

ourCamas 2045

~~September~~ October 2026

Comprehensive Plan

ourCamas 2045

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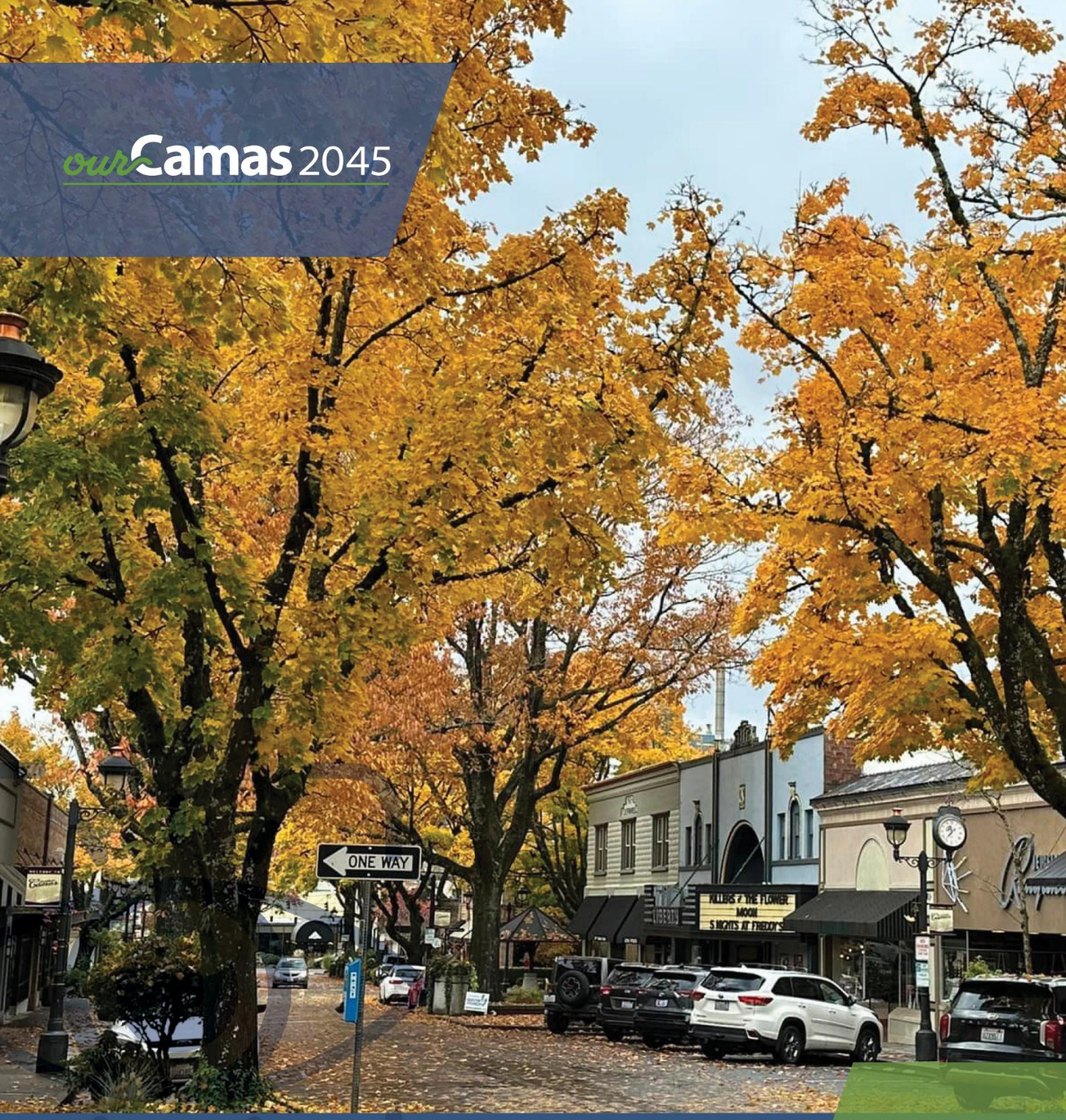
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ourCamas 2045



Vision

01

01. Vision

Our Camas Vision Statement

This vision is written in the present tense, as if describing the city as it exists in 2045. Some aspects of the vision can be found in Camas today, while others represent aspirations. The vision provides a framework for the goals and policies of every element of Our Camas 2045.

Our Community



Camas is an inclusive community where residents experience a sense of belonging and connection. Community-wide events foster civic pride, strong bonds among neighbors and a welcoming atmosphere for new residents. Community amenities and recreation facilities throughout Camas promote active lifestyles and social interaction. Camas is recognized for excellent schools and its commitment to lifelong learning. The City promotes a strong culture of public safety, transparent communication, and good governance, allowing residents to thrive in their neighborhoods and engage in decision-making that shapes their community.

Our Environment



Camas embraces its connection to nature and enjoys a wealth of outdoor recreational opportunities. Access to forests, clean water, parks, and trails is foundational to Camas' quality of life. The community shares a deep reverence for Camas' beauty, scenery, and tranquility, and is committed to preserving and enhancing its natural resources and tree canopy. Through proactive planning, the City mitigates the effects of changing climate conditions and natural hazards, ensuring a resilient community for generations to come.

Our Neighborhoods



Camas embraces its small-town feel while responsibly managing growth, ensuring a prosperous and livable future for all. Camas provides a variety of housing options that meet the needs of all residents, while ensuring the town's charm and livability are sustained. Camas is home to a thriving economy and diverse businesses, affording residents ample employment opportunities and access to high wage jobs. Neighborhood commercial hubs connect residents to daily services and amenities through a network of sidewalks and bike lanes, improving access and connectivity.

Our Downtown



Charming, vibrant, and walkable, Downtown Camas is the city's living room. Downtown's history is complemented by new businesses and inclusive housing options. Expansion, resiliency and a dynamic economic landscape are critical to its success. Downtown Camas anchors the community while fostering a culture of pride, support, and connection.

ourCamas 2045



Introduction

02

02. Introduction

Our Camas 2045

Our Camas 2045 is a roadmap for the future of the city and guides land use development and public facility investment decisions between now and 2045.

Camas has a long and rich history. More than 10,000 years ago, Native Americans occupied the Columbia River Valley. The Lewis and Clark Corps of Discovery camped by the river in 1806. In the late 1800s, the La Camas Colony Company of Portland purchased 2,600 acres and began planning the construction of a paper mill to supply newsprint for The Oregonian. The construction of the mill brought the platting of the town and the City of Camas was incorporated in 1906. Today, Camas is a vibrant and diverse community that occupies approximately 16 square miles and is home to over 28,000 people.

Our Camas 2045 is an update to the prior City of Camas comprehensive plan, Camas 2035. This update incorporates new state legislation to support additional housing and climate planning and establishes a new vision for the community's future.

The history of Camas comprehensive planning dates back to 1963 when the first plan was prepared. In 1990, the state adopted the Growth Management Act (GMA) with the goal of managing the growth of cities that had previously grown in an uncoordinated fashion. GMA requires municipalities to update their comprehensive plans every 10 years to ensure future growth can be accommodated with housing and jobs, and public services and facilities are available to serve new residential, commercial, and employment areas.

The last major update to the City's comprehensive plan was in 2016. Since that time, the city has grown by over 6,500 people, added new residential areas in Grass Valley and Green Mountain, and completed the North Shore Subarea Plan, which established a new vision and zoning for the North Shore of Lacamas Lake and sets the stage for future residential, mixed use, and employment development. In conjunction with Our Camas 2045, the city prepared a downtown subarea plan. Our Downtown Camas 2045 establishes a detailed vision and action plan to catalyze public and private investment in the historic downtown. Both plans work together to guide future development and ensure Camas' future remains as vibrant as its past.

What is a Comprehensive Plan?

Our Camas 2045 guides land use development and public facility investment decisions between now and 2045. Our Camas 2045 has eight elements that work together to achieve the community's vision and ensure long-term economic vitality:



Each element sets goals that will implement the vision and expresses policies that will guide land use and infrastructure decisions for the 20-year planning horizon. The elements are supported by the comprehensive plan map, which identifies land use designations throughout the City and within its urban growth area. 1

Why Plan?

Planning is choosing what to do and how and when to do it. Planning is part of our everyday lives. We plan our vacations, our budgets, and even our trips to the grocery store. The detailed planning of our daily lives derives from a set of goals that we want to accomplish – in a day, in the next six months, or the next two years.

In the same way and for the same purpose, the City's plan is the basis of coordinated action – it enables public and private interests to undertake projects with a clear understanding of community goals and policies.

Our Camas 2045 helps the City identify deficiencies and take steps to remedy them. Planning can find desirable and reasonable solutions before the problem is beyond the community's economic capabilities. The plan is crucial to avoiding uncoordinated activities as the City adapts to changing conditions and experiences the population growth that is anticipated.

The plan is not intended as a rigid system of goals and development policies; rather, it is:

- **Long range** – looks ahead 20 years to anticipate growth and resulting community needs.
- **Comprehensive** – relates and integrates all types of uses and necessary public facilities.
- **General** – establishes general locations and areas for the elements and indicates their relationships to each other and the population they serve.
- **Responsive** – through regular updates, adjusts to changing conditions, unforeseen circumstances, and local and regional trends.

How is a Comprehensive Plan Related to Other Plans?

Our Camas 2045 is part of a family of state, regional, and local plans. Some, like statewide GMA and Clark County's Comprehensive Growth Management Plan, set the overall planning framework and guide the content of the Camas comprehensive plan.

Others, like plans that are specific to particular subareas, supply more detailed information about individual topics or smaller parts of the City.

Growth Management Act

The GMA establishes state goals, sets deadlines for compliance, and offers direction on how to prepare comprehensive plans and development regulations. GMA also establishes requirements for early and continuous public participation. GMA requires state and local governments to manage growth by identifying and protecting critical areas and natural resource lands, designating urban growth areas, and preparing comprehensive plans and implementing them through capital investments and development regulations.

The GMA legislation, which is Chapter 36.70A of the Revised Code of Washington (RCW), contains 15 goals.

For a community's plan to be valid, it must meet the requirements of the GMA through consistency with state statutory goals, countywide policies, and the plans of adjacent jurisdictions.

The fifteen statutory goals identified in the GMA (RCW 36.70A) are:

1. **Urban growth**. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
2. **Reduce sprawl.** Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
3. **Transportation.** Encourage efficient multimodal transportation systems that will reduce greenhouse gas emissions and per capita vehicle miles traveled, and are based on regional priorities and coordinated with county and city comprehensive plans.
4. **Housing.** Plan for and accommodate housing affordable to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.
5. **Economic development.** Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote

the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.

6. **Property rights.** Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.
7. **Permits.** Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.
8. **Natural resource industries.** Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forestlands and productive agricultural lands, and discourage incompatible uses.
9. **Open space and recreation.** Retain open space and green space, enhance recreational opportunities, enhance fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.
10. **Environment.** Protect and enhance the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.
11. **Citizen participation and coordination.** Encourage the involvement of citizens in the planning process, including the participation of vulnerable populations and overburdened communities, and ensure coordination between communities and jurisdictions to reconcile conflicts.
12. **Public facilities and services.** Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.
13. **Historic preservation.** Identify and encourage the preservation of lands, sites, and structures, that have historical or archaeological significance.
14. **Climate change and resiliency.** Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies under RCW 36.70A.210 and chapter 47.80 RCW adapt to and mitigate the effects of a changing climate; support reductions in greenhouse gas emissions and per capita vehicle miles traveled; prepare for climate impact scenarios; foster resiliency to climate impacts and natural hazards; protect and enhance environmental, economic, and human health and safety; and advance environmental justice.
15. **Shorelines of the state.** For shorelines of the state, the goals and policies of the shoreline management act as set forth in RCW 90.58.020 shall be considered an element of the county's or city's comprehensive plan.

