



BOARD OF ADJUSTMENT MEETING AGENDA
Thursday, October 29, 2015, 7:00 PM
City Municipal Center, 616 NE 4th Avenue

SPECIAL MEETING

I. CALL TO ORDER

II. ROLL CALL

III. MINUTES

- A. Approval of the Minutes from the April 30, 2015 Board of Adjustment Meeting

 [April 30, 2015 Board of Adjustment Minutes](#)

IV. AGENDA ITEMS

- A. Public Hearing to Consider a Major Variance Request (File No. MajVar 15-01)
Details: The applicant is seeking approval for a variance to reduce the front yard setback to 10 feet and the rear yard setback to 5 feet on parcel #084121000. The subject property is located off of NW 6th Place, east of NW Sierra Street, in the R-15 single-family residential zone.
Presenter: Lauren Hollenbeck, Senior Planner
Recommended Action: Staff recommends that Board of Adjustment conduct a public hearing, deliberate and render a decision based on the recommendation provided in the staff report.

 [FT Redevelopment Major Variance Staff Report \(MajVar15-01\)](#)

[Exhibit 1 - Application materials and proposed plot plan](#)

[Exhibit 2 - 2010 Staff Report and Decision \(MajVar10-03\)](#)

[Exhibit 3 - Buildable area without variance](#)

[Exhibit 4 - Vicinity map](#)

- B. Open Public Meetings Act Training
Details: Members of a governing body of a public agency are subject to the Open Public Meetings Act (OPMA) and must receive open public meetings training. They include members of city councils, boards of county commissioners, school boards, fire district boards, state boards and commissions, and other public agency boards, councils and commissions.
Presenter: Robert Maul, Planning Manager
Recommended Action: Board of Adjustment viewing of the training video.

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 Samson Sports Ph II
City File No. DR15-04
 (Related Files: MinMod15-09, LI/BP04-01)

TO: Design Review Committee
FROM: Lauren Hollenbeck, Senior Planner
OWNER/APPLICANT: Scott Parnell
LOCATION: 4325 NW Lake Road
 Parcel number 175935000
 Camas, WA 98607

APPLICABLE LAW: The application was submitted on March 10, 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:

Samson Sports is a manufacturing facility that builds, assembles and sells wakeboard towers and accessories for the recreational boating market. The existing building, which sits on 6.58 acres that fronts NW Lake Road, was constructed as part of the Phase I approval (city file no. LI/BP4-01). The applicant is seeking design review approval of the Phase II improvements which includes a new 22,900 square foot two story manufacturing building, 46 parking stalls and associated landscaping to be constructed on the north side of the existing building. The property is located within the Regional Commercial (RC) zoning district.

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); which are included in the enclosed Design Review Checklist.

STANDARD DESIGN PRINCIPLES AND GUIDELINES:

The standard design 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.



Community Development Department
616 NE Fourth Avenue
Camas, WA 98607

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 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 outcropping's, 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.

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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Table of Contents

PREFACE	1
INTRODUCTION	2
Goals of Design Review	2
Design Principles vs. Development Guidelines.....	3
Development Guidelines.....	4
STANDARD PRINCIPLES & GUIDELINES	4
Standard Design Principles.....	4
Standard Design Guidelines.....	4
GATEWAY PRINCIPLES & GUIDELINES.....	8
Design Principles	8
Design Guidelines	9
COMMERCIAL & MIXED-USE PRINCIPLES & GUIDELINES.....	11
Design Principles	11
Design Guidelines	11
MULTI-FAMILY PRINCIPLES & GUIDELINES	14
Stacked Housing	14
Townhomes & Rowhouses	16
Duplex, Triplex, & Four-Plex.....	17

PREFACE

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

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

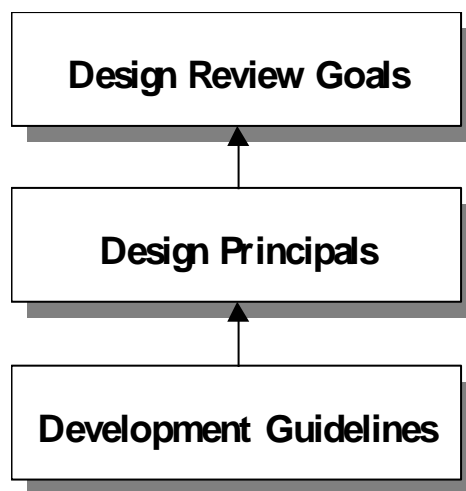
"The City of Camas commits to preserving its heritage, sustaining and enhancing a high quality of life for all its citizens and developing the community to meet the challenges of the future. We take pride in preserving a healthful environment while promoting economic growth. We encourage citizens to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

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

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

INTRODUCTION

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



GOALS OF DESIGN REVIEW

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

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

DESIGN PRINCIPLES VS. DEVELOPMENT GUIDELINES

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

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

DEVELOPMENT GUIDELINES

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

Landscaping & Screening:

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

Architecture:

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

Massing & Setbacks:

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

Historic and Heritage Preservation:

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

Circulation & Connections:

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

STANDARD PRINCIPLES & GUIDELINES

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

STANDARD DESIGN PRINCIPLES

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

- Landscaping shall be done with purpose. It should be used as a tool to integrate the proposed development with the surrounding environment as well as each of the major project elements (e.g. parking, building(s), etc.).
- All attempts shall be made at minimizing the removal of significant natural features. Significant natural features shall be integrated into the overall site plan.
- Buildings shall have a “finished” look. Any use of panelized materials shall be integrated into the development in a manner that achieves a seamless appearance.
- A proposed development shall attempt to incorporate or enhance historic/heritage elements related to the specific site or surrounding area.

STANDARD DESIGN GUIDELINES

The standard design guidelines serve as a guide to the development community (or project proponent). These guidelines are developed to assist a project in meeting the established design principles. Furthermore, a project should not be expected to meet every design guideline as long as it can show it can achieve the overall intent of the design principles. However, the project proponent is expected to adequately address each guideline and if it cannot meet a specific guideline then provide an explanation as to why and how it will mitigate and still meet the intent of the design principles.

Landscaping & Screening

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

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

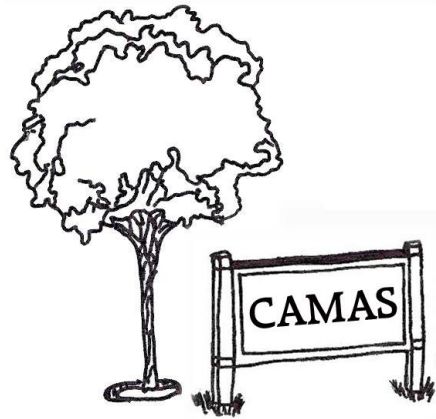
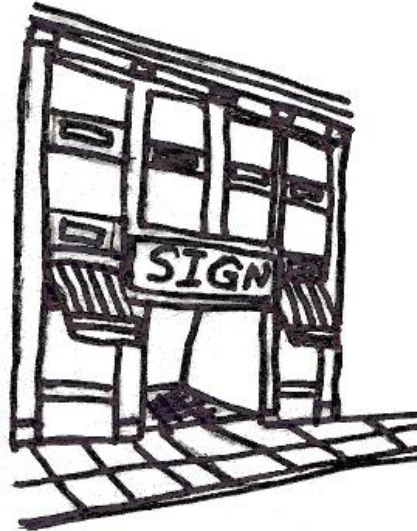


Exhibit 1.

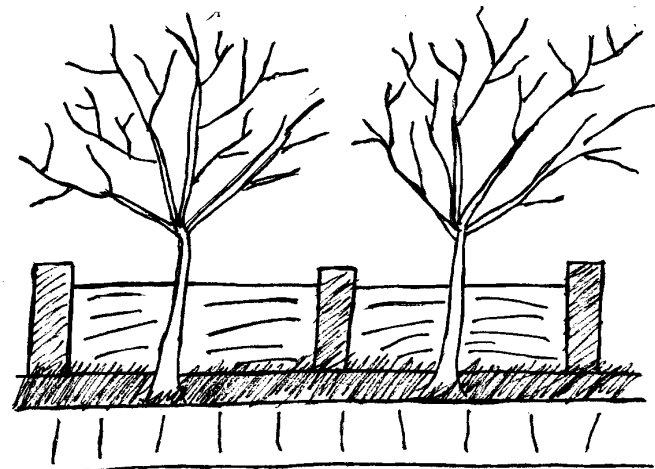


Exhibit 2.

