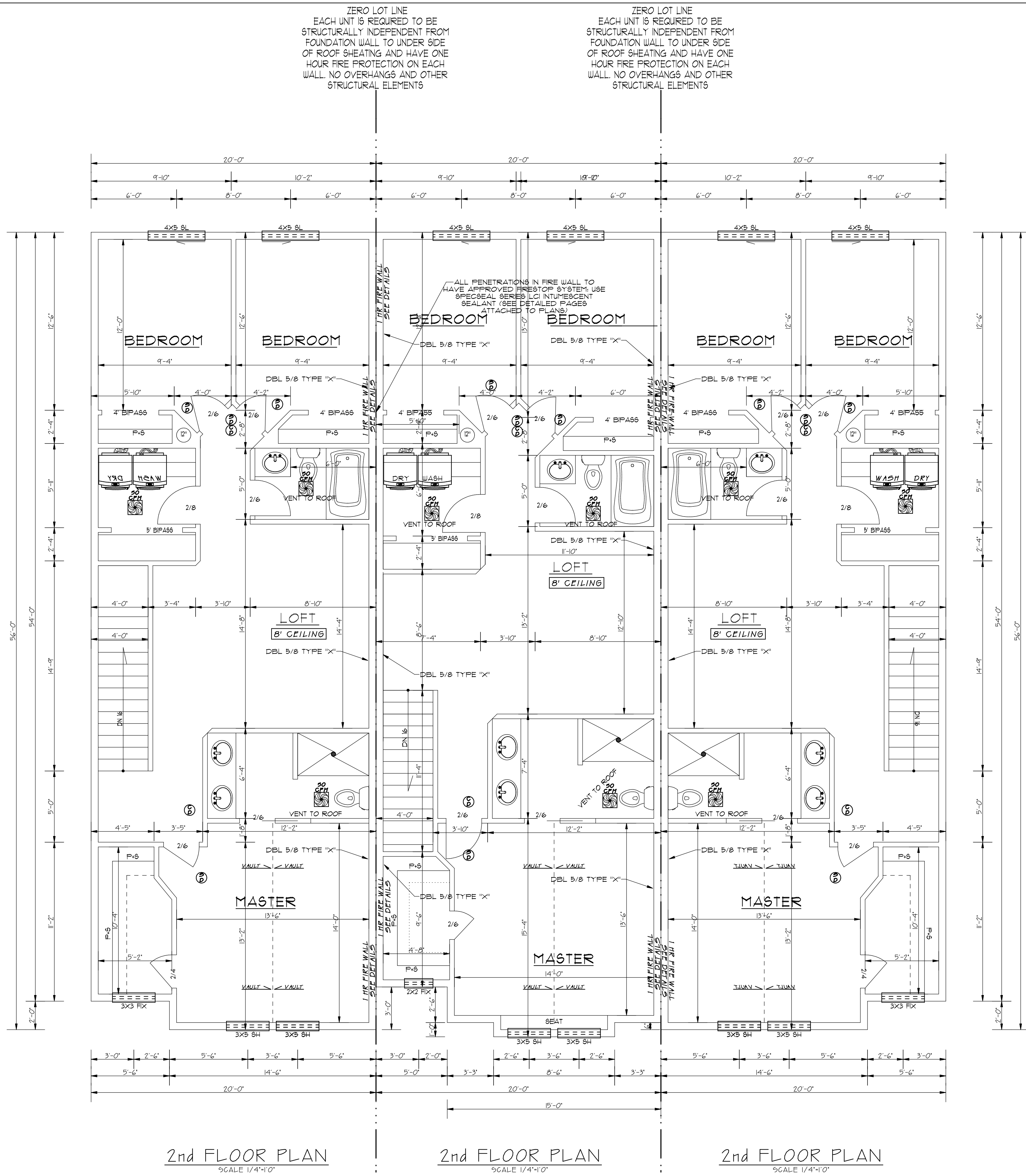
MIN. LOADS  
 FLOOR: in PSF  
 LIVE 40lbs.  
 DEAD 10lbs.  
 ROOF: in PSF  
 LIVE 25lbs.  
 DEAD 10lbs.  
 DECK: in PSF  
 LIVE 40lbs.  
 DEAD 20lbs.

Design Loads  
 Ground snow load to be determined by 2012 IRC figure R301.2(1b) or site specific case study needed by local county codes. For more info please contact me at FORGACS R.D. 360-433-1194

All Beam, Rafters, Joist, Hdr, Post, and Studs are D.F. #2 unless noted on plan. any wood in contact with concrete must be pressure treated (per 2012 IRC R317)

**GENERAL CODE**  
 R316 Hallways. The minimum width of a hallway shall be not less than 3 feet finished.  
 R305.1 Minimum height. Habitable space, hallways, bathrooms, closets, rooms, laundry, rooms and portions of basements containing these spaces shall have a ceiling height of not less than 7 feet. There are 2 exceptions, read IRC.  
 R301 Emergency escape and rescue required. Basements, habitable attics and every sleeping room shall have at least one operable emergency escape and rescue opening. Where emergency escape and rescue openings are provided they shall have a sill height of not more than 44 inches above the floor.  
 R301.1 Minimum opening area. All emergency escape and rescue openings shall have a minimum net clear opening of 5.7 square feet.  
 R301.2 Minimum opening height. The minimum net clear opening height shall be 24 inches.  
 R301.3 Minimum opening width. The minimum net clear opening width shall be 20 inches.  
 R312 Egress door. At least one egress door shall be provided for each dwelling unit. The egress door shall be side-hinged and shall provide a minimum clear width of 32 inches when measured between the face of the door and the stop, with the door open 90 degrees. The minimum clear height of the door opening shall not be less than 78 inches in height, measured from the top of the threshold to the bottom of the stop.  
 R313 Floors and landings at exterior doors. There shall be a landing or floor on each side of each exterior door. The width of each landing shall not be less than the door served. Every landing shall have a minimum dimension of 36 inches measured in the direction of travel. Exterior landings shall be permitted to have a slope not to exceed 1/4 unit vertical in 2 units horizontal (2% percent).  
 R314.1 Smoke detection and notifications. All smoke alarms shall be listed and labeled in accordance with UL 211 and installed in accordance with the provisions of this code and the household fire warning equipment provisions of the NFPA 72.  
 R314.2 Smoke detection systems. Household fire alarm systems installed in accordance with NFPA 72.  
 R314.3 Location. Smoke alarms shall be installed in the following locations:  
 1. In each sleeping room.  
 2. Outside each separate sleeping area in the immediate vicinity of the bedrooms.  
 3. On each additional story of the dwelling, including basements and habitable attics.  
 When more than one smoke alarm is required to be installed within an individual dwelling unit the alarm devices shall be interconnected in such a manner that the activation of one alarm will activate all of the alarms in the individual unit.  
 R315.1 Carbon monoxide alarms. For new construction, an approved carbon monoxide alarm shall be installed outside of each separate sleeping area in the immediate vicinity of the bedrooms in dwelling units within which fuel-fired appliances are installed and in dwelling units that have detached garages.

**Governing Design Code**  
 2012 International Building Code  
 2012 International Residential Code  
 General  
 Specifications and codes referenced in these notes are the versions most recently adopted by the permitting authority. Field verify dimensions and elevations relative to the existing structure prior to fabrication of materials. For future construction field verify dimensions on lot with setbacks and elevations relative to heights limits, per code or per local jurisdictions. Apply, place, erect or install all products and materials in accordance with the manufacturer's instructions, adequately bracing structure and all structural components against wind, lateral earth and seismic forces until the permanent lateral force resisting systems have been installed, provide bracing between studs (or other means of bracing) at wood bearing walls to prevent stud buckling prior to installation of gypsum wallboard.



**FRAMING LUMBER:** LUMBER SPECIES: Douglas fir-larch grade lumber  
**LUMBER GRADES:** exterior wall studs no.2 or better  
interior non-bearing wall studs standard or better  
interior bearing wall studs no.2 or better  
joists no.2 or better  
beams no.1 or better unless noted on plan  
posts no.1 or better unless noted on plan  
blocking standard or better  
solid blocking use same depth as members

**ANY WOOD IN CONTACT WITH CONCRETE MUST BE PRESURE TREATED (PER 2012 IRC R317)**

**GLUE LAMINATED MEMBERS:** MEMBER SPECIES: use western  
**MEMBER GRADES:** (simple, multiple span or cantilevered spans) use 24f-v4

**MATERIAL STANDARDS:** architectural grade appearance  
do not use 24f-lbs unless noted & approved by a qualified supplier or structural engineer.

**GLULAM COLUMNS:** use combination #3 of

**PLYWOOD SHEATHING:** ROOF SHEATHING: 1/2" min. index 32/16.  
FLOOR SHEATHING: 3/4" min. index 48/24 1/4  
WALL SHEATHING: 1/2" min. index 32/0

**WOOD PRODUCT MANUFACTURER:** engineered wood products must conform with all applicable provisions of the IRC 2012 code  
True Joist TJL series joist or  
Boise engineering EBC series joists  
assemblies and hangers, as required to provide a complete floor or roof structural system per i-joist manu.