Urban Growth Areas

An urban growth area is a defined area of land adjacent to city limits within which urban growth is encouraged and beyond which growth can occur only if it is not urban in nature.

Each county that adopts a comprehensive plan under the GMA must designate urban growth areas. The City of Camas has 11,848 acres of land within the urban growth areas. This land, combined with the vacant land available within the City limits, must accommodate the City's population and employment projections as established by the state's Office of Financial Management. The population and employment projections for the City for the year 2045 are

37,080 people and 13,658 jobs. The City is proposing urban growth area expansion to accommodate increased job capacity (see the Land Use Element for additional details).

County Planning Goals and Policies

The Comprehensive Growth Management Plan, adopted by Clark County and its cities and last updated in 2016, guides local jurisdictions as they work to decide questions of regional land use and services.

Clark County is in the final stages of fully updating this plan for 2026 through 2045. As County and city plans were developed, representatives of the City of Camas met on a regular basis over the span of two years with officials of the County and its cities to coordinate efforts. This level of communication helps ensure that the plans and capital projects of these jurisdictions are consistent when adopted. Our Camas 2045 is consistent with the concepts put forward in the County's Comprehensive Growth Management Plan, and the initial drafts of its pending comprehensive plan, and the countywide planning policies as required by RCW 36.70A.100 and 210, WAC 365-196-305; 400(2)(c); 510 and 520.

Local Plans

The goals and policies included in Our Camas 2045 are implemented through development regulations established in the Camas Zoning Code (Title 18 of the Camas Municipal Codes) as well as the standards set forth in existing plans and policy documents.

Our Camas 2045 has been developed to ensure consistency with all other relevant local plans as listed below:

- Strategic Plan 2025-2030 (2025)
- Legacy Lands Master Plan (2026)
- Lake Management Plan (2024)
- North Shore Subarea Plan (October 2022)
- Camas Water System Plan (October 2019, to be updated with Our Camas 2045)
- Camas General Sewer Plan (June 2022, to be updated with Our Camas 2045)
- Camas General Sewer/Wastewater Facility Plan (November 2011)
- City of Camas Parks, Recreation, and Open Space Comprehensive Plan (March 2022)
- Camas Design Standards Manual–Engineering (adopted October 20, 2014, Res. 1308, updated annually)
- Camas Design Review Manual (May 2, 2016)
- Camas Shoreline Master Program (2021)
- Downtown Design Manual (revision in process, to be adopted with Our Downtown Camas 2045, the Downtown Subarea Plan)
- Camas Stormwater Design Standards Manual (June 2022)
- Six-Year Street Plan (Updated annually)
- 2025–2030 Capital Improvement Plan Project List (to be updated with Our Camas 2045)
- Transportation Impact Fee Update (May 2012)

Amending a Comprehensive Plan

The City is required to review its comprehensive plan at least every ten years. However, the City's comprehensive plan and development regulations are reviewed and evaluated regularly.

Our Camas 2045 is based on the best available information. As years go by, new information or changing circumstances – for instance, a revised sewer or water plan – may prompt changes to this plan. By state law, amending a comprehensive plan can occur only once a year and must follow the procedures that are set forth in RCW 36.70A.130.

Amendments to a comprehensive plan require legislative action, which entails the adoption of a resolution or ordinance following notice and public hearing indicating, at a minimum, a finding that a review and evaluation has occurred and identifying the revisions made, or that a revision was not needed and the reasons.

The review and evaluation must include the consideration of critical area ordinances, population projections, and other plans and policies in effect.

Under certain circumstances, amendments can occur more frequently:

- The initial adoption of a subarea plan. Subareas must clarify, supplement, or implement jurisdiction-wide comprehensive plan policies, and may only be adopted if the cumulative impacts of the proposed plan are addressed by appropriate environmental review under chapter 43.21C RCW.
- The development of an initial subarea plan for economic development located outside of the 100 year floodplain in a county that has completed a state-funded pilot project that is based on watershed characterization and local habitat assessment
- The adoption or amendment of a shoreline master program under the procedures set forth in Chapter 90.58 RCW.
- The amendment of the capital facilities element of a comprehensive plan that occurs concurrently with the adoption or amendment of a county or city budget.
- The adoption of comprehensive plan amendments necessary to enact a planned action under RCW 43.21C.440, provided that amendments are considered in accordance with the public participation program established by the county or city under this subsection (2)(a) and all persons who have requested notice of a comprehensive plan update are given notice of the amendments and an opportunity to comment.

Developing Our Camas 2045

Our Camas 2045 began with a citywide outreach process to better understand the community's vision and priorities related to Camas' future. The Our Camas Visioning process reached over 1,000 community members through community conversations, community events, an online survey, online mapping tools, and the project website.

The City hosted three Community Summits. The first, held in June 2024, was an open house event where members of the public could provide feedback on the draft vision statement and

goals, as well as provide ideas to achieve the vision and goals. The second Community Summit was held in October 2024 and provided a forum for community members to provide feedback on the draft land use alternatives, development scales, review development concepts for downtown, and learn about the County's climate planning efforts and greenhouse gas inventory. The third Community Summit was a three-month effort in fall 2025 to share the draft comprehensive plan and Downtown subarea plan. The summit was a mix of online engagement and in-person activities to provide community members with opportunities to review, ask questions and provide feedback on each chapter of the draft comprehensive plan and the Downtown subarea plan. Every two weeks, a new plan element was highlighted with background information, an online survey to gauge opinion on various plan policies and an opportunity to chat with a planner, where community members could speak directly with City staff.





There were several advisory committees that participated in the development of the plan.

- Project Advisory Committee (PAC) – technical stakeholders, agency partners, service providers
- Community Advisory Community (CAC) – broad cross-section of community interests
- Climate Policy Advisory Team (CPAT) – community members advising on climate goals and policies
- Downtown Advisory Committee (DAC) – representatives from the CAC and the Downtown Camas Association (DCA)
- The Planning Commission and City Council were also consulted during the development of the vision, goals, policies, and plan

COMMUNITY FEEDBACK HIGHLIGHTS

Feedback from the community is highlighted throughout the plan chapters, indicating where the community's input was incorporated into vision, goals, policies and plan.

Following preparation of the draft plan, the City hosted pop-up events throughout the summer and fall of 2025 to seek input on the preferred alternative map and draft goals and policies.

In addition to the outreach efforts described above, the City maintained a public engagement website throughout the visioning process and the development of Our Camas 2045. During spring 2024, a community survey and interactive map gathered feedback from the community on things they like about Camas, things they would change in the future, important topics to address in the plan, and areas of opportunity or concern both downtown and in the wider Camas community. A second online survey accompanied the second community summit to seek input on the draft land use alternatives and development concepts for downtown. The City prepared an online Story Map in Spring 2025 to present and obtain feedback on the preferred land use alternative and proposed zoning and comprehensive plan land use designation changes.

The City of Camas values residents' opinions and is committed to being responsive. The final comprehensive plan incorporates the contributions and comments from those who participated in the project engagement. Summaries of all engagement activities is included in Appendix A.



ourCamas 2045



Community Character

03

Community Character

This element integrates art, culture, growth and identity into the comprehensive plan, while ensuring community engagement is inclusive and open.

03. Community Character

Vision

In 2045, Camas is an inclusive community where residents experience a sense of belonging and connection. The city's unique identity is defined by its small-town feel and the incorporation of the natural landscape into walkable neighborhoods and high-quality development. Camas maintains its distinct sense of place through inclusive community engagement, sustainable development practices, and intentional placemaking that reinforces Camas' beauty, livability, and lasting connection to nature.

Introduction

The community character element establishes a framework for preserving and enhancing the physical, cultural, and social characteristics that make Camas feel like Camas. Community character is shaped not only by the built environment, but also by the natural landscape, cultural identity, historic context, and the ways in which people engage with their surroundings. As Camas plans for continued growth through the 2045 horizon, this element ensures that the qualities residents value—such as the City's small-town atmosphere, its connection to nature, and its strong civic identity—are maintained and reinforced through thoughtful development, design standards, public investment, and public engagement. Camas' natural and built environment is defined by its integration of the natural features of the land with the development of housing, commercial buildings and its connecting infrastructure. In 2026, the City of Camas is home to 16 parks, 12 miles of scenic trails, and over 1,060 acres of parks and open space. From the forested paths around Lacamas Lake to the many playgrounds throughout the city, the natural beauty of Camas is a defining part of community life.







Camas' diversifying community is comprised of approximately 28,500 people and expected to grow to over 37,000 by 2045. While most people who live in Camas commute to nearby cities for employment, in 2026, there are approximately 9,550 jobs within the city with the largest employment sectors being education and healthcare, followed by professional services. The Georgia Pacific Mill remains a significant part of the city's economic history and a symbol of Camas' working roots.

The majority of housing in Camas is low density detached homes. Most residents own their home, with renters making up 20% of residents. There are approximately 10,000 housing units in Camas in 2026. By 2045, the city needs to add 4,226 new units to support the growing population. Camas also needs a greater variety of housing types at a range of price points to meet residents' diverse needs. By 2045, new multifamily and mixed-use buildings near transit, in Downtown, North Shore, and along NW Parker Street and Pacific Rim Boulevard will expand options for existing and new residents. These future developments will complement the strong sense of place already present in Camas' established neighborhoods like Prune Hill, Crown Park, and Evergreen Terrace.

Access to public art and community events is an important priority to define and enhance the identity of Camas. Beloved local traditions like Camas Days, the Camas Farmers Market, sporting events, and seasonal festivals foster a deep sense of connection and pride. New development will include and support inclusive public gathering spaces to host events, ensuring that the community spirit thrives as the city grows.

Key community resources to preserve and enhance include the existing built infrastructure, high quality schools, access to living wage jobs, parks, open space and recreational amenities, and the distinctive Downtown area, where historic storefronts, local restaurants, and venues like the Liberty Theatre draw residents and visitors alike.

The community will connect with city government and processes through accessible engagement and neighborhood leadership. Ongoing collaboration will help ensure that Camas remains a place where people feel heard, welcomed, and at home.

COMMUNITY FEEDBACK

- **Provide amenities for children and teenagers**
- **Focus on reuniting the community and fostering diversity through inclusive initiatives**
- **Prioritize community engagement and accountability in city planning and policy implementation**
- **Preserve and expand upon Camas' cultural heritage through arts and community events**
- **Provide development incentives for projects to protect natural topographic, geologic, vegetative, and hydrologic features and provide features such as tree-lined streets, rain gardens and use of native landscaping.**
- **Develop a City education program to share information and educate the community on local government, city functions and ways to engage with staff**

Community Character Goals and Policies

Goal CC-1 Art, Culture, and Heritage

Camas is a city where history, art, and culture are celebrated and accessible to all. Camas events and activities will instill a sense of belonging among residents of all ages, making Camas an ideal place to live and work.

Policy CC-1.1 Encourage and promote a wide range of artistic and cultural activities by reducing barriers and increasing access to hosting and attending community events that define and enhance Camas' community identity.