Massing & Setbacks

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

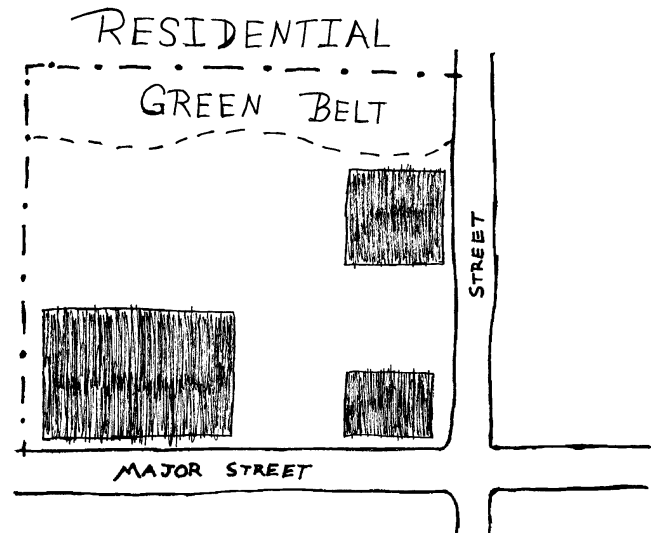


Exhibit 3.

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

Architecture

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

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

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

Historic and Heritage Preservation:

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

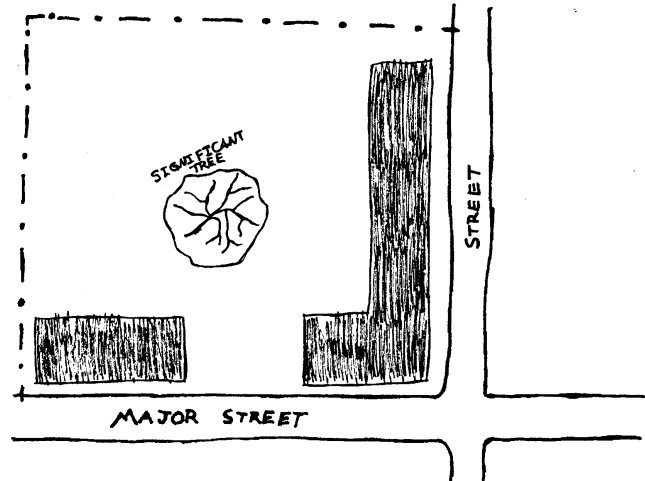


Exhibit 4.

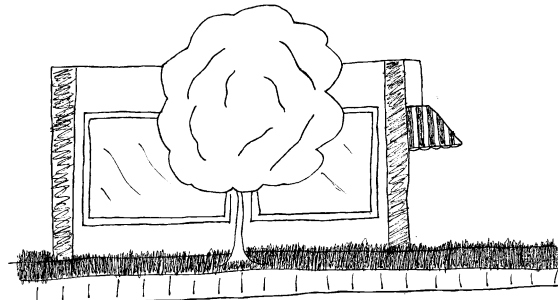


Exhibit 5.

GATEWAY PRINCIPLES & GUIDELINES

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

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

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

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

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

Insert Map
Exhibit 6.

DESIGN PRINCIPLES

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

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

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

DESIGN GUIDELINES

The design guidelines for Gateways are more stringently applied than those for other sections of the manual (e.g. commercial and multi-family). Guidelines that state a certain action “shall be adhered to” are strictly enforced. Guidelines that use more *suggestive* terminology such as “should” serve as a guide to meeting the overall intent. The project proponent is expected to adequately address each guideline and if it cannot meet a specific guideline, then provide an explanation as to why and demonstrate how it will mitigate and still meet the intent of the design principles/guidelines.

Landscaping & Screening

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

Architecture

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

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

Historic and Heritage Preservation:

The use of historic markers, information kiosks, project names, architectural features, or other elements of the project should promote the historic heritage of the site or surrounding area.

Circulation & Connections:

The streetscape and pedestrian movements are the elements of 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.

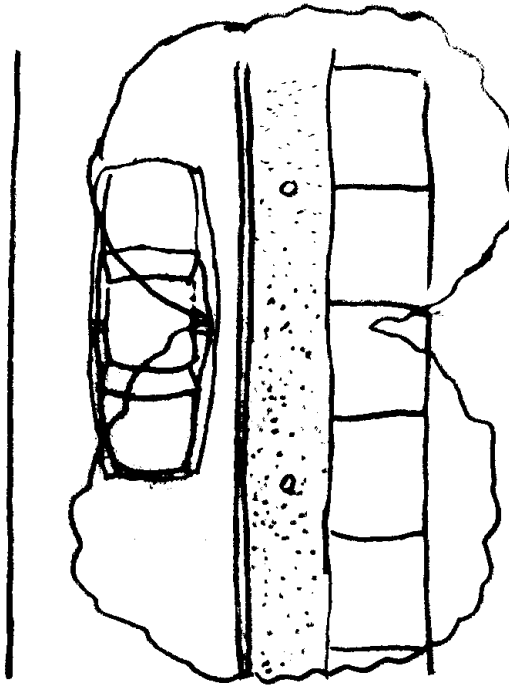


Exhibit 7.

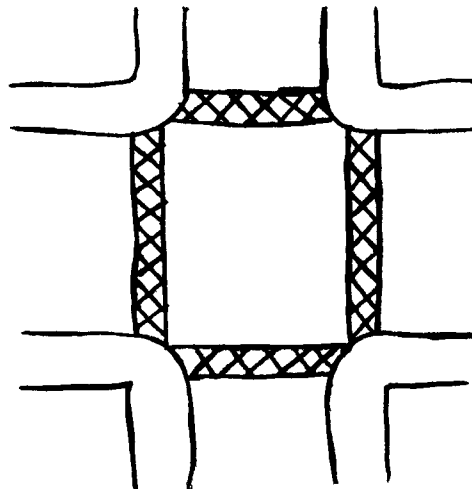


Exhibit 8.

COMMERCIAL & MIXED-USE PRINCIPLES & GUIDELINES

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

DESIGN PRINCIPLES

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

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

DESIGN GUIDELINES

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

Landscaping & Screening

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

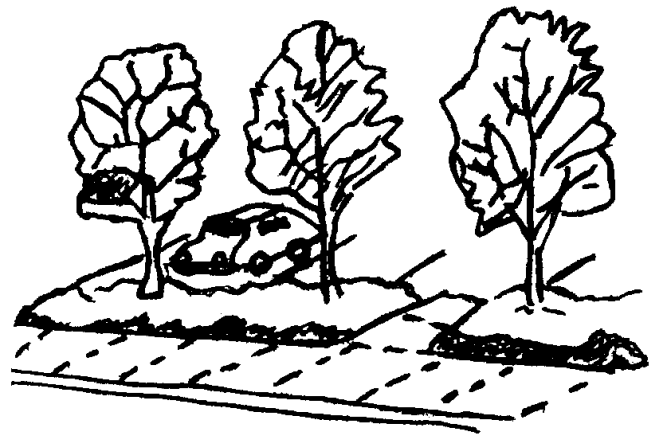


Exhibit 9.

- Commercial developments should be encouraged to include a community information kiosk. The kiosk could be used to provide community information and/or incorporate historic/heritage information relating to the specific site or surrounding area.

Massing & Setbacks

Specific guidelines that should be addressed include:

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

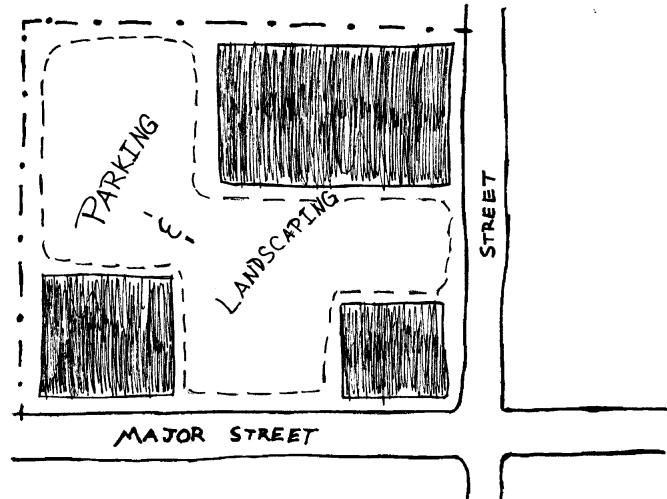


Exhibit 10.