**RIM BOARD:** 1/4" wide, 1.5e grade unless noted on plans or approved by joist supplier or structural engineer.

**BEARING REQUIREMENTS FOR MECHANICAL UNITS:** 1/4" wide, 1.5e grade unless noted on plans or approved by joist supplier or structural engineer

**SIDING:** siding to be determined by owner/builder

**GARAGE / DUELLING SEPARATION:** on the garage side of walls and ceiling with a min. 1/2" gap and 5/8" type "x" gap at ceiling with habitable rooms above.

**INSULATION R-VALUES:** 2x4 walls: R-15 min.  
2x6 walls: R-21 min.  
roof cavities: R-49 min.  
vaulted roof cavities: R-30 min.  
under slab: R-10 rigid min., 24" horizontal length min.  
insulation baffles at vents (per IRC 1203.2)  
floor cavities: R-30 min. with 1" min. air space for venting (per IRC 1203.2)  
hot cavity: R-10 min.

**CRAWLSPACE:** 18" min. clearance from grade to bottom of floor joist and min. 12" clearance to bottom of girders or beams in the crawlspace

**ROOF:** composition roof shingles must be a minimum of 25-year on 15" felt on 1/2" plywood on manu. truss or rafters 24" o/c per 2012 IRC r305, use Simpson "1425" clip on each truss or rafter

**ATTIC VENTILATION:** Attic Vents R806.2 Minimum area. The total net free ventilating area shall not be less than 1/150 of the area of the space ventilated except that reduction of the total area to 1/300 is permitted provided that at least 50 percent and not more than 80 percent of the required ventilating area is provided by ventilators located in the upper portion of the space to be ventilated at least 3 feet above the eave or cornice vents with the balance of the required ventilation provided by eave or cornice vents

**OVERHANGS:** overhangs are to be determined by owner/builder

**GUTTERS:** gutters are to be determined by owner/builder

ZERO LOT LINE  
EACH UNIT IS REQUIRED TO BE STRUCTURALLY INDEPENDENT FROM FOUNDATION WALL TO UNDER SIDE OF ROOF SHEATHING AND HAVE ONE HOUR FIRE PROTECTION ON EACH WALL, NO OVERHANGS AND OTHER STRUCTURAL ELEMENTS

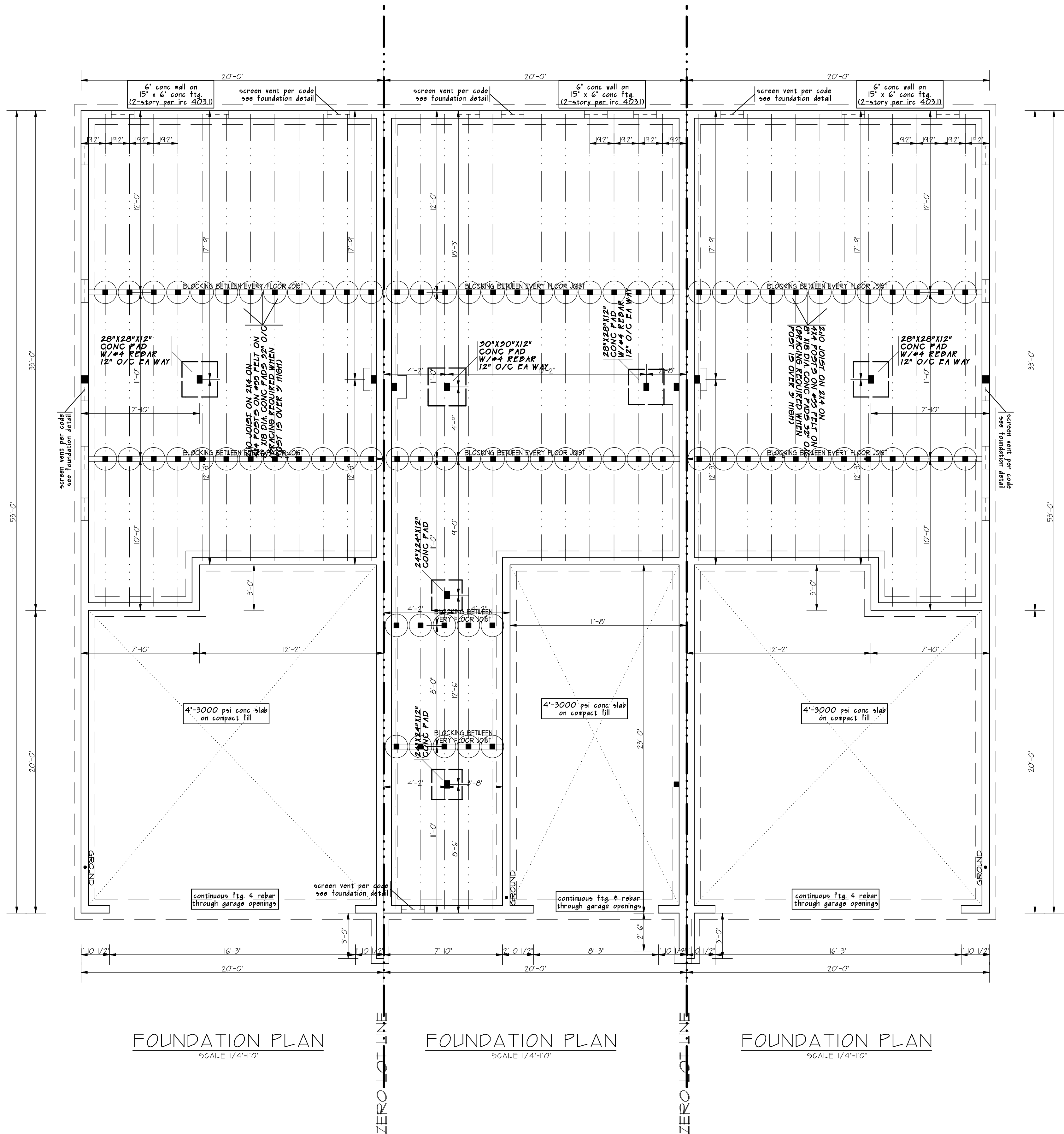
ZERO LOT LINE  
EACH UNIT IS REQUIRED TO BE STRUCTURALLY INDEPENDENT FROM FOUNDATION WALL TO UNDER SIDE OF ROOF SHEATHING AND HAVE ONE HOUR FIRE PROTECTION ON EACH WALL, NO OVERHANGS AND OTHER STRUCTURAL ELEMENTS

SOFFIT TO BE 1 HR RATED W/ NON COMBUSTIBLE HARD BOARD DBL 5/8 GYP. BD. 48" WITHIN OF PROPERTY LINE

SOFFIT TO BE 1 HR RATED W/ NON COMBUSTIBLE HARD BOARD DBL 5/8 GYP. BD. 48" WITHIN OF PROPERTY LINE

SOFFIT TO BE 1 HR RATED W/ NON COMBUSTIBLE HARD BOARD DBL 5/8 GYP. BD. 48" WITHIN OF PROPERTY LINE





**GOVERNING DESIGN CODE:**  
2012 INTERNATIONAL BUILDING CODE  
2012 INTERNATIONAL RESIDENTIAL CODE

**FOUNDATIONS:**  
Foundation sizes based on an allowable soil bearing pressure of 1500 psf dead and live loads combined. place footings on firm, undisturbed original (virgin) soil, or on structural fill and shall be under frost line, per county code, unless noted by engineer.

**CONCRETE MIX DESIGN:**  
3000 psi conc. for slab, 3500 PSI conc. walls, and footings all on compact fill or virgin soil. (slabs may require 6x6x10ga. in some jurisdictions.)

**ANCHORS IN CONCRETE:**  
Install according to manufacturer's recommendations. anchor bolts: use bolts with rolled threads, unless noted otherwise embed anchor bolts seven inches (7") minimum into concrete.

**DISREGARD IF PLAN HAS ENGINEERING:**  
pt mud sill with 1/2"x10" (5/8"x10" for Oregon) 6" 6'-0" o.c. 4 max 12" from ends with 3"x3"x1/4" steel plate washers at each bolt, top anchor bolt space for 3-story buildings shall be 48" o.c.

**DISREGARD IF PLAN HAS ENGINEERING:**  
anchor bolt must be located no greater than 12" to foundation plates splices and no less than 1 times the anchor bolt dia.  
example: 1/2"x13-1/2" from splices  
example: 5/8"x14-3/8" from splices  
provide 2 anchor bolts per piece of foundation plate minimum

**(1-STORY PER IRC 403.1)**  
6" conc wall (4" tall max) on 12"x6" conc. ftg. see basement wall details for higher stemwalls or per engineer.

**DISREGARD IF PLAN HAS ENGINEERING.**  
**(2-STORY PER IRC 403.1)**  
6" conc wall (4" tall max) on 15"x6" conc. ftg. see basement wall details for higher stemwalls or per engineer.

**DISREGARD IF PLAN HAS ENGINEERING.**  
**(3-STORY PER IRC 403.1)**  
8" conc wall (4" tall max) on 23"x8 1/2" conc. ftg. see basement wall details for higher stem walls or per engineer.

**DISREGARD IF PLAN HAS ENGINEERING.**  
**REBAR: DISREGARD IF PLAN HAS ENGINEERING.**  
min. #4 rebar top of wall and footing cont. 40" dia. lap at splices, stem walls higher than 4" will require design as retaining wall or constrained basement wall per local jurisdiction or engineer.