Policy CC-1.2 Incentivize development sites to create spaces conducive to the provision of art and other cultural activities and amenities. Encourage murals, sculptures, interactive art installations, and interpretive displays that celebrate the history, culture, and creativity of Camas.

Policy CC-1.3 Develop a process to memorialize historic sites and create and maintain an official inventory of Camas' historic and cultural resources.

Policy CC-1.4 Support the formation of a local arts commission that provides funding and support for local artists and artistic events in Camas.

Policy CC-1.5 Require a percentage of capital project budgets to be allocated for public art and design enhancements.

Policy CC-1.6 Prioritize naming streets, parks, and public facilities after historically significant people, events, geographic features, or native flora and fauna. Consider allowing naming rights in recognition of significant donations.

Goal CC-2 Sustainable Growth and Distinct Identity

Camas' unique identity is enhanced by high-quality urban design that respects the natural landscape, fosters a connection to nature, and integrates sustainable development.

Policy CC-2.1 Establish and enforce clear and objective design standards to ensure that new development respects and enhances Camas' architectural, historical, and natural character.

Policy CC-2.2 Regulate land use and development to protect natural topographic, geologic, vegetative, and hydrologic features, and natural contours of undeveloped properties.

Policy CC-2.3 Promote and provide educational resources for tree-lined streets, rain gardens, and preservation and use of native landscaping to reinforce Camas' connection to nature.

Policy CC-2.4 Align development regulations and design guidelines with dark sky standards to encourage the preservation of the night sky.

Policy CC-2.5 Establish distinctive gateway features at major points of entry into Camas, including attractive signage, landscaping, and public art that reflect Camas' distinct identity.

Policy CC-2.6 Ensure that street signage, lighting, landscaping, and street furniture are designed and maintained with a cohesive aesthetic that enhances community identity.

Policy CC-2.7 Revise the City's sign standards to ensure that all permanent and temporary signage is attractive and well-maintained, with clear regulations and enforcement mechanisms.

Policy CC-2.8 Provide educational and volunteer programs related to climate science, the connections between habitat conditions and native species, and effective ways to mitigate the impacts of climate change.

Goal CC-3 Community Engagement

Camas will have a strong sense of community through open communication, inclusive and meaningful outreach efforts, and enduring partnerships throughout the community.

Policy CC-3.1 Increase access to public engagement by ensuring materials and procedures are accessible for all community members, especially vulnerable groups such

as low-income, Limited English Proficiency (LEP) individuals, youth, elderly, and differently abled.

Policy CC-3.2 Utilize outreach strategies such as focus groups and listening posts that accommodate the needs of everyone and account for the broad spectrum of community members.

Policy CC-3.3 Develop and implement strategies to support neighborhood leadership and associations to increase community involvement and provide opportunities to participate in the development processes.

Policy CC-3.4 Regularly inform the community of activities and events through a range of outreach methods including traditional and social media, partnerships with schools, and information at fairs and events.

Policy CC-3.5 Develop a City education program to inform the community on the inner workings of their local government, city functions, and an opportunity to engage with staff.

ourCamas 2045



Land Use

04

Land Use Element

The land use element is designed to support development that adheres to the City's vision to ensure Camas' future is as bright as its past.

04. Land Use

Vision

Camas embraces its small-town feel while responsibly managing growth, ensuring a prosperous and livable future for all. Camas provides a variety of housing options that meet the needs of all residents, while ensuring the town's charm and livability are sustained. Camas is home to a thriving economy and diverse businesses, affording residents ample employment opportunities and access to high wage jobs. Neighborhood commercial hubs connect residents to daily services and amenities through a network of sidewalks and bike lanes, improving access and connectivity.

Land Use Overview

The City of Camas is home to great schools, family-wage jobs, high quality neighborhoods, and an abundance of open space and recreational amenities. Camas has grown into a dynamic, vibrant city with diversified employment opportunities and services that cater to its residents' various needs. In 2026, Camas maintains its small town charm and character, and downtown remains the heart of the City with a mix of restaurants, shops, professional offices, and residential development. The Grass Valley area is home to several national and international technology and manufacturing firms. Newer residential development has occurred recently in the Green Mountain area, and planned transportation improvements in the North Shore area will improve connectivity and provide better transportation options throughout the City.

The land use element is designed to support development that adheres to the City's vision to ensure Camas' future is as bright as its past. The GMA identifies the land use element as the foundation of the comprehensive plan. GMA outlines the framework by which the plan will be implemented and establishes land use designations to accommodate the City's population and employment projections. The development of land in accordance with the goals and policies included in the land use element will ensure the achievement of an appropriate balance of public facilities, housing, employment, services, and recreational uses throughout the City.

Population Projections

GMA requires that each jurisdiction accommodate its share of the region's growth. The City of Camas is expected to have a population of 37,080 by 2045 (based on the County adopted growth rate of 1.2 percent per year), a 8,590-person increase from the 2026 population of 28,490. During the same period, Camas is expected to have 13,658 jobs in the city by 2045.

Land Use Designations

In order to ensure the City's vision and land use goals are achieved, land use designations are used to assign a variety of development uses and building densities to land throughout the City. The plan identifies areas for residential, commercial, mixed use, mixed employment and industrial development. The plan also identifies areas for parks and open space to support recreation and enhance natural areas, including habitat and wildlife corridors. Public facilities, such as stormwater, sewer and water facilities are allowed uses within these designations. See the Public Facilities & Services chapter for additional information and maps of these facilities.

Table 1 Land Use Designations

Comprehensive Plan Designation	Corresponding Zones	Total (Acres)[1]	Net residential capacity (units)	Jobs Capacity
Residential Low 	Residential 15 (R-15)	443	39	0
	Residential 12 (R-12)	27	30	0
	Residential 10 (R-10)	349	363	0
	Residential 7.5 (R-7.5)	216	310	0
	Residential 6 (R-6)	113	269	0
	North Shore Lower Density (LD-NS)	168	203	0
	Downtown Residential (DT-R)	2	39	11
Residential Medium 	Multi-Family 10 (MF-10)	37	503	0
Residential High 	Multi-Family 18 (MF-18)	185	1,015	0
	Multi-Family 24 (MF-24)	33	282	0
	North Shore Higher Density (HD-NS)	139	848	0
Mixed Use 	Mixed Use (MX)	141	1,179	1,001
	North Shore Mixed-Use (MX-NS)	89	790	598

Comprehensive Plan Designation	Corresponding Zones	Total (Acres)[1]	Net residential capacity (units)	Jobs Capacity
Mixed Employment	Downtown Mixed-Use Low Rise (DT-MXL)	1	23	9
	Downtown Mixed-Use Mid Rise (DT-MXM)	16	566	127
	Mixed Employment (ME)	361	0	2,201
	North Shore Mixed Employment (ME-NS)	99	0	590
Commercial	Neighborhood Commercial (NC)	2	0	20
	Community Commercial (CC)	91	0	1,197
	North Shore Commercial (C-NS)	66	0	894
	Regional Commercial (RC)	298	0	3,826
	Historic Main Street Core (DT-HMSC)	1	24	1
Industrial	Heavy Industrial (HI)	545	0	1,948
Parks and Open Space	Parks and Open Space (POS)	1,343	0	0

[1]Total acres within each zoning designation are gross acres and inclusive of rights-of-way and infrastructure.



COMMUNITY FEEDBACK

- **Manage growth to allow for infrastructure adjustments and maintain the small-town feel**
- **Support neighborhood hubs, residential scale businesses, and encourage community building**
- **Encourage multifamily units to support walking or taking transit to employment areas**
- **Need clear transitions between low density and higher density developments**
- **Support for design standards that are sustainable and low climate impact (native landscaping, energy and water efficiency standards, site optimization to preserve green space)**
- **Align land use plans with transportation improvements**



Overlays

In addition to the land use designations listed in Table 1, land use overlays further define appropriate uses and development standards for particular areas within the City. Overlays in Camas include an Airport Overlay, Cottage Overlay, and a Design Overlay. Development within all overlay areas must comply with the goals and policies of the underlying land use designation and the specific standards included in the overlay.

The Airport Overlay area applies to land adjacent to Grove Field, an airport owned and operated by the Port of Camas-Washougal and located northeast of Lacamas Lake. Grove Field is included in the UGA with this update. The Airport Overlay is designated to ensure land uses adjacent to the airport are compatible with air traffic and do not interfere with safe air navigation. For example, the comprehensive plan designation of lands adjacent to the airport is generally Mixed Employment, rather than residential, and the Airport Overlay area restricts uses tending to have higher concentrations of people, such as schools or hospitals.

The Cottage Overlay may be utilized within multi-family zones only and is intended to increase housing choice and supply by allowing flexibility in the development of smaller detached cottage-style dwellings.

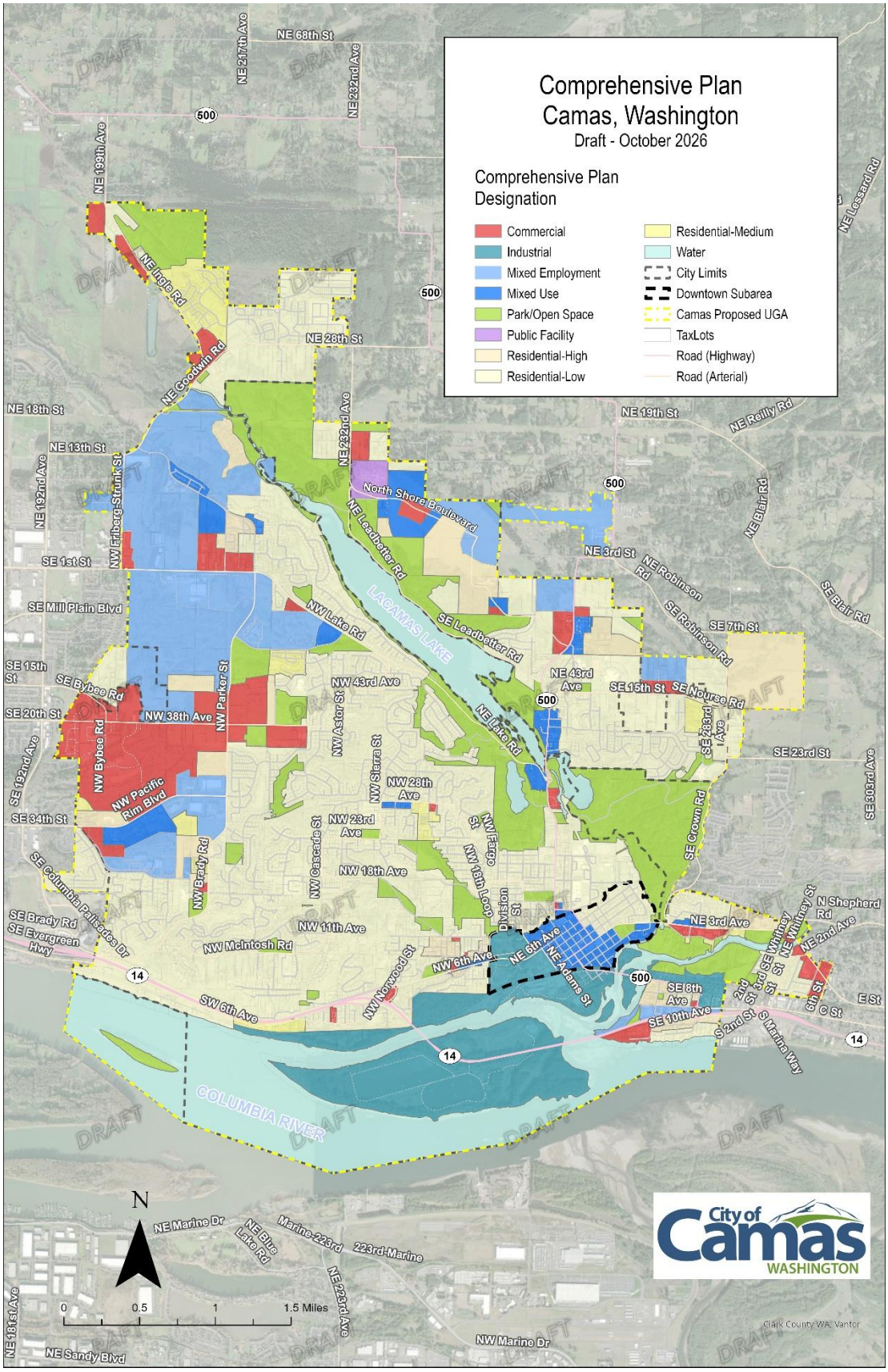
The Design Overlay is a new overlay with the 2026 update and replaces the Gateways and Corridors Overlay included in the prior plan. The Design Overlay generally applies to the following locations. The specific extents of the overlay are included on the Camas Zoning Map.