Architecture

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

Circulation & Connections

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

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

MULTI-FAMILY PRINCIPLES & GUIDELINES

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

Multi-Family Structures:

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

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

STACKED HOUSING

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

Design Principles

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

Design Guidelines

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

Landscaping & Screening

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

- The vegetation to be utilized should encourage native, low maintenance plantings. Trees planted along streetscapes with overhead power lines should include only those identified on the City's Street Tree List. When possible, existing significant trees or other natural features that do not pose a hazard or hinder development should be required to remain and be incorporated into the landscaping and site plans.
- Landscape lighting should be low voltage, non-glare, and indirect. Street lighting, such as light poles and lamps, should be compatible with other nearby lighting on the same street, unless other lighting is expected to be replaced in the foreseeable future or a nostalgic theme compatible with the proposed development is desired. Surrounding sites should be screened from parking and building lighting.
- Parking spaces should be clustered in small groupings. Groupings should be separated by landscaping to create a pedestrian friendly, park-like environment. Parking lot landscaping should be credited toward the total landscaping requirement. (see exhibit 9)
- Green belts should be used to separate different uses whenever possible. (see exhibit 3)
- The vertical intensity of landscaping should increase as the height of the structure increases. With the exception of properties located in or abutting the Downtown Commercial (DC) zone, greater setbacks can be used to create a greater buffer and lessen the need for more intense vertical landscape materials.

Circulation & Connections

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

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

TOWNHOMES & ROWHOUSES

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

Design Principles

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

Design Guidelines

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

Landscaping & Screening

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

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

Circulation & Connections

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

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

DUPLEX, TRIPLEX, & FOUR-PLEX

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

Design Principles

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

Design Guidelines

Architecture

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

DESIGN REVIEW NARRATIVE

SAMSON SPORTS NEW BUILDING

4325 NW Lake Road.
Camas, Wa 98607

Presented to:
City of Camas
Community Development Department
616 N.E. 4th Avenue
Camas, WA 98607

Prepared by:
Michael Boys
(360) 735-7829
mike@llbarchitecture.com

September 25, 2015

PROJECT INFORMATION FOR SAMSON SPORTS NEW BUILDING

GENERAL INFORMATION

Applicant: Mason Sports LLC
4325 NW Lake Road
Camas, WA 98607
(360) 833-2507

Request: Design Review Approval

Location: The site is located on the North side of NW Lake Rd. a few parcels West of NW Payne St. Located in the SW $\frac{1}{4}$ of Section 28, Township 2N, Range 3E of the Willamette Meridian.

Zoning: RC (Regional Commercial)

Site Size: 286,625 sf (6.58 acres)

PROJECT DESCRIPTION AND LOCATION

The applicant is proposing a new two story manufacturing building of approximately 22,900 s.f. to be constructed on the North side of the existing 11,000 s.f. Samson Sports building with on-site parking for 46 cars. The existing parcel is on the North side of NW Lake Road and a few parcels West of NW Payne Street. The proposed development requires Design Review approval to insure compliance with applicable development standards.

SITE CHARACTERISTICS

Current Conditions: The site area proposed for development is currently undeveloped and sits on the North side of the existing Samson Sports building. The site moderately slopes from the SE corner down to the NW corner. An existing curb-cut is located on NW Lake Road to the South.

The area surrounding the site is best characterized by noting it is an area in transition. To the South across NW Lake Road is the Wafertech industrial complex and to the East is a single family residence zoned RC. To the west is another single family residence zoned RC and then a large vacant Light Industrial zoned parcel. Currently this area is transitioning from rural housing to light industrial/commercial uses.

.

ZONING

The applicant is proposing a new two story manufacturing building of approx. 22,900 s.f. with on-site parking for 46 cars. The on-site parking will include 44 standard stalls and 2 van accessible handicap stalls.

Hours of operation for the new addition will be from 7:00 AM to 6:00 PM Monday thru Saturday. Deliveries will occur in the morning hours.

Proposed construction schedule is to start in the Fall of 2015 with primary construction October thru March 2016.

ROADS

The site is currently served by one full access curb-cut. An existing curb and sidewalk are in place along NW Lake road. The owner proposes to add a full access curb-cut to the proposed future road on the North end of this development parcel.

SEWER, WATER and STORM DRAINAGE

The site is currently served by the Camas sewer and water district. The new impervious surface area will be serviced by a new on-site water filtration system as per City of Camas standards.

FIRE

The project is located in the Camas/Washougal Fire District. A new on-site fire hydrant is proposed and adequate fire apparatus circulation is provided.

SUMMARY

The proposed development is in the public interest because it complies with the comprehensive plan policies promoting economic development. It also complies with zoning and development codes insuring compatibility with surrounding uses. Among the design principals incorporated into this project are the following:

On site parking is placed on the interior of the development around the new manufacturing building. The nature of the manufacturing process requires multiple full-sized overhead door access on both the East and West side of the building. This requires placing the building in the middle of the site to allow for functional circulation. This also provides maximum fire apparatus circulation around the entire structure.

Although manufacturing buildings are typically large square boxes, a great deal of attention has been placed on designing this building to have street appeal. The most visible elevation of this building will be to the West. On the west side the office area has been designed to look more like a commercial office building. This area protrudes out from the manufacturing warehouse portion of the building and is highlighted by a curved/segmented oversized window system above the entry below. In addition to the office area, the exterior of the manufacturing/warehouse façade has been designed to break-up large wall areas into smaller, more interesting segments. This will be accomplished by using stone veneer wainscoting, synthetic stucco and multiple metal panels of differing vertical/horizontal orientation and color. The exterior overhead doors will have full glass panels which will not only improve the interior environment, but will also add to the exterior elevation relief along with upper windows to break up the wall area. Overall the exterior design will help define the streetscape by showing a great deal of visual interest.

The surrounding zones are of equal or like uses however the new building does mitigate size and scale differences with its exterior elevation scheme.

The new building should seamlessly integrate with the surrounding development uses which appear to be large industrial/commercial buildings with large facades which are also broken-up with visual relief designs.

Proposed landscaping comprises of native NW vegetation and makes use of mostly evergreen shrubs that will maintain year around color and will be hardy with low maintenance.