\*4 vert. #max. 4'o.c. with min. 14" extensions into stem wall at splice, min. 6" hook  
continuous ftg. 4 rebar through garage openings

**EXPANSION ANCHORS INTO CONCRETE:**  
embed expansion anchors (4") minimum into concrete.

**GRADE:**  
grade shall fall a min. 6" w/in 10' or ftg. drain req. 3" dia. min. perforated pipe w/ 3/4" min. crushed rock or gravel 4" approved filter membrane see R405.1

footings must be 12" min. below undisturbed ground or footing shall be placed below the frost line established by the local jurisdiction, use whichever provides a deeper foundation - vertical and horizontal wall reinforcement's shall be placed no closer to the outside face of the wall than 1/2 the wall thickness.

**POST CONNECTIONS:**  
Typical 6x6 posts "if in contact w/ weather or conc. use pt - post to conc. - post to hdr or beam connection simpson "BC6" post cap or equ. post to decking connection simpson "BC60 half base" cap or equ. for 6x6 post connections see manuf. for installation details

Typical 4x4 posts "if in contact w/ weather or conc. use pt - post to conc. - post to hdr or beam connection simpson "BC4" post cap or equ. post to decking connection simpson "BC40 half base" cap or equ. for 4x4 post connections see manuf. for installation details

**SCREEN VENT PER CODE:**  
The minimum net area of ventilation openings shall not be less than 1 square foot for each 150 square feet of under-floor space. Vent shall be within 3 feet of each corner of the building.

**BEAM POCKET:** w/ 1/2" air space on 3-sides

**SHIM ON HOLDOWN:** SEE DETAIL or per eng.

**LEDGERS:**  
**WOOD CONNECTION:** 2x10 ledger w/ 5/8" x 5" lag screws staggered 16" o/c  
**CONC. CONNECTION:** 2x10 ledger w/ 5/8" x 5" lag screws staggered 16" o/c

The image contains four technical drawings of Simpson H2.5 hurricane clips, arranged in a 2x2 grid. Each drawing is a cross-section showing the clip's installation on a truss.

- Top Left:** Labeled "SIMPSON SINGLE H2.5 DETAIL". It shows a single truss with a horizontal member and a diagonal brace. A Simpson H2.5 clip is shown connecting the horizontal member to the diagonal brace. A callout line points to the clip with the text: "USE (1) SIMPSON 'H2.5' HURRICANE CLIP ON EACH TRUSS OR EQU." Below the drawing is the text "SCALE = NTS".
- Top Right:** Labeled "SIMPSON DBL H2.5 DETAIL". It shows a double truss with a horizontal member and a diagonal brace. Two Simpson H2.5 clips are shown, one on each side of the horizontal member, connecting it to the diagonal brace. A callout line points to the clips with the text: "USE (2) SIMPSON 'H2.5' HURRICANE CLIP ON EACH TRUSS OR EQU." Below the drawing is the text "SCALE = NTS".
- Bottom Left:** This drawing is identical to the top left, showing the single truss detail.
- Bottom Right:** This drawing is identical to the top right, showing the double truss detail.

USE(1)SIMPSON "LGTx"  
GIRDER TIE DOWN ON  
TRUSS OR EQU.  
Note:"x" equ's hanger  
number 2 or 3 or 4