- NW 6th Avenue
- NE 3rd Avenue
- NE Everett Street
- NW 38th Avenue
- NW Lake Road
- Green Mountain – NW Goodwin Road
- NW Brady Road
- SE Union Street
- NW Parker Street

The Design Overlay is intended to enhance the walkability, pedestrian experience, and design of the corridors it covers. Development/redevelopment within a designated Design Overlay must adhere to the Design Overlay goals and policies included in this element. See Goal LU-6 and Policies LU-6.1 – 6.7.

Figure 1 Comprehensive Plan Map



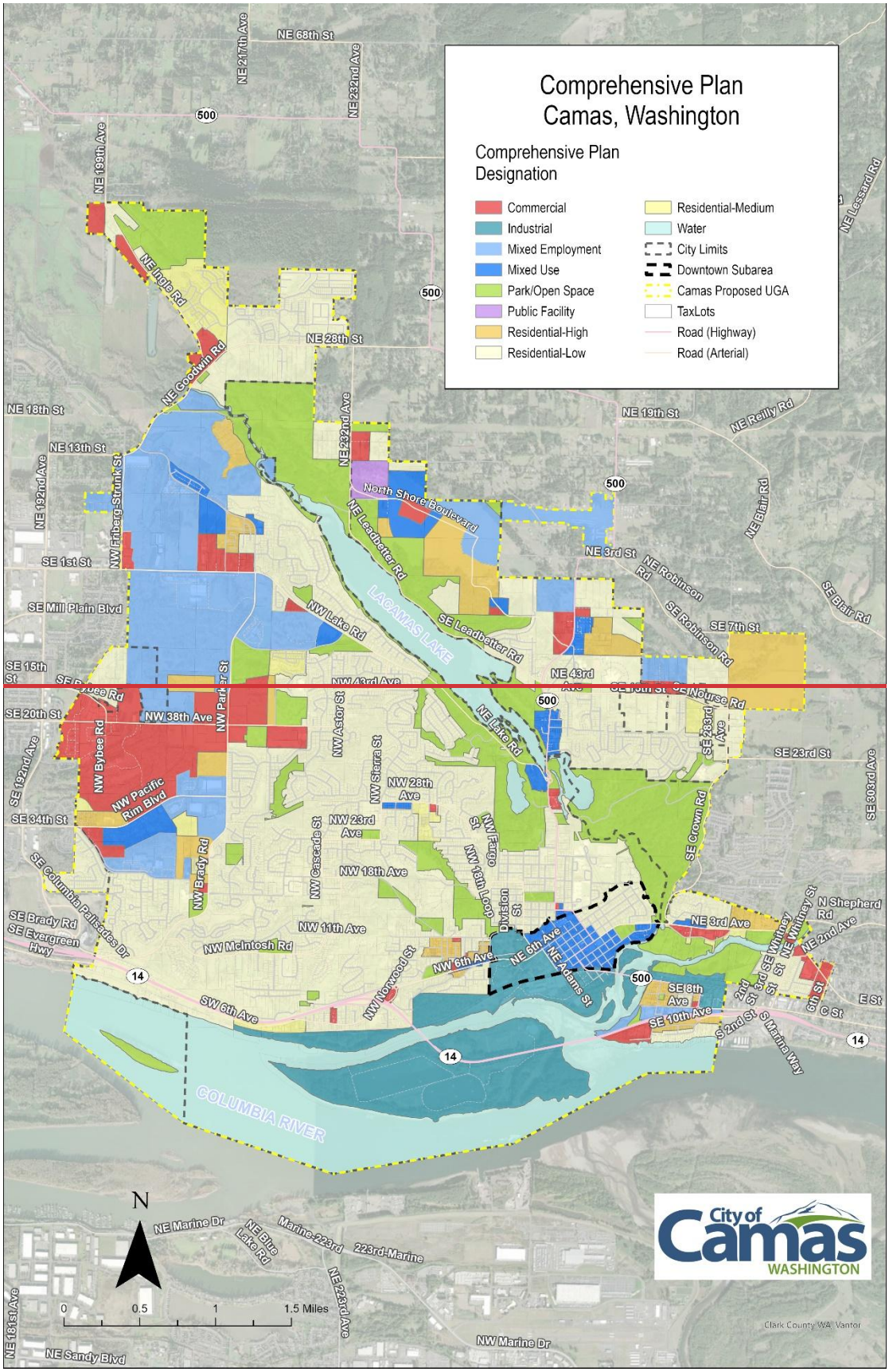
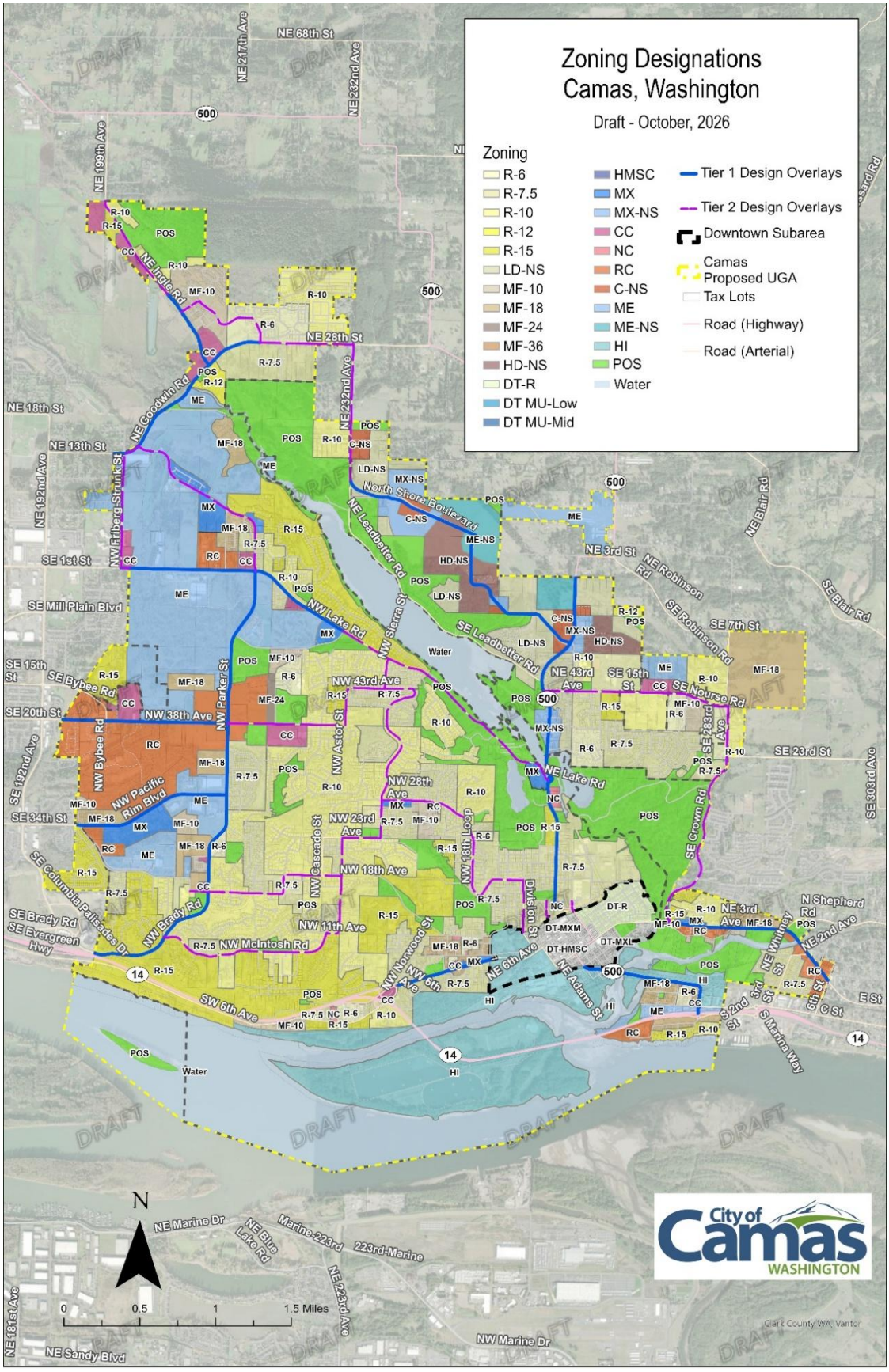
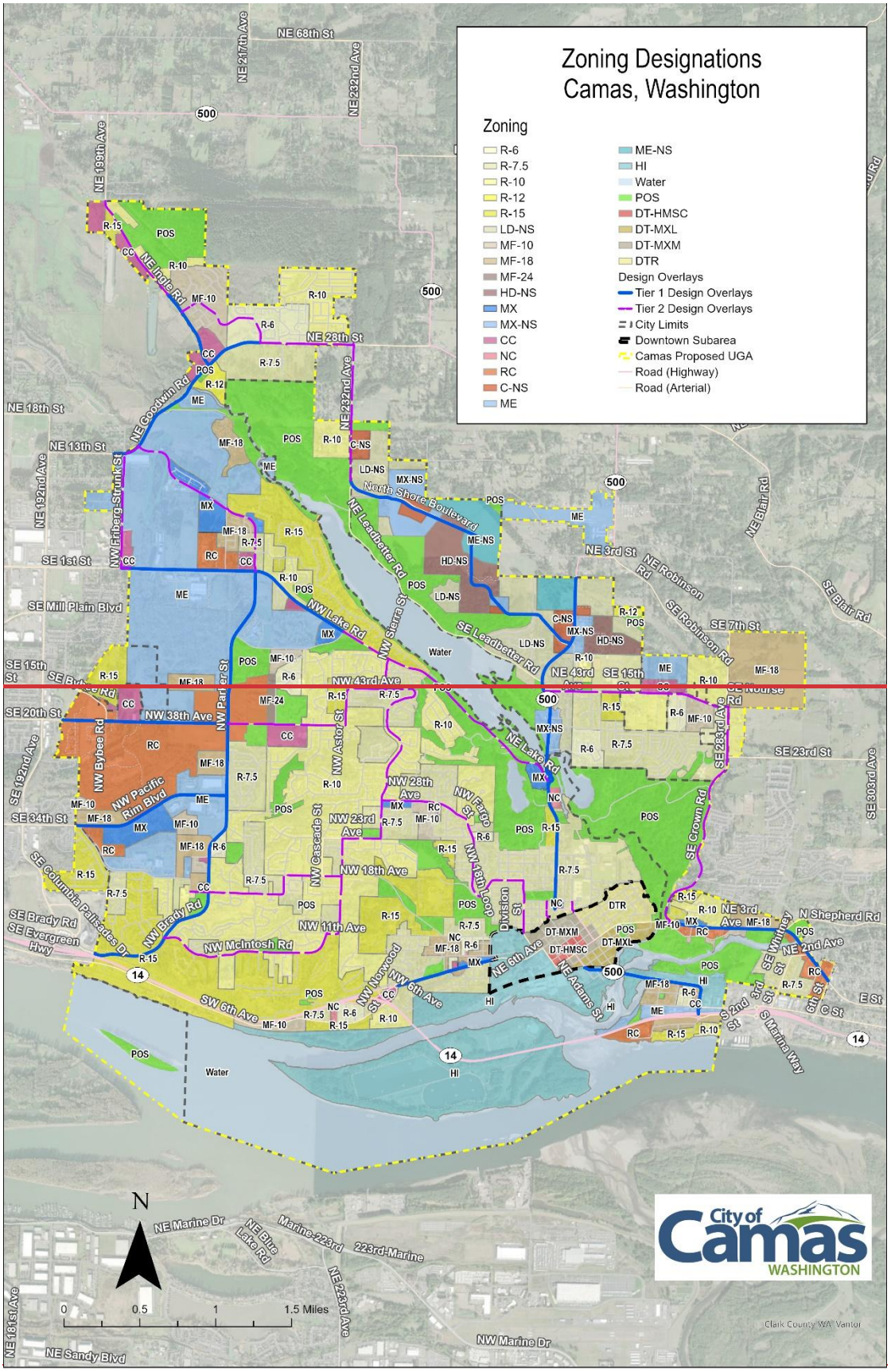