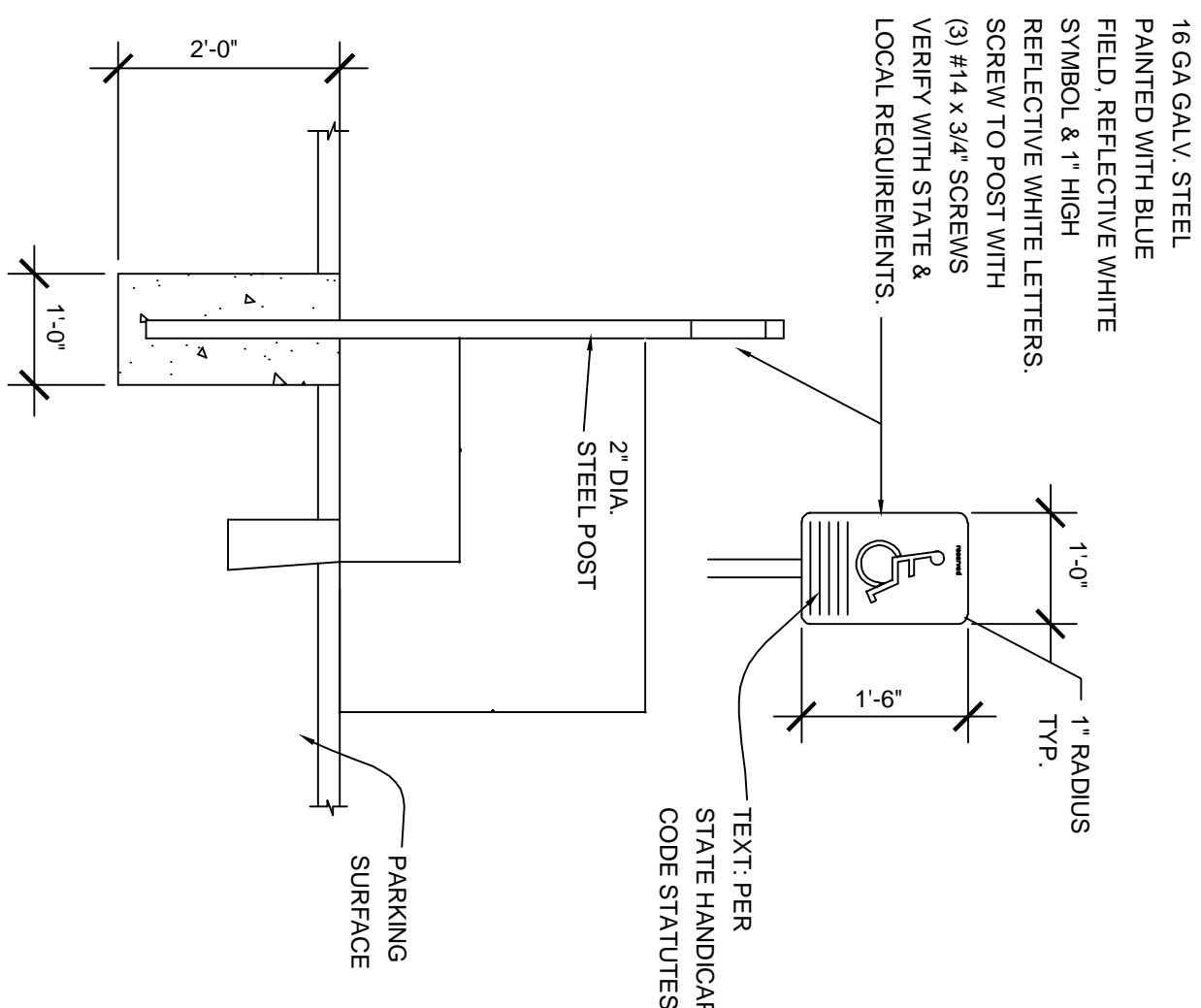
Street trees and on-site trees will be planted as per City of Camas standards.

Parking spaces are proposed to be clustered in small groupings of never more than seven stalls in a row and typically less. Landscape islands are placed between these groupings where possible and one tree per every three stalls will be planted in the parking and adjacent landscape areas around the building.

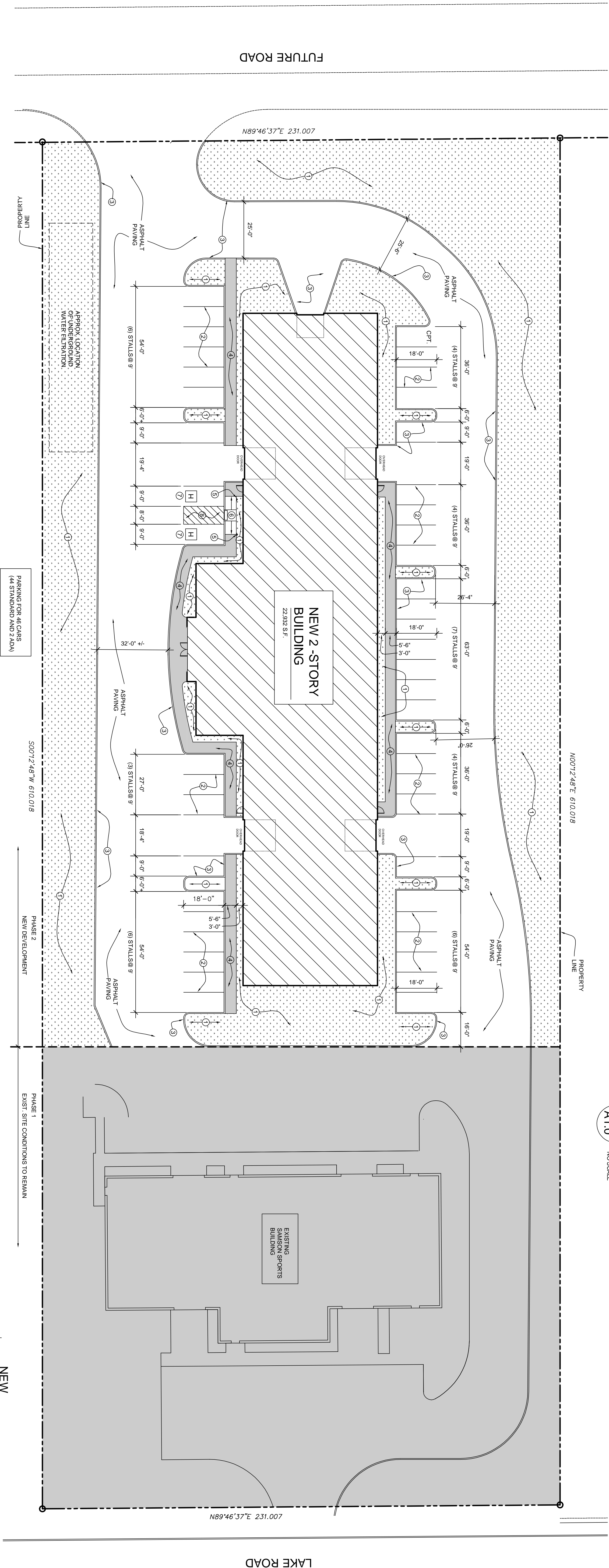
The landscape islands adjacent to the four 14'-0" high overhead doors have been held back to allow maneuvering of large boats/trailers around the doors so that when the trees in these islands reach maturity they are not harmed by the boats and equipment.

The total landscape area of the new development site is approximately 34.7% of the site area and over twice the required amount. This will also contribute to minimizing the scale of the new building and to the visual appearance from the surrounding parcels.

Any on-site lighting will be screened from adjacent properties.



1	ACCESSIBLE SIGN DETAIL
A1.0	NO SCALE




- | SITE PLAN NOTES | |
|-----------------|----------------------------------|
| ① | LANDSCAPING |
| ② | PAINTED PARKING LINES |
| ③ | CONCRETE CURBING |
| ④ | CONCRETE WALK |
| ⑤ | ADA PARKING SIGN SEE 1/41.0 |
| ⑥ | ADA RAMP MAX SLOPE 1:12 |
| ⑦ | ADA 5'-0" PAINTED PARKING SYMBOL |
| ⑧ | PARKING LINES AT 7'-0" O.C. |