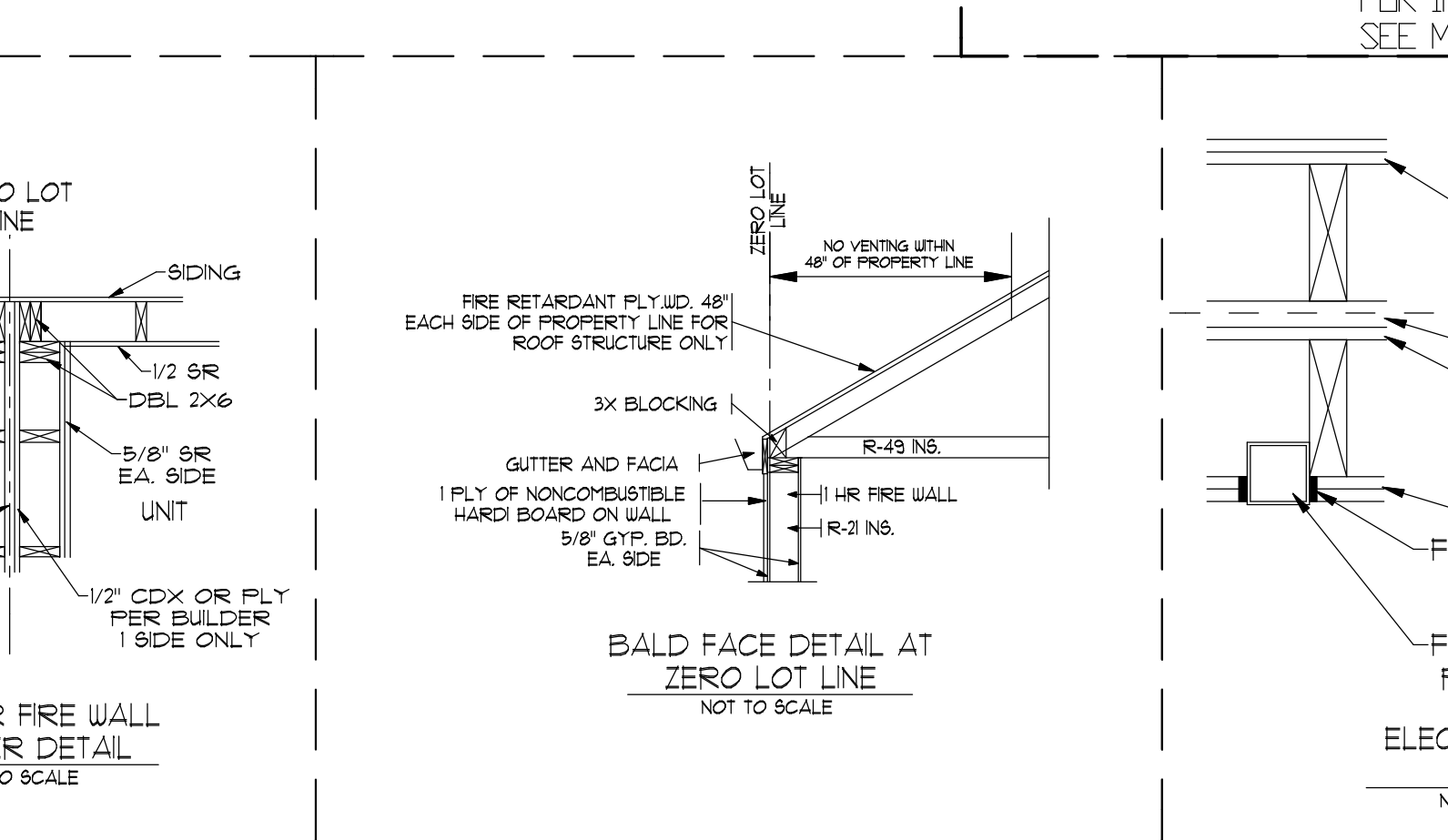
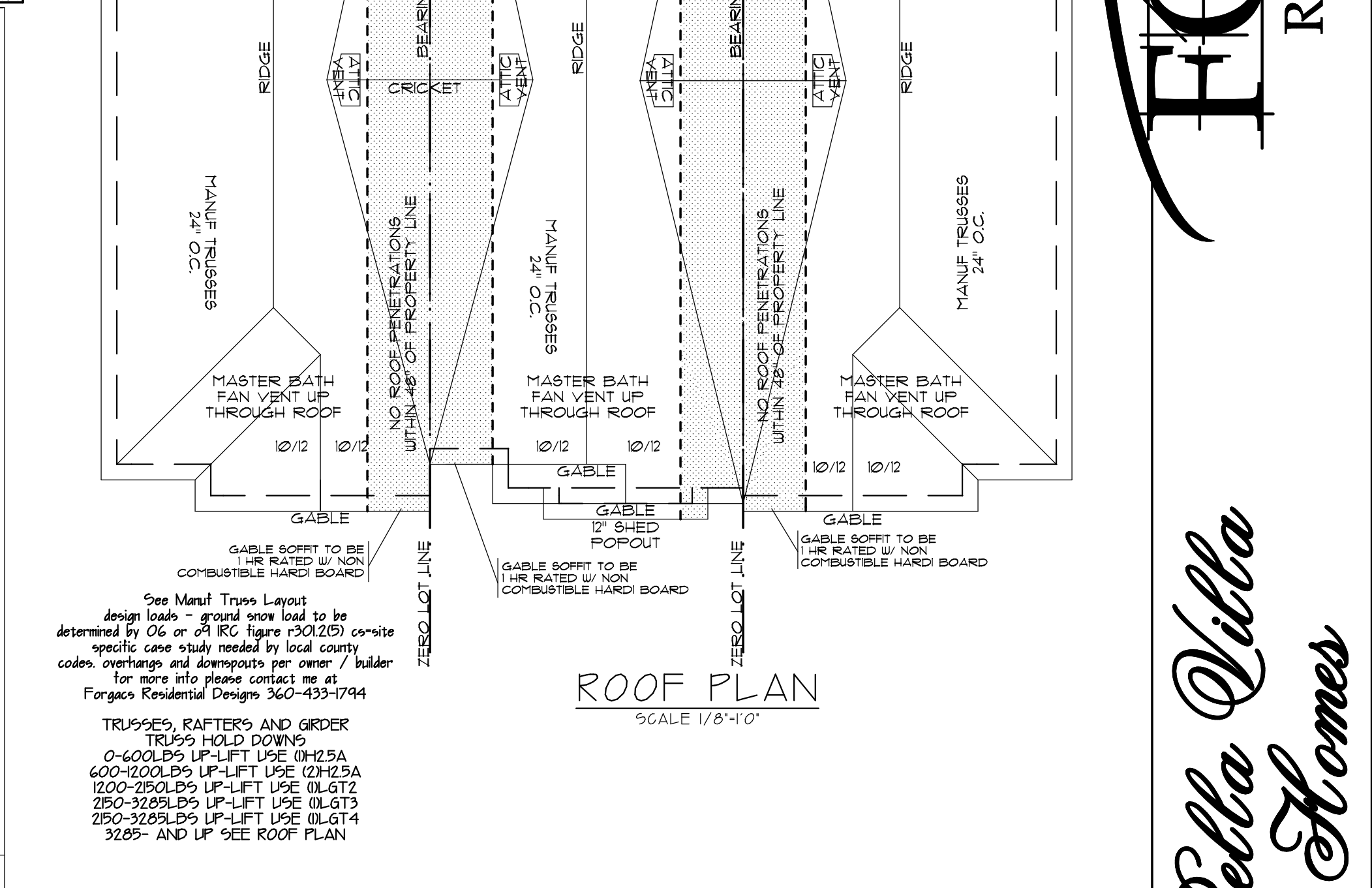
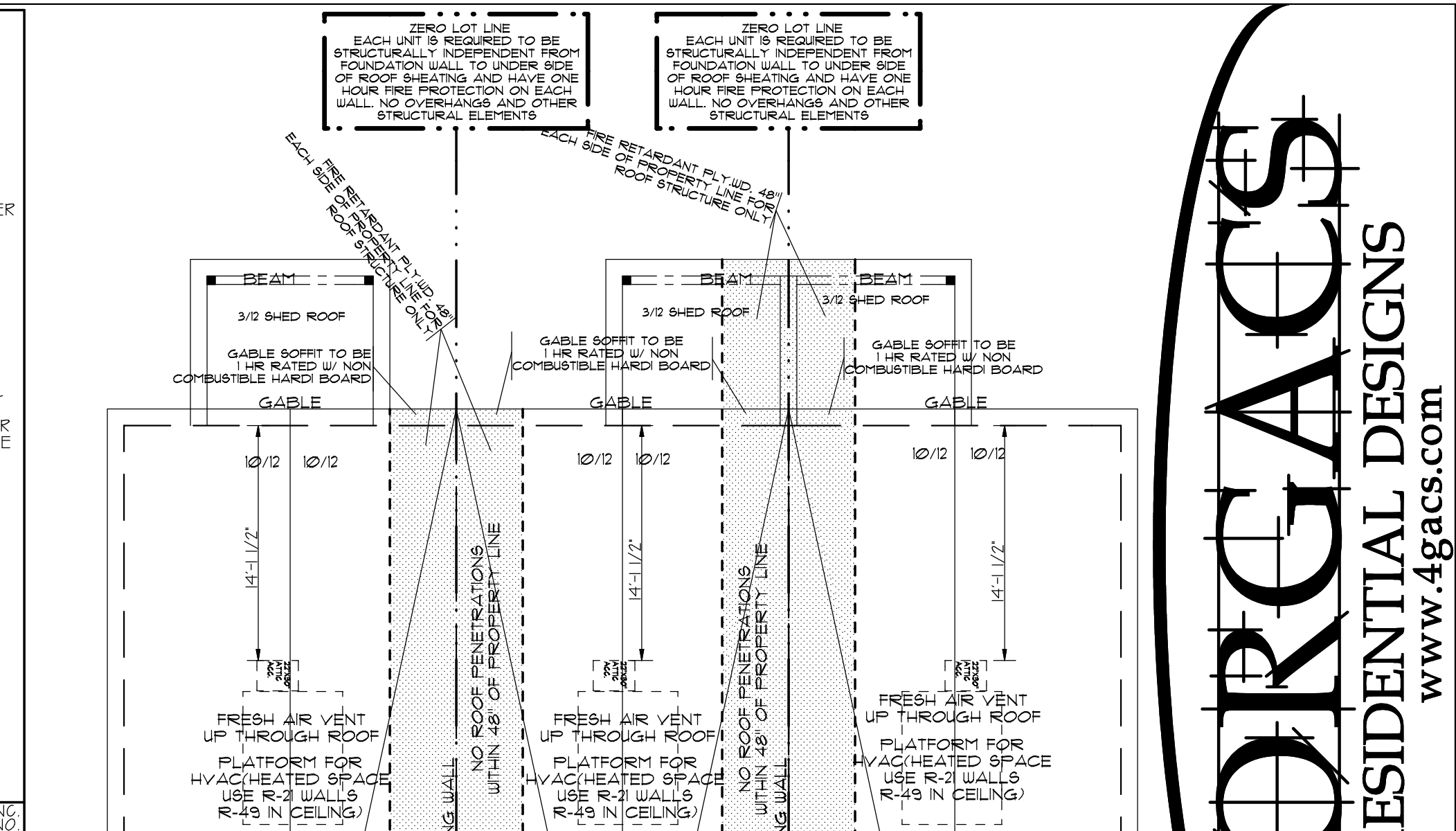