Comprehensive Plan
Camas, Washington
Comprehensive Plan Designation
Commercial
Industrial
Mixed Employment
Mixed Use
Park/Open Space
Public Facility
Residential-High
Residential-Low
Residential-Medium
Water
City Limits
Downtown Subarea
Camas Proposed UGA
TaxLots
Road (Highway)
Road (Arterial)
LACAMAS LAKE
COLUMBIA RIVER
NE 68th St
NE 28th St
NE 18th St
NE 13th St
NE 19th St
SE 1st St
SE Mill Plain Blvd
SE 15th St
SE 20th St
SE 34th St
NE 3rd St
SE 7th St
SE 23rd St
NE 43rd Ave
NW 38th Ave
NW 28th Ave
NW 23rd Ave
NW 18th Ave
NW 11th Ave
NW McIntosh Rd
SW 6th Ave
SE 8th Ave
SE 10th Ave
NE 3rd Ave
NE 6th Ave
NW 6th Ave
NE Marine Dr
NW Marine Dr
NE Sandy Blvd
NE 232nd Ave
NE 217th Ave
NE 199th Ave
NE 192nd Ave
SE 192nd Ave
SE 303rd Ave
NE Ingle Rd
NE Goodwin Rd
NE Leadbetter Rd
SE Leadbetter Rd
NW Lake Rd
NE Lake Rd
NW Eastman Parker St
NW Astor St
NW Sierra St
NW Cascade St
NW Fargo St
NW 13th Loop
Division St
NW Norwood St
NE Adams St
NW Brady Rd
NW Pacific Rim Blvd
NW Eybee Rd
SE Columbia Palisades Dr
SE Brady Rd
SE Evergreen Hwy
North Shore Boulevard
NE Robinson Rd
SE Robinson Rd
SE Crown Rd
NE Blair Rd
NE Reilly Rd
NE Lessard Rd
SE Blair Rd
SE Nourse Rd
N Shepherd Rd
NE 2nd Ave
NE Whitney St
SE Whitney St
2nd St
3rd St
6th St
C St
E St
S 2nd St
S Martha Way
NE Blue Lake Rd
NE 223rd Ave
Marine-223rd
223rd-Marine
N
0
0.5
1
1.5 Miles
City of Camas
WASHINGTON
Clark County WA Vantor

Figure 2 Zoning Map




Zoning Designations
Camas, Washington
Zoning
R-6
R-7.5
R-10
R-12
R-15
LD-NS
MF-10
MF-18
MF-24
HD-NS
MX
MX-NS
CC
NC
RC
C-NS
ME
ME-NS
HI
Water
POS
DT-HMSC
DT-MXL
DT-MXM
DTR
Design Overlays
Tier 1 Design Overlays
Tier 2 Design Overlays
City Limits
Downtown Subarea
Camas Proposed UGA
Road (Highway)
Road (Arterial)
NE 68th St
NE 217th Ave
NE 232nd Ave
NE 199th Ave
NE Ingle Rd
NE 28th St
NE Goodwin Rd
NE 18th St
NE 13th St
NE 192nd Ave
NW Friberg-Strunk St
SE 1st St
SE Mill Plain Blvd
SE 15th St
SE 20th St
NW 38th Ave
NW Parker St
NW Lake Rd
NW Leadbetter Rd
North Shore Boulevard
NW Astor St
NW Cascade St
NW Fargo St
NW 43rd Ave
NW 28th Ave
NW 23rd Ave
NW 18th Ave
NW 11th Ave
NW McIntosh Rd
NW Bybee Rd
NW Pacific Rim Blvd
NW Brady Rd
SE Brady Rd
SE Evergreen Hwy
SE 34th St
SE Columbia Palisades Dr
SW 6th Ave
NW Norwood St
NW 6th Ave
NE 6th Ave
NE Adams St
NW 148th Loop
Division St
SE Leadbetter Rd
NE 3rd St
NE Robinson Rd
SE Robinson Rd
SE 7th St
NE 43rd Ave
SE 15th St
SE 23rd St
SE 283rd Ave
SE 303rd Ave
NE Blair Rd
SE Blair Rd
SE Crown Rd
NE 3rd Ave
N Shepherd Rd
NE 2nd Ave
SE Whitney St
S 2nd St
S 3rd St
S 6th St
C St
E St
S Martha Way
NE Marine Dr
NE Blue Lake Rd
Marine-223rd
223rd-Marine
NE 228th Ave
NW Marine Dr
NE 181st Ave
NE Sandy Blvd
Water
N
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0.5
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City of Camas
WASHINGTON
Clark County WA Vantor

Land Use Goals and Policies

Goal LU-1 Citywide Land Use

Maintain a land use pattern that respects the natural environment and existing uses while accommodating a mix of housing and employment opportunities to meet the City's growth projections in coordination with the capital improvement plan.

Policy LU-1.1 Ensure the appropriate mix of commercial, residential, and industrial zoned land accommodates the City's share of the regional population and employment projections for the 20-year planning horizon.

Policy LU-1.2 Coordinate with Clark County, the state, and special districts to identify future needs and site planning for essential public facilities such as airports, state education facilities, state and regional transportation facilities, state and local correctional facilities, solid waste handling facilities, regional parks and others as identified in RCW 36.70A.200. (See policies ED-3.1, 3.2, and 3.3 regarding Grove Field airport, policy TR-2.1 regarding transportation, and policy PFS-4.27 regarding solid waste.)

Policy LU-1.3 Implement design standards for new development, redevelopment, and infill that consider the surrounding built and natural environments and support a natural transition between uses.

Policy LU-1.4 Ensure that park and recreation land is distributed equitably throughout the City and work to achieve park and continuous trail corridors from Green Mountain to the Columbia River. (See policies PFS-2.1 and 2.4 regarding increasing connectivity to natural areas and continuous trail around Lacamas Lake.)

Policy LU-1.5 Ensure adequate public facilities, including roads, emergency services, utilities, and schools, exist to serve new development, and mitigate potential impacts to current residents. Establish and maintain policies for impact fees for new development.

Policy LU-1.6 Ensure consistency with County-wide planning policies.

Policy LU-1.7 Evaluate and improve design and building standards for new and redeveloped sites in high-risk natural hazard areas.

Policy LU-1.8 Incorporate sustainable and low climate impact design into development codes and standards.

Policy LU-1.9 Encourage high density concentrations of housing, commercial, and other uses needed in daily life along major transportation corridors to support the reduction in vehicle miles traveled, increase ~~and~~ opportunities ~~to increase~~for

physical activity and limit development in areas vulnerable to wildfire, flood, and landslides.

Policy LU-1.10 Protect the viability of the airport as a significant economic resource to the community by encouraging compatible land uses and densities, and reducing hazards that may endanger the lives and property of the public and aviation users consistent with state laws RCW 36.701A.510 and RCW 36.70547.

Goal LU-2 Employment Land

Create a diversified economy and serve Camas residents, businesses, and tourists by providing sufficient land throughout the City to support a variety of business types and employment opportunities.

Policy LU-2.1 Protect employment land to ensure an adequate supply of commercial and industrial land to meet 20-year employment projections. Encourage a balance of new and existing commercial, light industrial, knowledge-based business, medical, and high-tech uses.



Policy LU-2.2 Encourage mixed-use developments (residential and commercial) that support adjacent uses, reduce vehicle miles traveled, and balance job creation.

Policy LU-2.3 Implement development and landscaping standards to ensure industrial development and other employment lands integrate with the surrounding neighborhoods.

Policy LU-2.4 Support the transition of industrial brownfield sites to mixed-use development. Ensure that residential components are designed and located to not interfere with continuing industrial operations.

Goal LU-3 Neighborhoods



Create vibrant, stable, and livable neighborhoods with a variety of housing choices that meet all stages in the life cycle and the range of affordability.

Policy LU-3.1 Encourage connectivity between neighborhoods and adjoining natural areas and trails to increase access to recreation amenities. (See policies PFS-2.1 and 2.2)

Policy LU-3.2 Discourage exclusive neighborhoods, privacy walls, and gated communities.

Policy LU-3.3 Provide commercial zoning within a half mile of residential areas for the development of food retailers (grocery stores and farmers' markets) to improve food access.

Goal LU-4 Natural Environment

Develop an interconnected network of parks, trails, and open space to enhance the quality of life for Camas residents and visitors and support and preserve wildlife corridors and natural resources.

Policy LU-4.1 Maintain development regulations that encourage the preservation of trees and natural areas, including the use of density bonuses and other tools to protect sensitive areas and encourage tree replacement. (See policy NE-4.1)

Policy LU-4.2 Support the purchase and preservation of open space by the City and private owners. Encourage careful consideration and integration of the natural environment in planning activities to maintain the park-like setting of Camas.

Policy LU-4.3 Encourage connectivity and increase access to regional trails throughout the City to support multi-modal transportation and physical activity. (See policies PFS-2.1)

Policy LU-4.4 Protect the quality and quantity of groundwater used for public water supplies through conservation of water usage and treatment of runoff.

Goal LU-5 Mixed-Use Areas

Foster economically and socially diverse mixed-use neighborhoods that meet the multi-modal transportation, housing, employment, education, recreation, and health needs of the community.