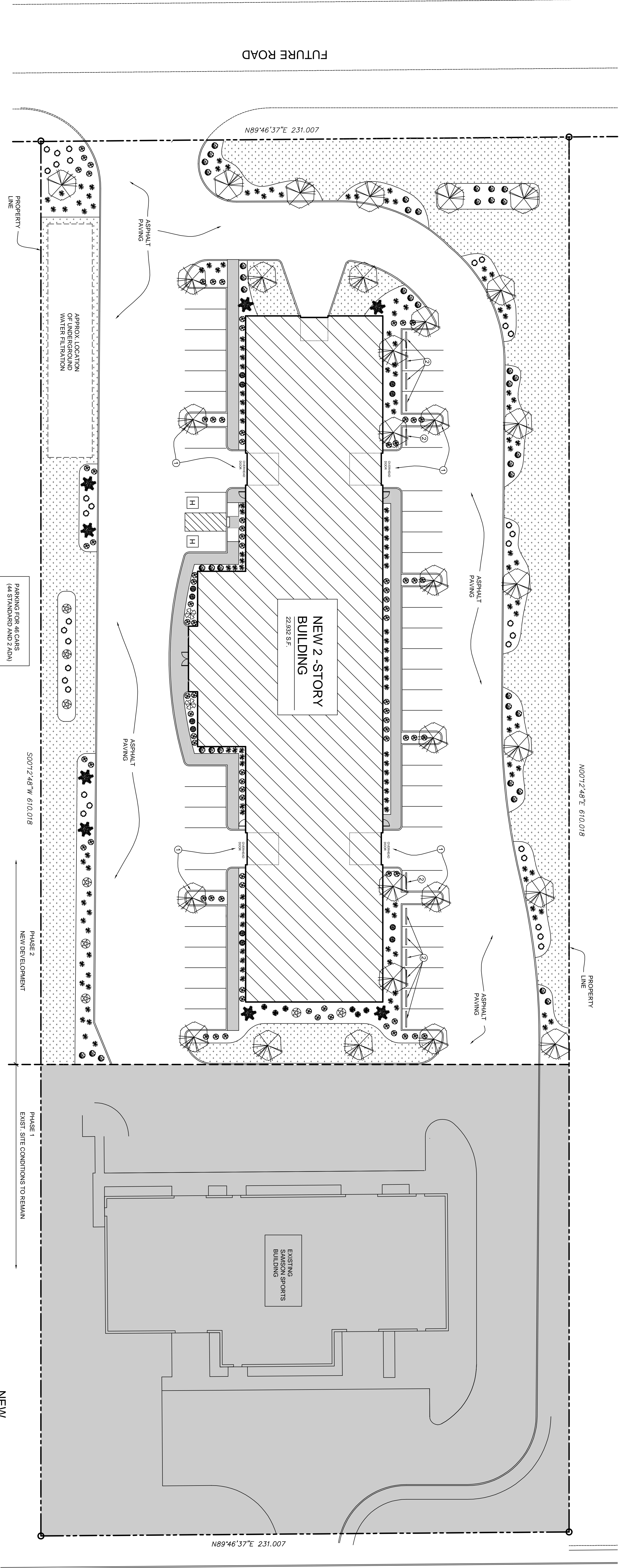
SITE STATISTICS	
OVERALL PHASE 1 SITE AREA	93,496 S.F.
ASPHALT PAVING	38,577 S.F.
CONCRETE WALKS	2,719 S.F.
BUILDING FOOTPRINT	19,725 S.F.
LANDSCAPE	32,468 S.F. (34.7%)
TOTAL:	93,496 S.F.



FOR UTILITY LOCATIONS AND DETAILS SEE CIGIL SITE PLAN INCLUDED WITH THIS PERMIT SET

JOB NUMBER: 15-007	DATE: 9-9-15	SAMSON SPORTS 4325 NW LAKE ROAD CAMAS, WA 98607	 LLB ARCHITECTURE 1115 ESTHER STREET, SUITE B VANCOUVER, WA 98680	SHEET NUMBER: DR1
REVISIONS:				
DRAWN BY: MLB				
SHEET TITLE: SITE PLAN				

PLANTING LEGEND				
SYMBOL	NAME	SIZE (MM)	SPACING	NOTES
	RED SUNSET MAPLE	2 CAL.	PER PLAN	
	WEeping NORWAY SPRUCE	5'-0" HIGH	PER PLAN	
	SAGUARO FALSE CYPRESS	5'-0" HIGH	PER PLAN	
	GRASS (INFERNO FESCUE)	--	FILL AREA	
GENERAL FIELD	KANICKWICK (GROUND COVER)	--	12" O.C. (PLANT) 24" O.C. NATURE	
	DWARF RHODENDRON	5 GAL.	PER PLAN	
	SARRACOCOA "RUSCIFOLIA"	5 GAL.	PER PLAN	
	NATIVE SWORD FERN	5 GAL.	PER PLAN	
	MAGNOLIA STAR	5 GAL.	PER PLAN	
	HYDRANGEA	5 GAL.	PER PLAN	
	PIERIS MT. FIRE	5 GAL.	PER PLAN	
	VIBURNUM DAVID	5 GAL.	PER PLAN	
	AZALEA HINO CRIMSON	5 GAL.	PER PLAN	



- LANDSCAPE PLAN NOTES
- ① PLANTING CURB AT OVERHEAD DOORS HELD BACK TO ALLOW SUFFICIENT OVERHEAD CLEARANCE FOR BOAT / TRAILER MANEUVERING ONCE TREES MATURE
 - ② WHEEL STOPS AT STALLS ADJUTING LANDSCAPE AREAS

SITE STATISTICS	
OVERALL PHASE II SITE AREA	93,486 S.F.
ASPHALT PAVING	38,977 S.F.
CONCRETE WALKS	2,719 S.F.
BUILDING FOOTPRINT	19,725 S.F.
LANDSCAPE	32,465 S.F. (34.7%)
TOTAL:	93,486 S.F.

JOB NUMBER:
15-007

DATE:
9.9.15


REVISIONS:

DRAWN BY:
HMB

SHEET TITLE:
LANDSCAPE PLAN

SAMSON SPORTS

4325 NW LAKE ROAD
CAMAS, WA 98607

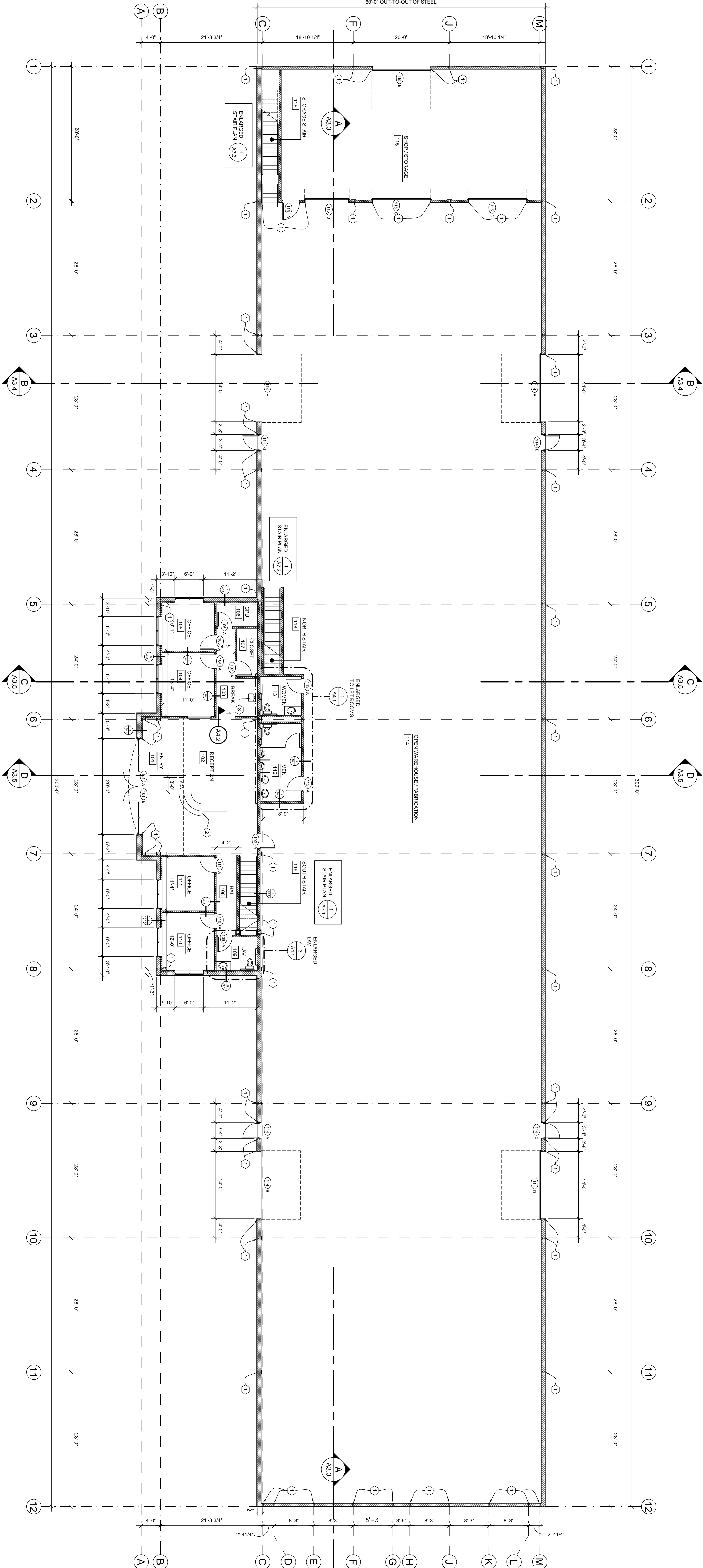


LLB
ARCHITECTURE

1115 ESTHER STREET, SUITE B
VANCOUVER, WA 98660

SHEET NUMBER:
DR2

- MAIN LEVEL FLOOR PLAN NOTES
- 1 METAL BUILDING COLUMN
 - 2 RECEPTION COUNTER BY OWNER. TRANSACTION COUNTER WIDE ADA COUNTER AT 30" A.F.F. TO BE PROVIDED.
 - 3 SINK HEIGHT (COUNTERTOP) AT 34" A.F.F. MAX.