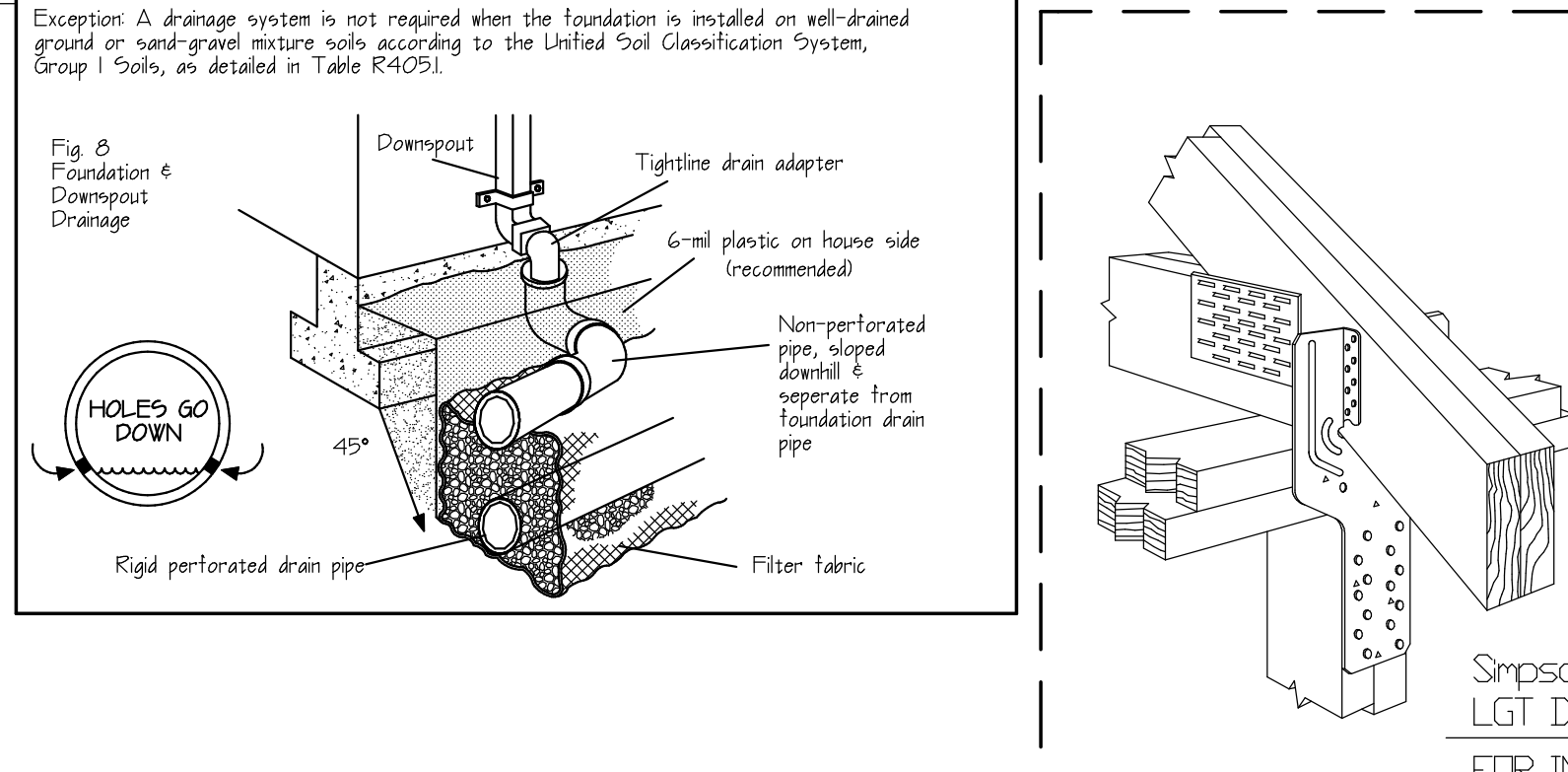
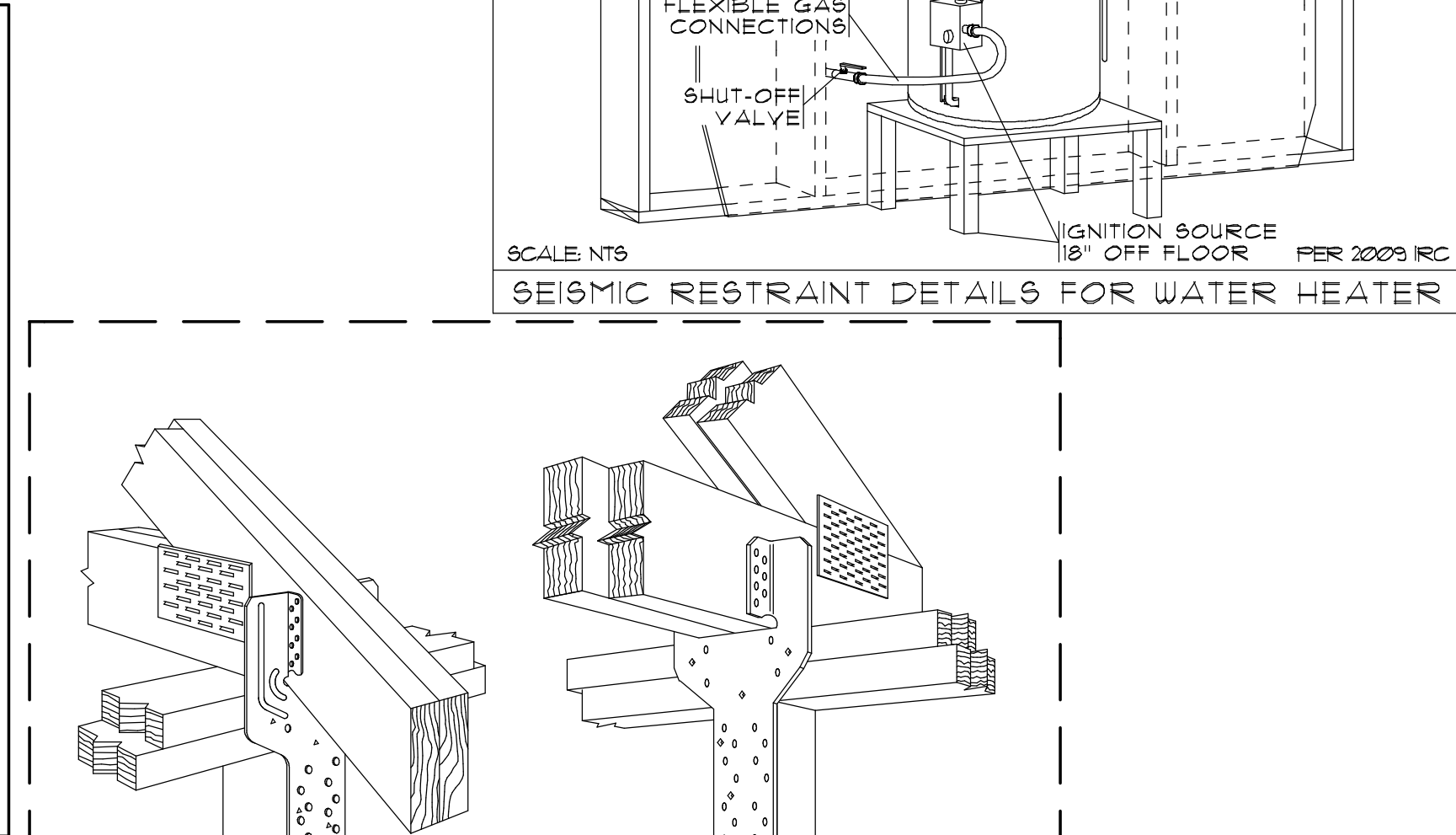
SIMPSON SINGLE LGT DETAIL  
SCALE = NTS