Policy LU-5.1 Mixed-use developments should be unique to the area in which they are located, encourage small business development, provide a mix of housing

types to ensure affordability, increase pedestrian and transit connections, and include design that is sensitive to the natural environment.

Policy LU-5.2 Develop mixed-use areas that are oriented to the public street and scaled and designed to integrate with surrounding land uses.

Policy LU-5.3 Create a mixed-use zone that requires developments to include a minimum percentage of commercial space in both vertical and horizontal mixed-use settings.



Goal LU-6 Design Overlay Areas

Create attractive and welcoming areas in the City and distinguish Camas from adjacent jurisdictions through the development of design overlays.

Policy LU-6.1 Encourage development and redevelopment along the design overlay corridors that respects the historic character of the areas, improves pedestrian mobility/safety, and supports small-scale retail and commercial services.

Policy LU-6.2 Encourage development of commercial uses and multi-family residential within the NE 6th Avenue and NE 3rd Avenue design overlay corridors to support downtown businesses (such as through the Downtown subarea plan). Consider rezoning low-density residential land to support the downtown area.

Policy LU-6.3 Orient building entrances toward the street and provide pedestrian connections from building entrances to the sidewalk. Encourage landscaping, rather than parking, between the building and the street to create a welcoming streetscape.

Policy LU-6.4 Collaborate with partners to support community events, public art, and infrastructure investments that celebrate cultural heritage, provide community amenities, and strengthen community branding. Develop area identities through events, festivals, signage, and other improvements that help establish or enhance existing character within the overlay areas.

Policy LU-6.5 Encourage the designation and development of design overlay features in strategic areas to create a distinct pedestrian scale identity and attract visitors.

Policy LU-6.6 Identify streets in the design overlay areas as public places to encourage pedestrian and bicycle mobility and to reinforce the connection between the corridors and the surrounding neighborhoods.

Policy LU-6.7 Improve and increase wayfinding signage in design overlay areas to nearby recreational and other amenities.

ourCamas 2045



Housing

05

05. Housing

Vision

In the year 2045, residents of Camas continue to appreciate their safe, diverse, and welcoming community. Those raised in Camas will return for living-wage jobs and to ultimately retire here. Camas is a well-planned and connected city where residents enjoy pedestrian and bicycle paths between neighborhoods and to downtown. Camas provides a wide variety of housing options that meets the needs of all residents and provides a range of housing for all ages, abilities, needs, preferences, and income levels.

Background

This element of the comprehensive plan sets out the vision, goals, and policies to address current and projected housing needs for the next 20 years (to 2045), inclusive of the diverse needs of the whole community across the income spectrum. Camas is facing housing challenges that could benefit from improved access to more housing options including more housing for seniors and young adults, smaller housing, more rental units, and affordable homeownership opportunities, all of which the City can have a role in supporting.

The housing element is supported by a housing needs assessment (provided below) that quantifies existing housing stock and projected housing needed to accommodate projected growth. Housing analysis is an important exercise as the housing needs in Camas tend to continually evolve based on changes in the broader economy, local demographics, and the regulatory environment. In addition to an assessment of housing needs based on the best available existing data, the housing element goals and policies reflect community input, state legislative requirements, and City of Camas' priorities.

The following section provides background on the planning framework and highlights the analytical findings associated with current and projected housing including details on Camas' community demographics, housing stock, housing market dynamics, expected housing demand, and special housing needs. The insights from this analysis help to build a factual basis for the housing policy updates.

Housing Challenges

Camas is facing housing challenges that could benefit from improved access to more housing options including more housing for seniors and young adults, smaller housing, more rental units, and affordable homeownership opportunities, all of which the City can have a role in supporting.

Planning Framework

In Clark County, RCW 36.70A.040 requires all cities to "fully plan" for the Elements of a Comprehensive Plan, including land use, housing, capital facilities, utilities, transportation, and climate change.[1] The current update process is part of a periodic update also required by the Growth Management Act (GMA), as part of an established schedule by the County.

At the state level, the GMA requires local jurisdictions to adopt Housing Elements that are consistent with statewide goals and objectives. The Housing Element must include an inventory and analysis of existing and projected housing needs that identifies the number of housing units by income level necessary to manage projected growth including permanent supportive and emergency housing.

Recent state legislation calls for cities to expand middle housing allowances in single family residential zones (HB 1110) and support Accessory Dwelling Unit development (HB 1337). These changes require cities to allow up to two Accessory Dwelling Units (ADUs) on all lots zoned to allow single-family homes. In addition, via HB 1220, the Washington State Department of Commerce instructed local governments to "plan for and accommodate" housing affordable to all income levels. Additionally, HB 1220 requires cities to examine racially disparate impacts, displacement, exclusion and displacement risk in housing policies and regulations as well as adopt policies that will begin to undo those impacts.

Middle housing policy in WA

'Middle housing' refers to moderate-density housing types between single-family detached homes and larger multifamily housing. HB 1110 became effective in July 2023 and requires that designated Growth Management Act (GMA) planning cities in Washington must allow certain minimum densities for middle housing within 6 months after their periodic update due date.

Camas is counted as a Tier 2 city under this policy, which must allow for 2 dwelling units per lot or higher in predominantly residential zones, as well as 4 dwelling units per lot within a quarter mile of major transit stops and for affordable housing (ESHB 1110, Sec. 3(1)(c)).

The Housing Accountability Act (HAA, also referred to as HB 2266, passed in 2025) promotes accountability in local housing planning by creating an approval process for local government Housing Elements and housing regulations. In 2026, HB 2266 clarified local regulation governing emergency shelters, transitional housing, emergency housing, and permanent supportive housing (or STEP housing). The new state law specifies that jurisdictions may not impose conditions on STEP uses that are more restrictive than those

[1] The GMA includes other optional Elements for economic development, parks and recreation, conservation, energy, sub areas, and ports.

applied to comparable residential development or lodging uses. These changes reinforce the state's expectation that local governments support a full range of housing opportunities.

HB1998 requires cities to allow co-living housing as a permitted use on any lot located within an urban growth area that allows at least six multifamily residential units, including on a lot zoned for mixed-use development. In 2026, HB1859 updated the density bonus law for religious properties. Cities must allow an increased density bonus consistent with local needs for any affordable housing development of any single-family or multifamily residence located on property owned or controlled by a religious organization.

The Parking Reform and Modernization Act (SB5184) established conditions to maximum parking caps as well as elimination of parking minimums in specific circumstances.





The Clark County Countywide Planning Policies provide helpful guidance on the Comprehensive Plan update. Clark County updated its Comprehensive Plan and Countywide Planning Policies in 2026. See Clark County's Comprehensive Growth Management Plan website for the draft Clark County Countywide Planning Policies.

Lastly, the City of Camas completed its Housing Action Plan (HAP) in 2021 (Appendix B), including a housing needs assessment and a thorough community engagement process focused on learning about housing experiences and identifying ways to meet housing needs and overcome core challenges. The engagement included two virtual public meetings, seven focus groups and interviews, a housing survey with over 300 responses, a project website, and written public comments. Key findings helped to shape the updates to the Camas Housing Element.

Community Engagement

The project team held interactive open houses and interviewed stakeholders to learn about housing challenges, opportunities, and actions. Engagement activities identified the following themes that could contribute to future decision-making related to housing in Camas.

COMMUNITY FEEDBACK

- **Need diverse residential options that cater to different life stages.**
- **Maintain Camas' character by integrating small-town charm in mixed use developments.**
- **Ensure workforce housing is available for current and future workers.**
- **Incentivize housing development through zoning, taxes and fees, and partnerships.**
- **Partner with affordable housing developers to build affordable housing.**
- **Desire for more dense housing options, especially Downtown.**
- **Require large developments to dedicate a portion of lots or units for middle housing or ADUs as part of subdivision approval.**
- **Offer financial assistance or programs to rehabilitate and repair existing housing stock.**
- **Invest in existing neighborhoods to improve safety, accessibility, and livability while preserving neighborhood character.**

Housing Action Plan

The City of Camas completed its Housing Action Plan (HAP) in 2021 (Appendix B), including a housing needs assessment and a thorough community engagement process focused on learning about housing experiences and identifying ways to meet housing needs and overcome core challenges. The engagement included two virtual public meetings, seven focus groups and interviews, a housing survey with over 300 responses, a project website, and written public comments. Key findings about community priorities and HAP goals and strategies are summarized below.

HAP Goals

- **Develop Housing to Accommodate Growth.** Thoughtful changes to Camas' zoning and development regulations can allow the City to better accommodate projected growth.
- **Diversify the Mix.** A greater variety of housing types can better serve young families, small households, seniors, people with disabilities, and people with diverse incomes.
- **Increase Housing Affordability.** Young families, seniors, and people who work in Camas may have difficulty finding affordable housing in Camas.
- **Preserve Existing Affordable Housing.** Camas should adopt strategies to preserve its existing affordable housing and prevent the displacement of residents. Community members noted concern for preserving existing affordable housing, particularly smaller single-family properties, in older neighborhoods near Downtown.

Table 2 Housing Action Plan Goals and Strategies

	Develop Housing	Diversify Housing Mix	Increase Housing Affordability	Preserve Affordable Housing
Strategy 1: Expand housing opportunities in mixed use and downtown commercial districts.	X	X		
Strategy 2: Consider making targeted rezones during Comprehensive Plan updates.	X			
Strategy 3: Diversity allowed housing types and update related lot and dimensional standards.	X	X	X	
Strategy 4: Focus on key areas with residential development or redevelopment potential. Expand more mixed-use areas throughout the city.	X	X		
Strategy 5: Continue community conversations around housing and housing for all.	X	X	X	X

Strategy 6: Communicate available affordable housing resources.			X	
Strategy 7: Build partnership to develop and preserve affordable housing for individuals, families and seniors. Explore expansion of the MFTE program.			X	X
Strategy 8: Explore funding source and cost reduction options for affordable housing.	X	X	X	X

Housing Targets

Planning for future housing demand is critical to ensure that the City can meet demand driven by population growth. This section summarizes projected future housing demand for Camas to provide context for the City's housing policies.

Population and Housing Allocations

Table 3 below demonstrates the City of Camas and Clark County's anticipated population forecast between 2023 and 2045. Since 2000, Camas has grown at a faster rate than the County overall with an Average Annual Growth Rate (AAGR) of 5.2% in the City (including annexations), compared to the County's AAGR of 2.4% (Appendix C, Housing Analysis). However, the County's estimates assume a slower growth scenario for the City in the next 22 years. With this assumption, new population growth in Camas is estimated to comprise 4.05% of growth in Clark County overall.

The population growth forecast indicates that the City of Camas will make up 4.05 percent of new growth population in Clark County between 2023 and 2045 with an AAGR of 1.2% in the City. The County's methodology also acknowledges Washington State Department of Commerce's HAPT estimates for current housing supply in Camas and allocates a number of net new units for the Urban Growth Area(s).

Housing Allocations

In 2021, HB 1220 created a new way that communities in the state are required to plan for housing needs. This legislation requires that jurisdictions plan for sufficient land capacity for housing needs, including all economic segments of the population (moderate, low, very low and extremely low income, as well as emergency housing and permanent supportive housing).

- Since 2000, the City of Camas had an average annual growth rate of 221 new housing units per year.
- Comparatively, the City will need to add an average of 195 new housing units per year between 2024 and 2045 to reach its allocation of net new units.
-

Table 3 Population Growth Forecast, Camas and Clark County, 2023 to 2045

Source: Clark County Interim Population Allocations and Clark County Comprehensive Plan 2025 Update, 2025 Population, Housing, and Employment Allocation – Issue Paper 5.