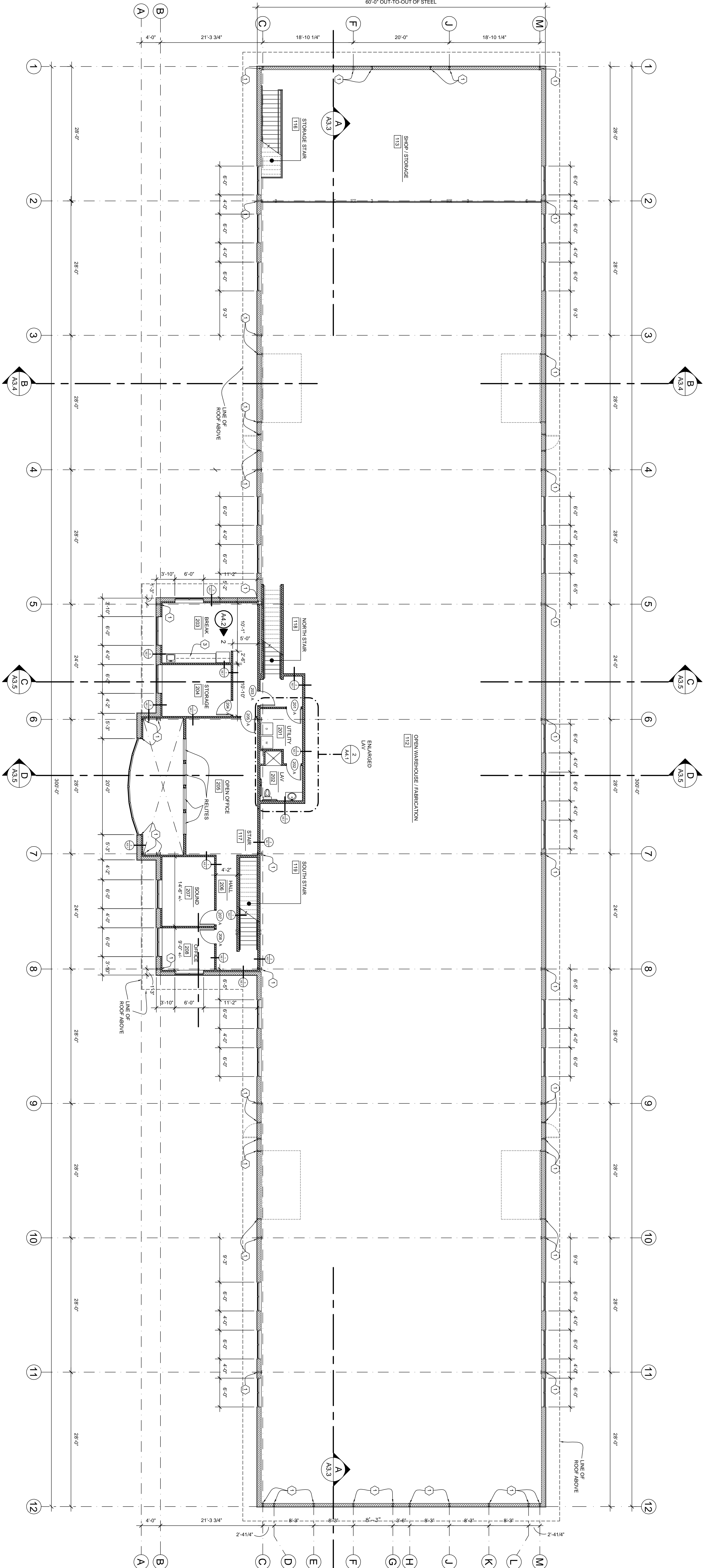
NORTH
MAIN LEVEL
FLOOR PLAN
SCALE: 1/8" = 1'-0"

WALL LEGEND

- NEW METAL BUILDING WALLS
- NEW WOOD FRAMED WALLS
- NEW MASONRY


JOB NUMBER: 15-007		DATE: 9.4.15
DRAWN BY: HMS		REVISIONS:
SHEET TITLE: MAIN LEVEL FLOOR PLAN		
SAMS ON SPORTS 4325 NW LAKE ROAD CAMAS, WA 98607		
LLB ARCHITECTURE 1115 ESTHER STREET, SUITE B VANCOUVER, WA 98660		
SHEET NUMBER: DR3		

MAIN LEVEL FLOOR PLAN NOTES
METAL BUILDING COLUMN

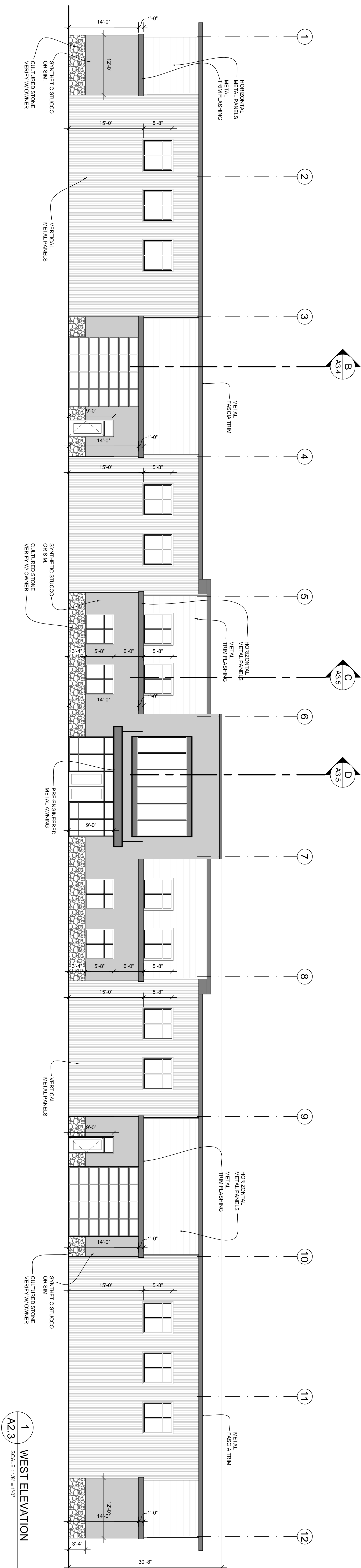
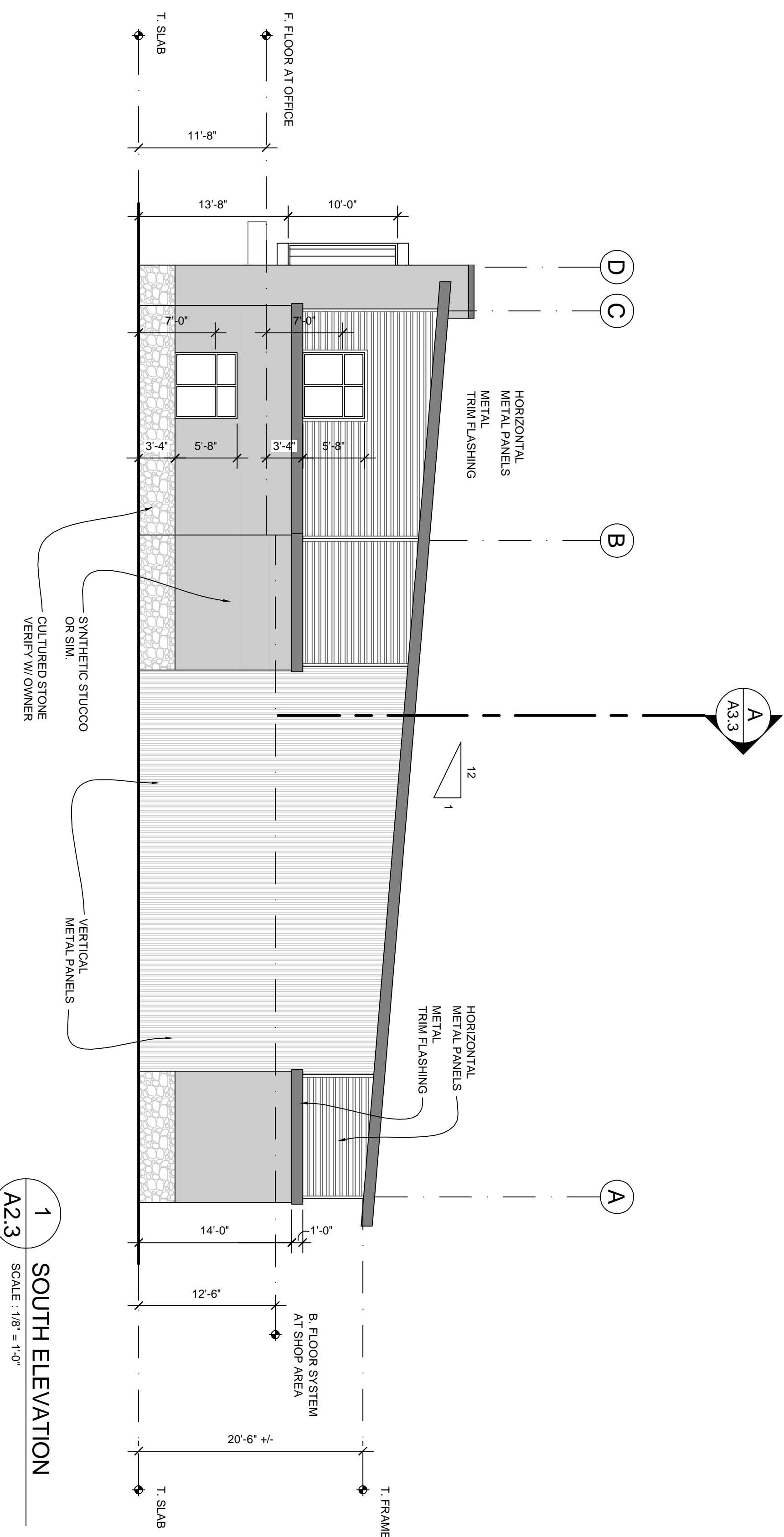