USE(2)SIMPSON "LGTx"  
GIRDER TIE DOWN ON  
TRUSS OR EQU.  
Note:"x" equ's hanger  
number 2 or 3 or 4

SIMPSON DBL LGT DETAIL  
SCALE = NTS

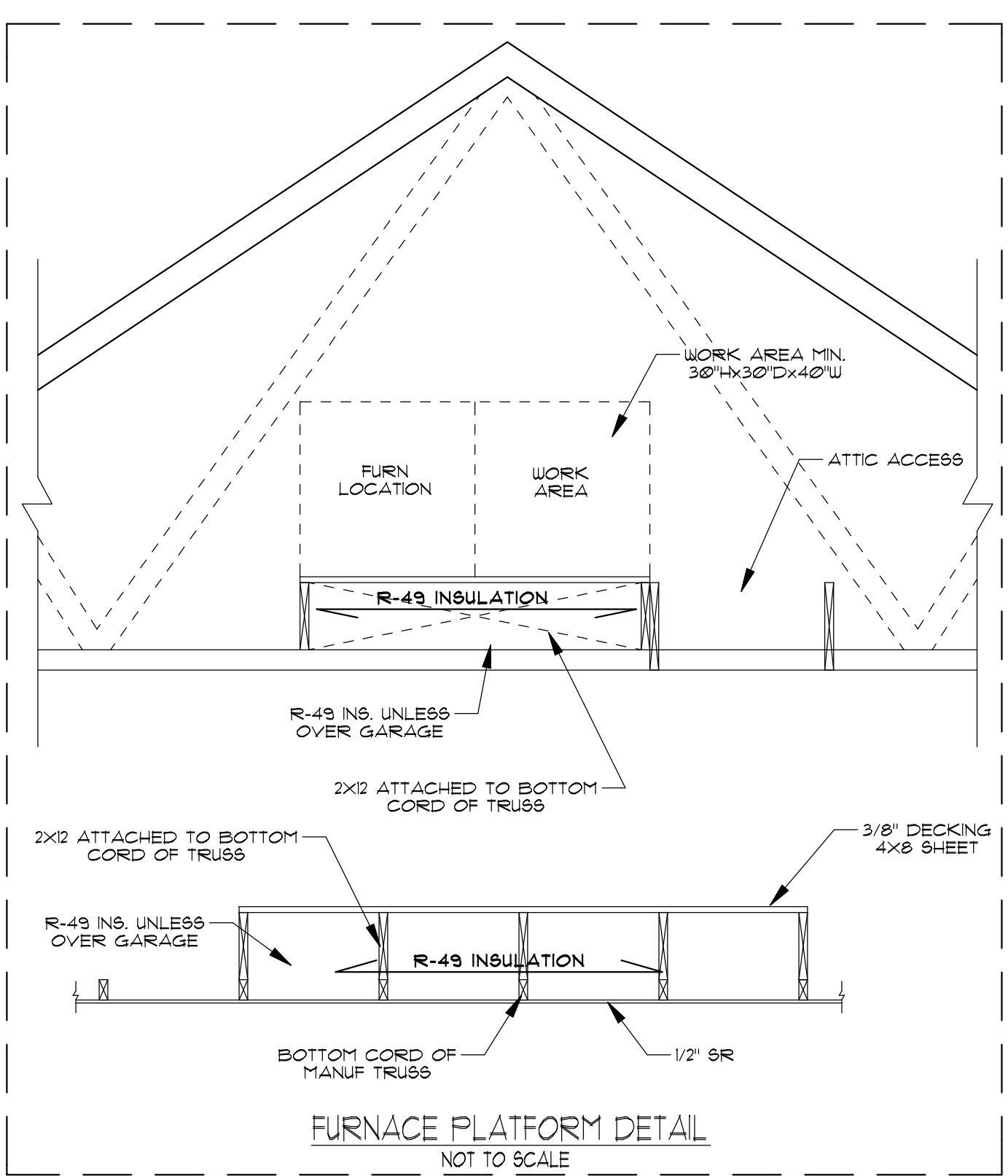
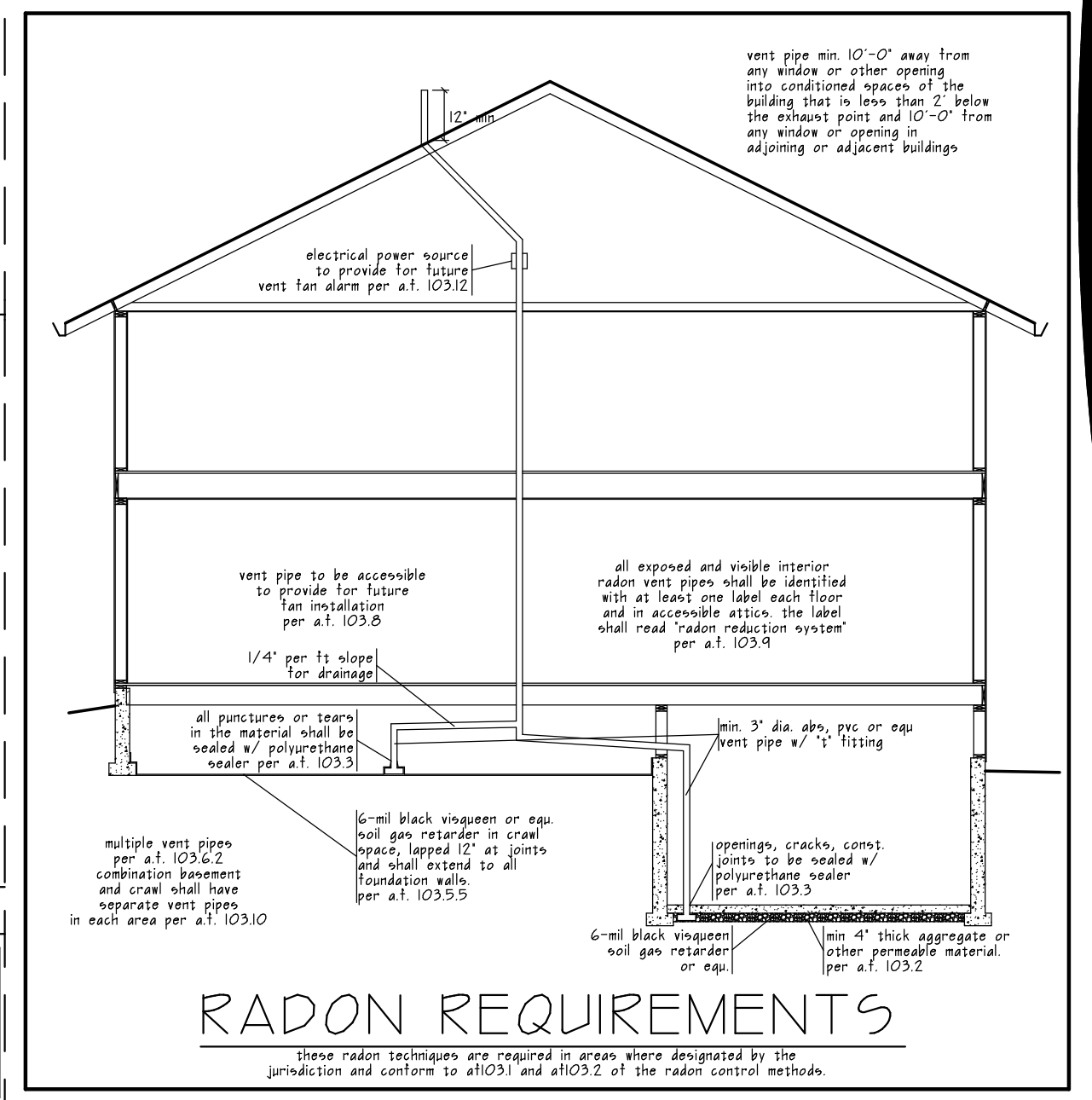
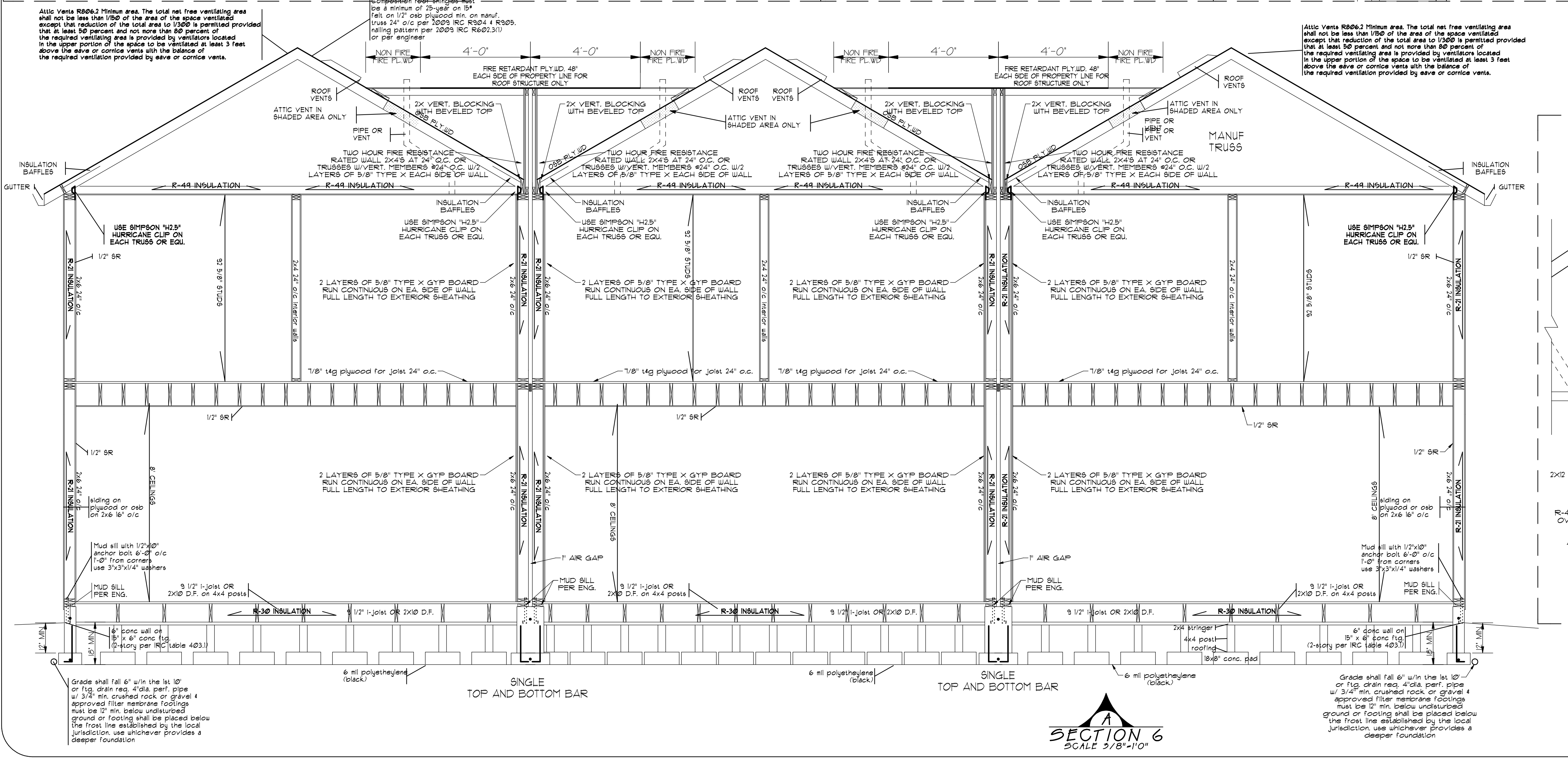
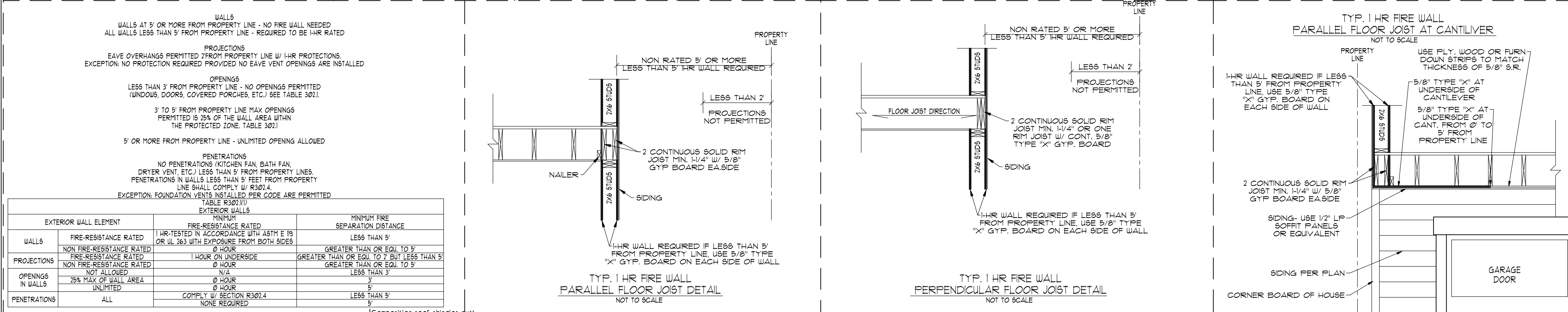
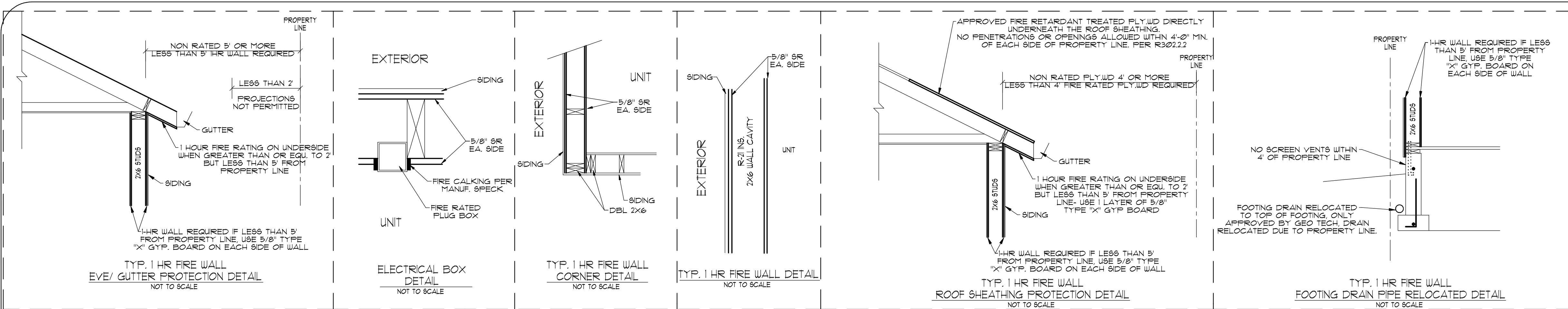
TRUSSES, RAFTERS AND GIRDER