Jurisdiction	2023 Est. Population	Vacant Buildable Land Model Percent Capacity	2023-2045 Growth	2045 Estimate	Change (percent)	AAGR
City of Camas	**29,352**	**4.26%**	**7,729** ***(4.05% of total growth)***	**37,080**	**26%**	**1.2%**
Clark County	527,400	100%	190,754 *(100% of total growth)*	718,154	36%	1.6%

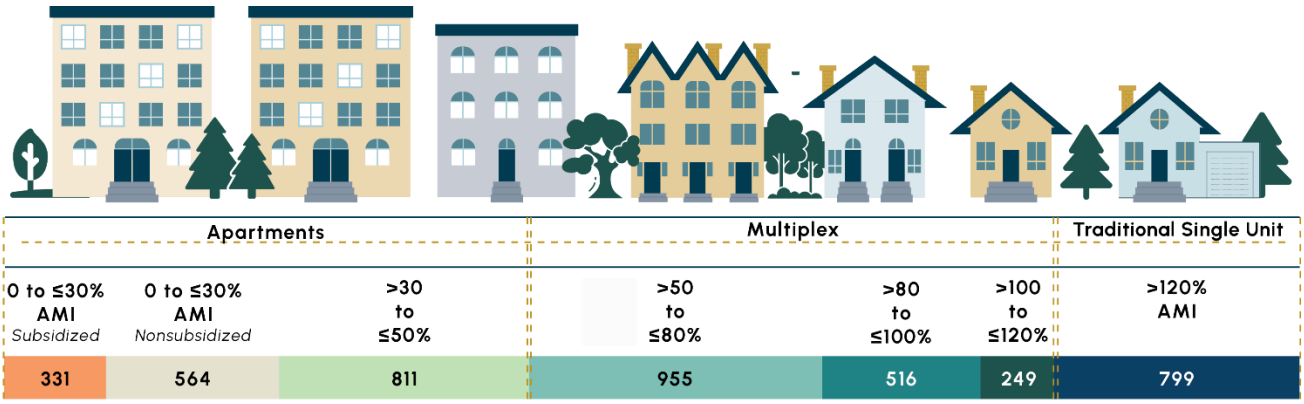
In May 2024, Clark County adopted housing allocations for jurisdictions located within county boundaries. In total, this shows an estimated 4,226 housing units needed by 2045 in the City of Camas and UGA(s).[2] The City would add about 311 new units to meet the new permanent

[2] The Washington State Department of Commerce Housing for All Planning Tool (HAPT) provides two allocation methods for determining the share of a County's housing supply to be met by jurisdictions. Method A assumes all housing needs will be accommodated through new housing

supportive housing target and 1,766 units affordable to low-income households below 80% of AMI by 2045. Camas currently has 143 units of housing affordable for households at or below 30% of AMI that are not Permanently Supportive Housing (PSH)[3] and 14 emergency units[4] according to the HAPT estimate. With this allocation, the City will need to accommodate 172 new units of temporary emergency housing by 2045.[5]

Figure 3 Housing Unit Allocations by Income, Camas and its UGA, 2024-2045

Source: Washington State Department of Commerce HAPT, Clark County Interim Housing Allocations, City of Camas
Note: Current supply includes both the estimate from the HAPT with the addition of 599 additional units since its calibration in 2020.



4,226 new homes will be needed over the next 20 years in the City of Camas

In addition, there will also need to be:
172 Emergency housing beds (temporary housing)

production. Method B assumes all jurisdictions will accommodate equivalent shares of the total countywide housing need at each income level, proportional to their size, in the projection year. Clark County elected to use a hybrid method of 75/25 for Camas.

[3] Permanent Supportive Housing is defined as: "subsidized, leased housing with no limit on length of stay that prioritizes people who need comprehensive support services to retain tenancy and utilizes admissions practices designed to use lower barriers to entry than would be typical for other subsidized or unsubsidized rental housing, especially related to rental history, criminal history, and personal behaviors" Washington RCW 36.70A.030(31).

[4] Temporary emergency housing is defined as: "temporary indoor accommodations for individuals or families who are homeless or at imminent risk of becoming homeless that is intended to address the basic health, food, clothing, and personal hygiene needs of individuals or families. Emergency housing may or may not require occupants to enter into a lease or an occupancy agreement." – Washington RCW 36.70A.030(14).

[5] Clark County's interim allocations do not include designated temporary emergency housing units at the City level. Estimates in this section for the City of Camas are derived directly from the Department of Commerce HAPT tool.

Table 4 Housing Units Needed

	0-30% AMI		>30-50% AMI	>50-80% AMI	>80-100% AMI	>100-120% AMI	>120% AMI	Total	Emergency housing beds
	Non-PSH	PSH							
2024: Current Housing Supply Estimate	143	0	458	1,874	1,182	1,965	4,201	**9,832**	14
2024-2045: New Housing Unit Needed for the Allocation	**564**	**331**	**811**	**955**	**516**	**249**	**799**	**4,226**	172
2045: Total Target Supply	707	331	1,269	2,829	1,698	2,214	5,000	**14,058**	186

Housing Choice and Affordability

Housing affordability and a diversity of housing options were a consistent theme in community engagement. There are a variety of barriers to meeting the housing needs of the whole community. These barriers include:

- Lack of variety of housing types to serve young families, small households, seniors, people with disabilities, and people with diverse incomes. Since 2015, 70% of housing permits were for single detached housing.
- Rising housing costs. The median home sale price in 2023 was $704,000, an increase of 119% since 2013.
- Lack of strategies to preserve existing affordable housing and prevent displacement of residents.
- Strict, inflexible code provisions can prevent the development of affordable housing. Building height restrictions and fees prevent economic feasibility of apartment buildings.
- Lack of incentives through zoning, taxes, and fees to build affordable housing and mixed use buildings.
- Permitting of affordable housing can involve long and uncertain timelines that add risk and costly delays.
- Lack of funding to help build low income housing.

In order to develop housing that is affordable to a wider range of incomes, the City will pursue several pathways to meet this goal. One way to develop more housing that is affordable to households earning 50-100% AMI is to increase the density of housing in neighborhoods with access to schools, jobs and other amenities. The updated land use map and zoning map

incorporate more medium and high density residential and mixed uses throughout the city to address this issue. Despite these changes to the land use map, s~~S~~ingle-family zoning largely ~~, which~~ dominates most residential areas throughout the City and~~y,~~ can contribute to housing unaffordability by limiting most residential land to detached homes on individual lots and prohibiting more space-efficient housing types such as duplexes, triplexes, townhomes, and apartment buildings. By restricting the number of homes that can be built in desirable neighborhoods, these regulations constrain housing supply even as population and demand grow. The limited supply of homes increases competition for available housing, driving up land values, home prices, and rents. Single-family zoning can also encourage larger lot sizes and lower-density development, which increases infrastructure and land costs per household. As a result, many households, including first-time homebuyers, renters, and lower- and middle-income residents face fewer affordable housing options and may be priced out of neighborhoods with access to jobs, schools, and services. By allowing medium and higher density residential development in Camas, more lower cost housing options may be available.

~~Past housing policies were analyzed to consider potential disproportionate impacts that limited the development of housing affordable to lower- and middle-income families. The policies of this plan aim to provide a greater diversity of housing choices throughout Camas.~~

Approximately 40% of new housing units needed will need to be affordable to households at or below 50% AMI. This type of housing typically requires public subsidy in order to make development feasible. The State has not allocated funding to cities to support development of units affordable at this level. This plan includes policies to facilitate the permitting process for developing housing that is affordable to a wider range of incomes as well as to pursue funding that directly supports development of affordable housing. Potential sources of funding include Federal grants from the Department of Housing and Urban Development, state funding opportunities through tax exemption programs like the Multifamily Tax Exemption incentive, and local options such as waiving impact fees and deferral of construction sales tax.

The Comprehensive Plan includes policies to facilitate the permitting process for developing housing that is affordable to a wider range of incomes as well as to pursue funding that directly supports development of affordable housing.

Analysis of housing price data and land capacity below demonstrates the availability of land to meet housing needs. Table 5 lists the level of affordability anticipated to be achieved within each zone based on an analysis of housing prices.

Table 5 Affordability Level and Housing Type by Zoning Designation

Zoning Designation	Typical Housing Types Allowed	Assumed Affordability Level of Capacity Analysis
North Shore Higher Density (HD-NS)	Duplexes, triplexes, quadplexes, 5-6 unit buildings, townhouses and cottage courts, small-scale apartments (wood frame), garden-style apartments, and apartments (podium)	High income (100% AMI - >120% AMI)
North Shore Lower Density (LD-NS)	Single-family (attached/detached), duplexes, triplexes, quadplexes, 5-6 unit buildings, townhouses and cottage courts	High income (100% AMI - >120% AMI)
Residential 6 (R-6)	Single-family (attached/detached), duplexes, triplexes, quadplexes, 5-6 unit buildings, townhouses and cottage courts	High income (100% AMI - >120% AMI)
Residential 7.5 (R-7.5)	Single-family (attached/detached), duplexes, triplexes, quadplexes, 5-6 unit buildings, townhouses and cottage courts	High income (100% AMI - >120% AMI)
Residential 10 (R-10)	Duplexes, triplexes, quadplexes, 5-6 unit buildings, townhouses and cottage courts	High income (100% AMI - >120% AMI)
Residential 12 (R-12)	Duplexes, triplexes, quadplexes, 5-6 unit buildings, townhouses and cottage courts and small-scale apartments (wood frame)	High income (100% AMI - >120% AMI)
Residential 15 (R-15)	Duplexes, triplexes, quadplexes, 5-6 unit buildings, townhouses and cottage courts and small-scale apartments (wood frame)	High income (100% AMI - >120% AMI)
Downtown Residential (R-DT)	Duplexes, triplexes, quadplexes, 5-6 unit buildings, townhouses and cottage courts and small-scale apartments (wood frame)	Moderate income (>80% AMI - >120% AMI)
Multi-Family 18 (MF-18)	Duplexes, triplexes, quadplexes, 5-6 unit buildings, townhouses and cottage courts and small-scale apartments (wood frame), garden-style apartments	Low to moderate income (<50% AMI – 80% AMI)
Multi-Family 24 (MF-24)	Garden-style apartments and apartments (podium)	Low to moderate income (<50% AMI – 80% AMI)

Zoning Designation	Typical Housing Types Allowed	Assumed Affordability Level of Capacity Analysis
ADUs (All zone categories)	Accessory dwelling units (ADUs) on developed residential lots	Low to moderate income (<50% AMI – 80% AMI)
Downtown Mixed-Use Low Rise (MX-LR)	Mixed-use (wood frame)	Moderate income (>80% AMI - >120% AMI)
Downtown Mixed-Use Mid Rise (MX-MR)	Mixed-use (podium)	Moderate income (>80% AMI - >120% AMI)
Downtown Historic Main Street Core (HMSC)	Mixed-use (podium)	Moderate income (>80% AMI - >120% AMI)
Mixed Use (MX)	Mixed-use (wood frame), mixed-use (podium)	Moderate income (>80% AMI - >120% AMI)
North Shore Mixed-Use (MX-NS)	Mixed-use (podium)	High income (100% AMI - >120% AMI)

While the land use and zoning updates meet the City's need for housing, financial subsidies will be necessary to meet housing needs for 0-80% AMI levels. In order to build below market rate housing, annual subsidies from various sources are necessary. The goals and policies in this chapter look to pursue partnerships and funding to support development of more affordable housing in a coordinated way in Camas.