WALL LEGEND

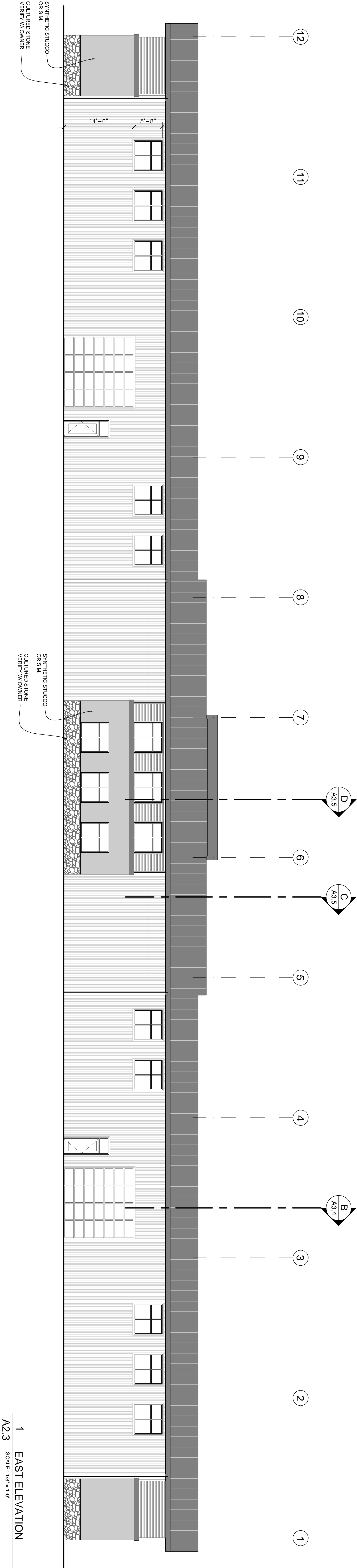
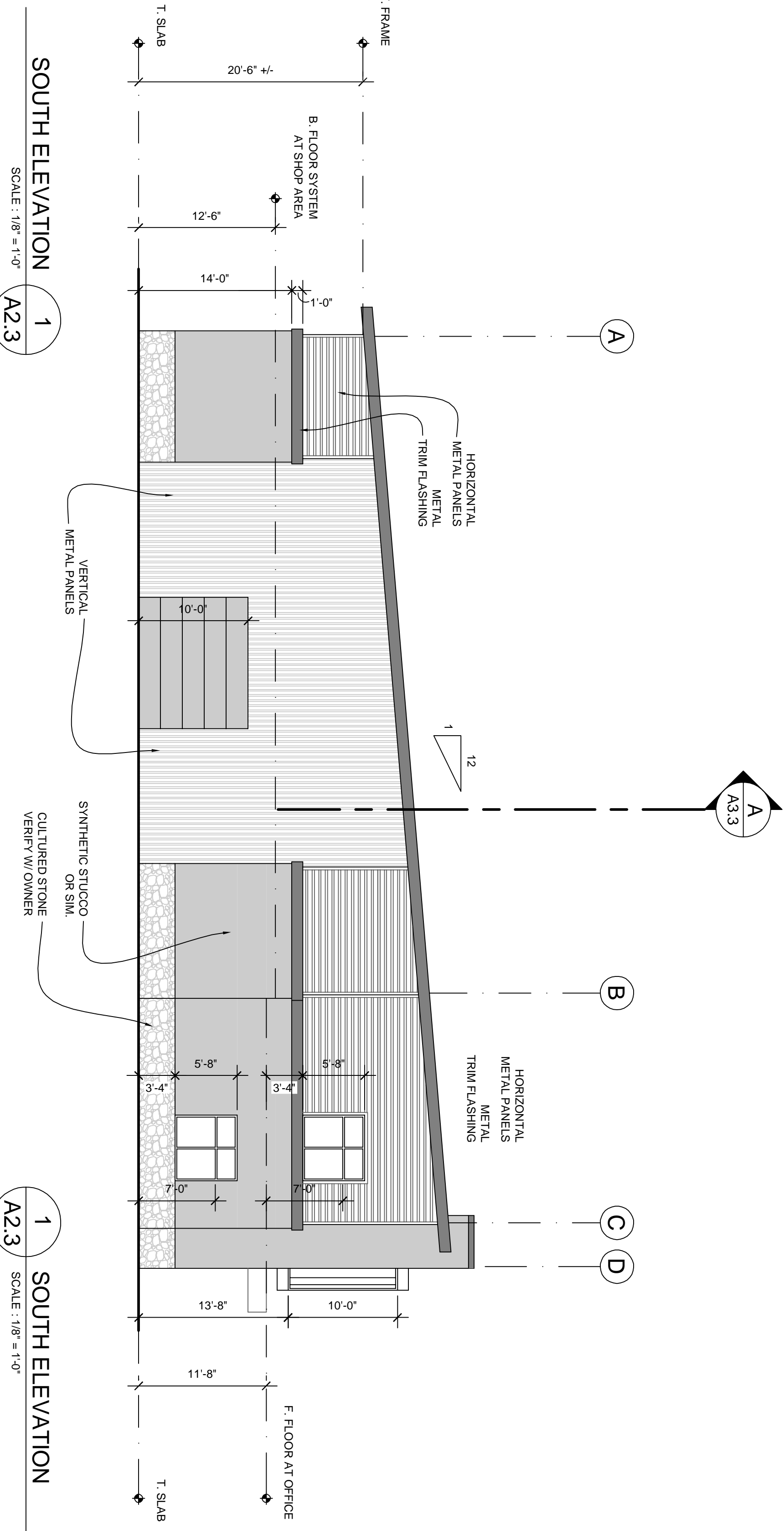
- NEW METAL BUILDING WALLS
- NEW WOOD FRAMED WALLS
- NEW MASONRY


JOB NUMBER: 15-007	DATE: 9-9-15	SAMSON SPORTS	 LLB ARCHITECTURE 1115 ESTHER STREET, SUITE B VANCOUVER, WA 98660	SHEET NUMBER: DR4
DRAWN BY: HAB	REVISIONS:			
SHEET TITLE: UPPER LEVEL FLOOR PLAN				