USE (1) SIMPSON "LGTx" GIRDER TIEDOWN ON TRUSSES OR EQUI. Note: 'x' equ's hanger number 2 or 3 or 4	USE (2) SIMPSON "LGTx" GIRDER TIEDOWN ON TRUSSES OR EQUI. Note: 'x' equ's hanger number 2 or 3 or 4
SIMPSON SINGLE LGT DETAIL SCALE = NTS	SIMPSON DBL LGT DETAIL SCALE = NTS
<p>TRUSSES, RAFTERS AND GIRDER TRUSS HOLD DOWNS</p> <p>0-600LBS UP-LIFT USE (1)H2.5A 600-1200LBS UP-LIFT USE (2)H2.5A 1200-2150LBS UP-LIFT USE (1)LGT2 2150-3285LBS UP-LIFT USE (1)LGT3 2150-3285LBS UP-LIFT USE (1)LGT4 3286-4300LBS UP-LIFT USE (2)LGT2 4301-6570LBS UP-LIFT USE (2)LGT3</p> <p>NOTE: YOU MAY USE UP SIZE LGTS IF GIRDER HAS MORE PLY'S. THEN HOLD DOWN IS ALLOWED (EX. 3PLY. GIRDER BUT REQUIRES ONLY LGT2 TIEDOWN, UP SIZE TO LGT3 TIEDOWN)</p>	
<p>SECTION R405 FOUNDATION DRAINAGE</p> <p>R4051 Concrete or masonry foundations. Drains shall be provided around all concrete or masonry foundations that retain earth and enclose driveways or similar spaces located below grade. Drainage tiles, gravel or crushed stone drains, perforated pipe or other approved systems or materials shall be installed at or below the area to be protected and shall discharge by gravity or mechanical means into an approved drainage system. Gravel or crushed stone drains shall extend at least 1 foot beyond the outside edge of the footing and 6 inches above the top of the footing and be covered with an approved filter membrane material. The top of open joints of drain tiles shall be protected with strips of burlap paper, and the drainage tiles or perforated pipe shall be placed on a minimum of 2 inches of washed gravel or crushed rock at least one sieve size larger than the tile joint opening or perforation and covered with not less than 6 inches of the same material.</p>	



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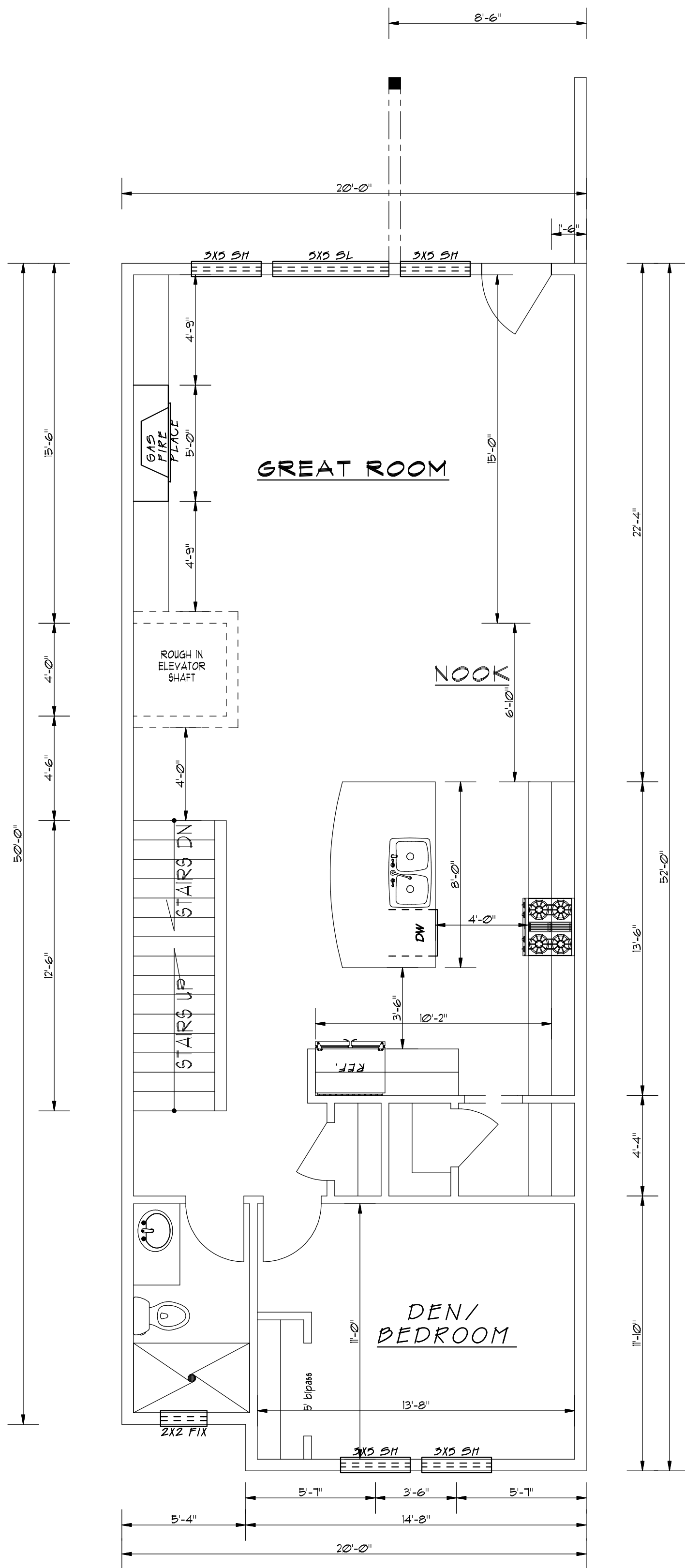












AREA

1ST FLOOR	990 SQ.FT.
2ND FLOOR	1040 SQ.FT.
BASEMENT	64 SQ.FT.
TOTAL	2094 SQ.FT.
GARAGE	112 SQ.FT.
COVERED PORCH	60 SQ.FT.

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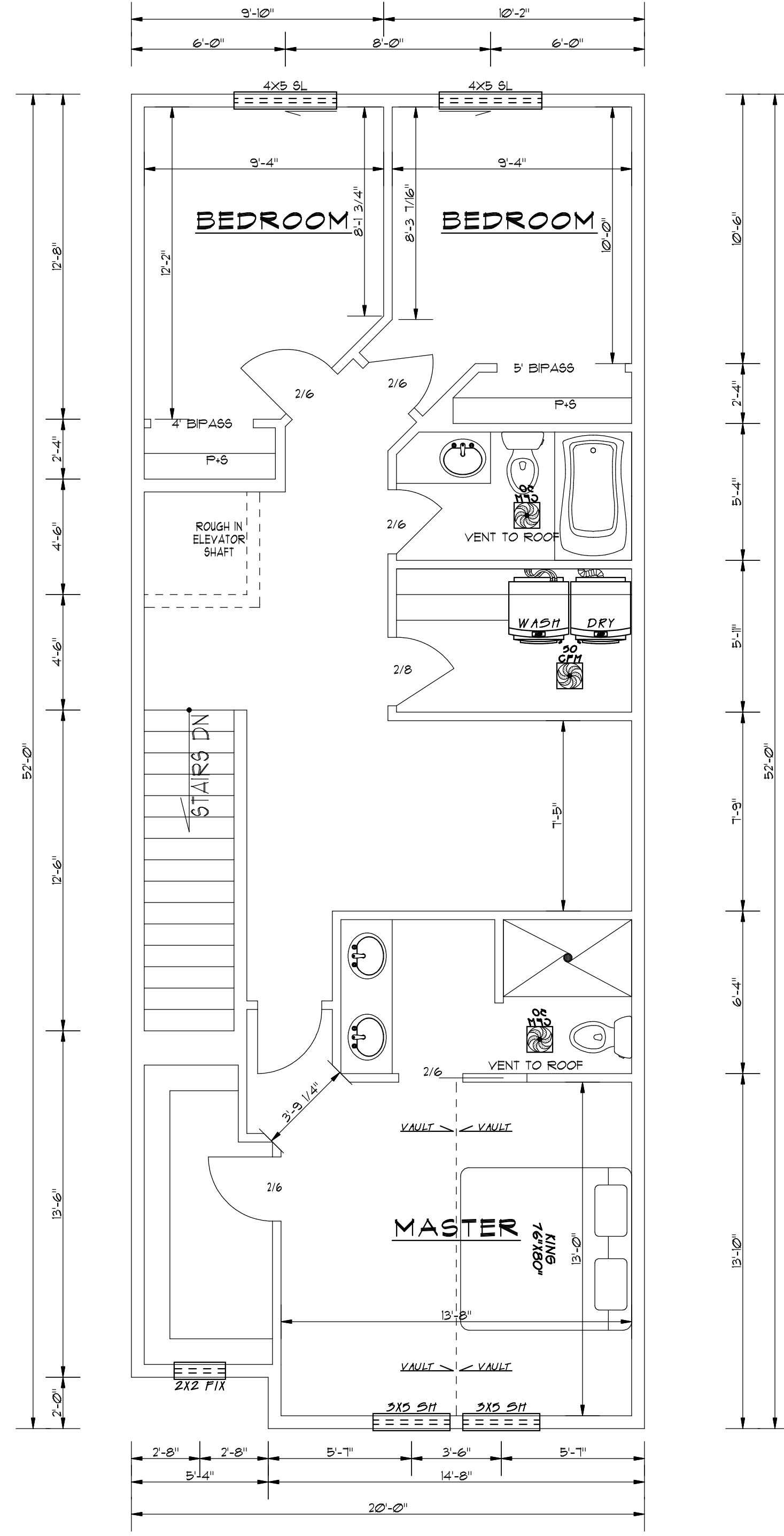
NOTE: ALL WORK CONTRIBUTION TO BE  
ORIGINATOR'S RESPONSIBILITY. THE  
ORIGINATOR SHALL BE RESPONSIBLE FOR  
OBTAINING ALL NECESSARY PERMITS  
AND REGULATIONS. THE ORIGINATOR  
SHALL BE RESPONSIBLE FOR THE  
ACCURACY OF THE INFORMATION  
PROVIDED TO THE ARCHITECT. THE  
ARCHITECT SHALL BE RESPONSIBLE  
FOR THE ACCURACY OF THE  
DRAWINGS. THE ARCHITECT SHALL  
BE RESPONSIBLE FOR THE  
COMPLETION OF THE PROJECT  
WITHIN THE SPECIFIED TIME  
FRAME. THE ARCHITECT SHALL  
BE RESPONSIBLE FOR THE  
PROTECTION OF THE PROJECT  
DURING CONSTRUCTION.