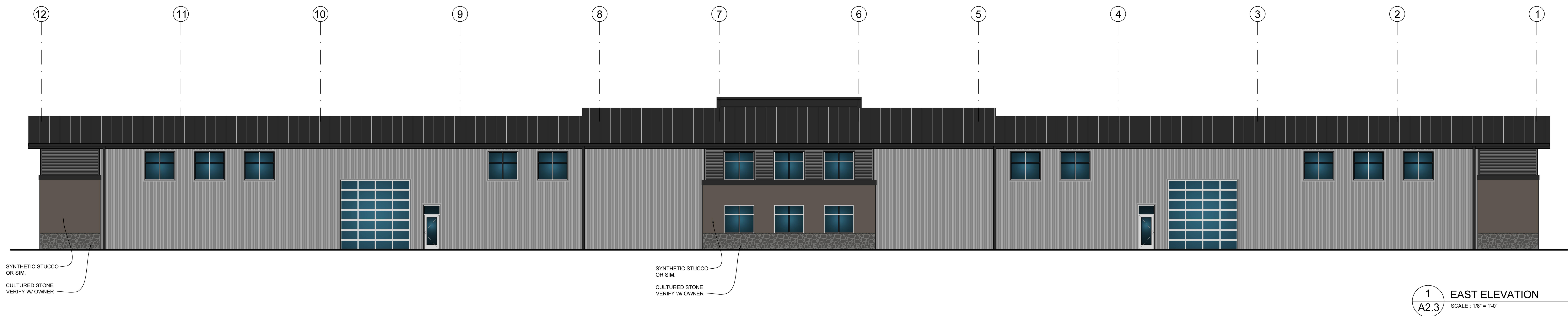
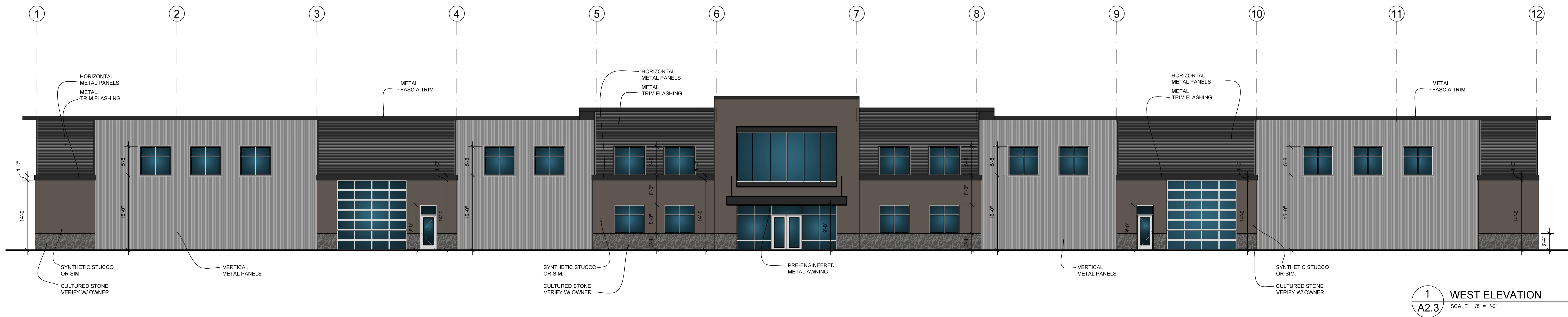
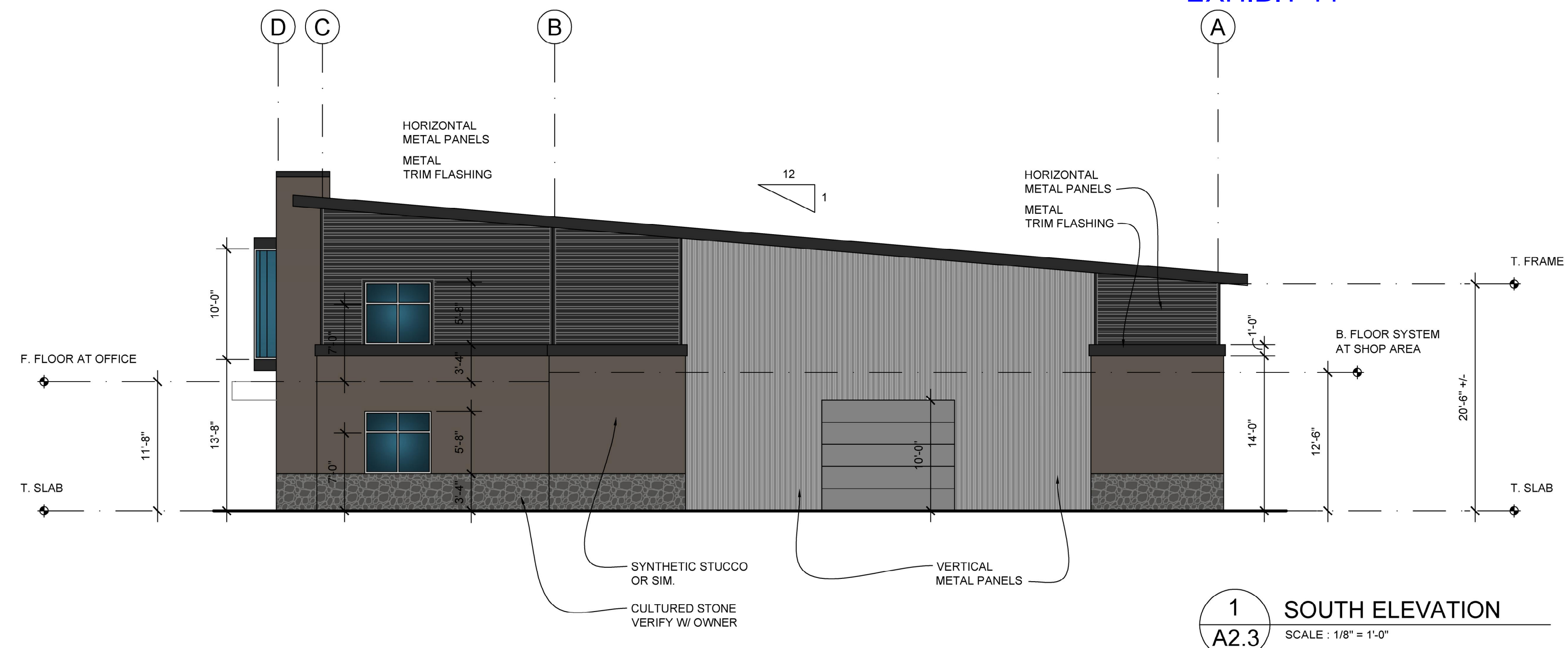
NORTH
MAIN LEVEL
FLOOR PLAN
SCALE: 1/8" = 1'-0"
21,340 S.F.




JOB NUMBER: 15-007	DATE: 9-3-15	SAMSON SPORTS 4325 NW LAKE ROAD CAMAS, WA 98607	 LLB ARCHITECTURE 1115 ESTHER STREET, SUITE B VANCOUVER, WA 98660	SHEET NUMBER: DR5
DRAWN BY: MJS	REVISIONS:			
SHEET TITLE: EXTERIOR ELEVATIONS				



JOB NUMBER: 15-007		DATE: 9.9.15	
REVISIONS:			
DRAWN BY: HAB			
SHEET TITLE: EXTERIOR ELEVATIONS			
SAMSON SPORTS			
4325 NW LAKE ROAD CAMAS, WA 98607			
		LLB	
ARCHITECTURE			
1115 ESTHER STREET, SUITE B VANCOUVER, WA 98660			
DR6		SHEET NUMBER:	



DESIGN REVIEW DRAWINGS - NOT FOR CONSTRUCTION

JOB NUMBER: 15-00X	DATE: JULY 17, 2015	SAMSON SPORTS	 LLB ARCHITECTURE 1115 ESTHER STREET, SUITE B VANCOUVER, WA 98660	SHEET NUMBER: DR 3
	REVISIONS:			
DRAWN BY: MJB				
SHEET TITLE: EXTERIOR ELEVATIONS				
4325 NW LAKE ROAD CAMAS, WA 98607				