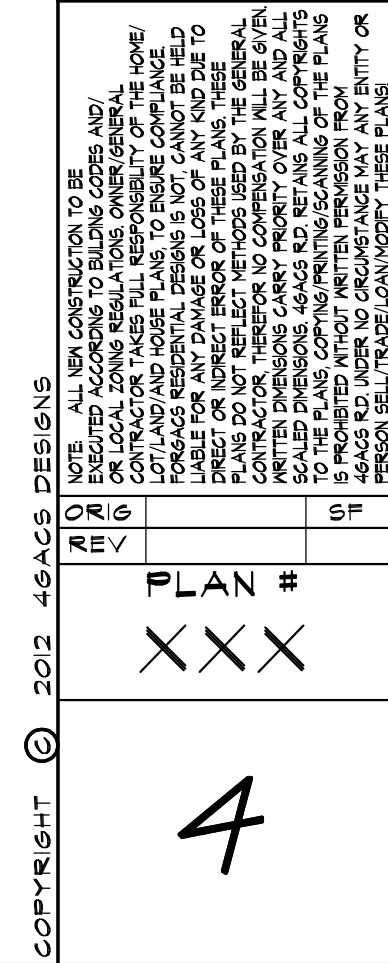
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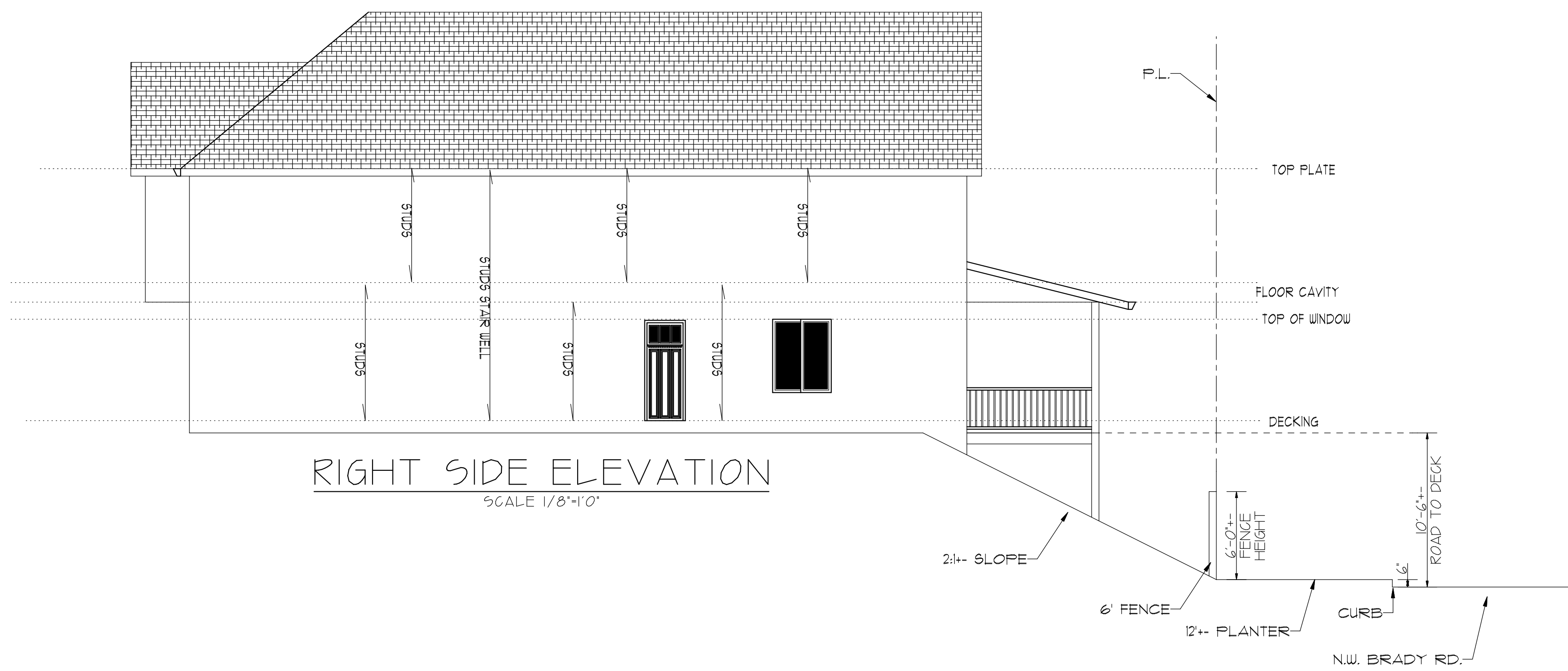
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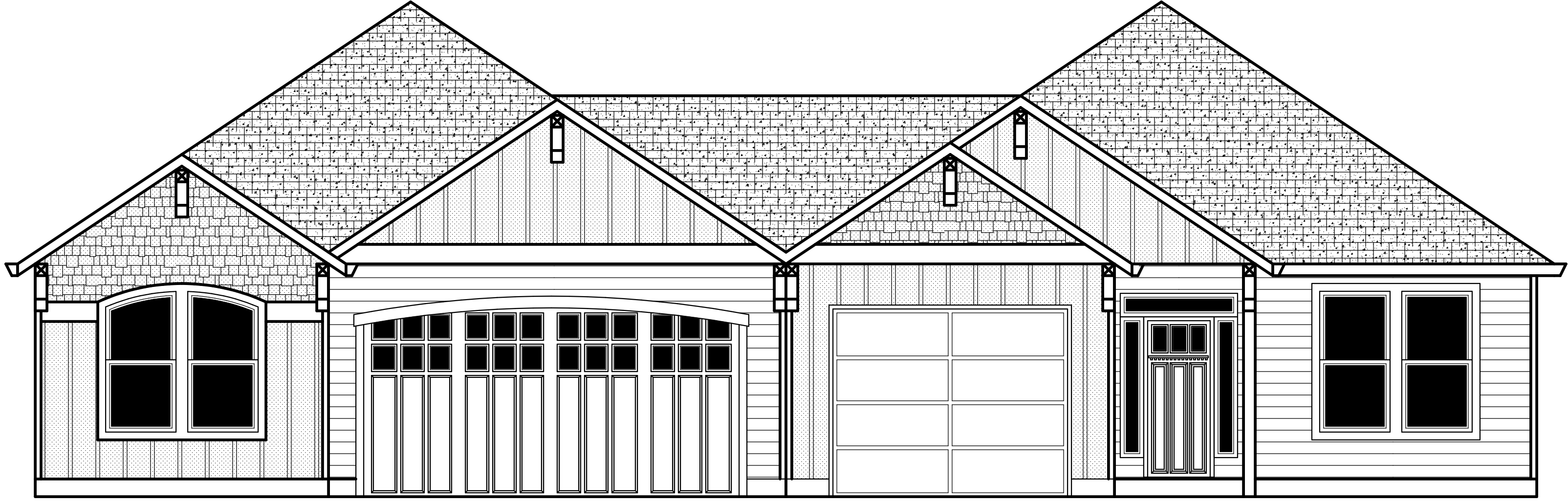
Bella Villa  
Homes

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	X X X			
	REV			

NOTE: ALL WORK CONSTRUCTION TO BE IN ACCORDANCE WITH THE CITY OF CALIFORNIA ZONING REGULATIONS, ORDINANCES, AND ALL APPLICABLE LOCAL, STATE AND FEDERAL LAWS. THE ARCHITECT ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THE INFORMATION PROVIDED BY THE CLIENT. THE ARCHITECT ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THE INFORMATION PROVIDED BY THE CLIENT. THE ARCHITECT ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THE INFORMATION PROVIDED BY THE CLIENT.

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