Emergency housing, emergency shelters, and transitional housing are allowed uses by right in all zones across the city that allow residential and lodging uses. There is a need for an additional 172 emergency shelter beds by 2045. The goals and policies of this chapter support coordinated efforts and development of an affordable housing strategy to build these housing types in Camas. Table 6 summarizes the total unit capacity by zoning designation where emergency housing, emergency shelters, and transitional housing are allowed. The City currently has no permanently supportive housing (PSH) and a goal to add 331 PSH units by 2045. PSH should be in central areas with access to community and transit services. Addressing this gap should be a key priority for the affordable housing strategy.

Table 6 Zoned Capacity for Emergency Housing and Shelters by Zoning Designation

Zoning Designation	Unit Capacity
North Shore Higher Density (HD-NS)	848
North Shore Lower Density (LD-NS)	203
Residential 6 (R-6)	269
Residential 7.5 (R-7.5)	310
Residential 10 (R-10)	363
Residential 12 (R-12)	30
Residential 15 (R-15)	39
Downtown Residential (R-DT)	39
Multi-Family 10 (MF-10)	503
Multi-Family 18 (MF-18)	1,015
Multi-Family 24 (MF-24)	282
Downtown Mixed-Use Low Rise (MX-LR)	23
Downtown Mixed-Use Mid Rise (MX-MR)	566
Historic Main Street Core (HMSC)	24
Mixed Use (MX)	1,179
North Shore Mixed-Use (MX-NS)	790
Total Housing Unit Capacity	**6,480**

Disproportional Impacts and Displacement

Past housing policies were analyzed to consider potential disproportionate impacts that limited the development of housing affordable to lower- and middle-income families. The goals and policies of this plan aim to provide a greater diversity of housing choices throughout Camas. Additional analysis of previous housing programs and policies that had racially disparate impacts, impacted displacement and resulted in exclusion in housing access is provided in Appendix D, Racially Disparate Impacts Memo. The goals and policies of this chapter and throughout this plan aim to remove barriers to accessing housing as well as mitigate the risk of displacement.

Camas has an overall relatively low risk for residential displacement, as demonstrated in the Displacement Risk Map developed by the Department of Commerce. One area at high risk for displacement is downtown and the neighborhoods directly south and east of downtown. Additionally, a section on the west side of the City is at moderate risk for displacement. Goals and policies within this plan aim to reduce the risk of displacement citywide.

Residential Capacity

Residential capacity is generally defined as the amount of existing housing units plus new housing a city can accommodate based on city zoning regulations (e.g., residential density requirements in the zoning code) and land available for new development. Residential capacity relates to residential growth allocations in a number of ways. Evaluating residential growth capacity is necessary to determine whether the housing growth allocation (determined by the county) can be accommodated within the City of Camas and its UGA. Sufficient capacity is available if residential growth capacity is equal to or greater than the City's allocation. If sufficient capacity is not available, the shortfall must be addressed by rezoning, or revising allowable density, or by modifying or creating a new UGA or annexed area to provide additional area for residential growth capacity. The Vacant Buildable Lands Model (VBLM) for Clark County provided a basis for the available housing capacity in the City of Camas based on available buildable land (including both vacant and underutilized land) and current zoning. The existing zoning and UGA showed insufficient housing capacity.

The City of Camas is proposing zoning modifications that would allow for more residential capacity. According to the housing capacity estimates as detailed in Appendix ~~D~~E, Housing Needs and Land Capacity Analysis, Camas would have capacity for 6,480 housing units. This would result in a surplus over the 2045 housing target of 4,226 housing units (2,254 capacity surplus). Results (summarized below and in Table 7) from the updated capacity analysis show sufficient residential growth capacity to meet the 2045 housing target.

Table 7 Housing Capacity by Income Level

Income Level (% AMI)	Allocated Housing Need	Comp Plan Designation Serving These Needs	Aggregated Housing Need	Total Capacity	Capacity Surplus
0-30% AMI (PSH)	331	MF-10, MF-18 and MF-24	2,661	3,402	741
0-30% AMI (Other)	564				
>30-50% AMI	811				
>50-80% AMI	955				
>80-100% AMI	516	HD-NS, R-6, R-DT, DTMU-L, DTMU- Mid, HMSC, and MX	765	2,134	1,369
>100-120% AMI	249				
>120% AMI	799	HD-NS, LD-NS, R-6, R-7.5, R-10, R-12, R-15, and MX-NS	799	944	145
Total	**4,226**		**4,226**	**6,480**	**2,254**

Summary of Housing Analysis Findings

A summary of key findings from the housing data analysis is provided below to help describe key insights to inform Comprehensive Plan policy updates (Appendix C provides the full findings).

Community Demographic Trends

- **Since 2000, Camas has grown at a faster rate than Clark County or Washington State overall, more than doubling in size by 2023 from 12,462 to 27,420 persons.** As population increases, the demand for housing also rises and affects planning.
- **In terms of land, Camas has expanded incrementally over time through annexations.** In the 2000's and early 2010's, the City added large new areas on the north side of Lacamas Lake, with a large portion of this area zoned for multifamily housing alongside employment and commercial areas.
- **Camas is becoming a more diverse community.** The share of people of color increased from 13% in 2012 to 24% in 2022 and is slightly more diverse than the county (21% were people of color in 2022). This may indicate that displacement in Camas is at a lower risk.
- **Camas is seeing a larger share of couples and families with children (39%) and has a higher share of both groups than the County or State (24%, 22%, respectively).** The City also had a larger median household size (almost 3 persons) compared to the county (2.65 persons).
- **Median household income in Camas is higher than both Clark County and the state at $133,000 in 2022.** Adjusting for inflation, median income in the City still increased by 31 percentage points since 2012 which is primarily due to growth in high-income households earning over $100,000 per year.[6]
- **Four out of five households in Camas owned their homes in 2018-2022, at a higher rate than either Clark County or Washington.** The share of renter households stayed the same in Camas since 2012, showing less than a 1% increase over this time period.

» **County-level trends indicate that homeownership disparities exist for some groups by race and ethnicity in Clark County,** with households who are Black or African American, American Indian or Alaska Native, Native Hawaiian or Pacific Islander, Hispanic or Latino, or mixed/other races having lower rates of homeownership. This may be indicative of past policies that had a racially disparate impact on homeownership.

[6] The median income in Camas is above the area median income (AMI) for 2023. HUD determined the AMI to be $114,400 for a family of four in the Portland-Vancouver-Hillsboro, OR-WA MSA (including Camas). This is lower than median income in Camas itself which was $133,000 in 2022 (Exhibit 14) and has been consistently lower than the City over time.

- **At the County level, income levels also vary by race and ethnicity.** Households who were Black or African American, Native Hawaiian or Pacific Islander, Hispanic or Latino, two or more races, or another race had lower median household incomes than the overall average.

» **Overall levels of housing cost burden are decreasing, but more renters and low-income households experience higher rates.** Around 24% of all Camas households experienced cost burden (2022) with a higher share of renter households experienced cost burden compared to homeowners and with 100% of households earning less than $20,000 experienced severe cost burden (paying at least half of their monthly income towards housing). Although cost burden is generally lower for homeowners, more people of color in Camas who own their homes experience cost burden compared to white, non-Hispanic homeowners, another indicator or potential racially disparate impacts from prior policies.

Existing Housing Inventory

- **Camas has seen growth in their number of housing units in the past two decades,** with a 108% change between 2000 and 2023 (annually this equates with an average of 221 new homes). The City of Camas' growth in housing units was lower than its population change (120%), indicating that the City has not been keeping pace by adding to its supply to meet the rising demand.
- **Camas has steadily low vacancy rates for all housing units in total** (4% in 2022 with little change over the last decade). This level of vacancy is indicative of a healthy housing market with natural rates of turnover; however, the slight decrease could begin to indicate constrained supply of housing.
- **For two-bedroom multifamily units, Camas has seen spikes in vacancy, but these align with new construction trends** which can temporarily raise vacancy rates for newly delivered units but do not indicate long-term vacancy. In 2023, the City saw over 200 new housing units delivered, likely accounting for the fluctuation in vacancies, as well as deliveries in 2017 and 2020.
- **Since 2015, the City has permitted 2,763 new housing units.** Single detached homes have accounted for the largest share (70%) of new permits in the City of Camas, and another 8 percent were made up of attached townhomes. While apartments, condos, and units in mixed-use buildings made up 20 percent of new permits between 2015-2024, middle housing types like duplexes, triplexes, quadplexes, and accessory dwelling units (ADUs) were only 2 percent of all permits.
- **Median home sale prices in Camas has increased over the last ten years,** with Camas' average prices generally remaining higher than the County. In 2023, the average home sale price in the City was **$704,000,** increasing by 119% since 2013 which is more expensive than the average home in the City of Portland (by $196,000) or Clark County (by $173,000).
- **Prices are also increasing quickly in Camas and Clark County for the average 2-bedroom multifamily rental.** The average 2-bedroom apartment rent was over $1,800 in the City and over $1,700 in Clark County (2024 year-to-date), indicating a 35% increase since 2010. Average 2-bedroom multifamily rents in Portland tracked closely with Camas in the 2010's, while rents in Vancouver remained lower (generally following countywide trends).

- **Compared with home sale price and rent increases in Camas, only households earning over 150% or more of AMI would be able to afford the average home in the City as of 2023.** However, the average 2-bedroom apartment is still affordable to households between 50 and 80% AMI in Camas.
- **The City of Camas had 98 units of regulated affordable housing in 6 buildings** according to data from Oregon Metro and the City. Approximately half of these units are affordable respectively for residents between 30-50% of AMI and 50-80% of AMI. The City also has several long-term care residential facilities for older adults providing 135 units.

Future Housing Demand

- **Since 2000, Camas has grown at a faster rate than Clark County overall but is expected to slow based on County estimates for 2045.** The County's projections assume that new population growth in Camas is estimated to grow at an annual rate of 1.2% to account for 4.05% of county growth.
- **County allocations show the need for 4,226 new housing units in Camas by 2045, adding around 211 new housing units per year.**
- **The City would add about 331 new units to meet the new permanent supportive housing target and 1,766 units affordable to low-income households below 80% of AMI by 2045.**
- **Camas residents with disabilities may require additional housing features for accessibility.** Around 8% of residents in Camas had at least one disability (2022), with the most common being cognitive difficulties, followed by ambulatory and vision difficulties. These disabilities can require housing accommodations such as zero-step entryways, ramps, lifts, or other accessibility features.

Housing Goals and Policies

Goal H-1 Citywide Housing

Promote safe, attractive, and vibrant neighborhoods with access to housing, jobs, services, schools, amenities, and healthy active living that meet the needs of all members of the community.

Policy H-1.1 Provide a range of housing choices and options to support all ages and income levels. Provide an adequate supply of land to accommodate the City's housing growth target.

Policy H-1.2 Support low impact development (LID) in residential development that minimizes both impervious areas and site grading to retain the natural contours of the land. LID strategies include conserving native vegetation, narrower streets, stormwater gardens, and other landscape practices that store and filter runoff.

Policy H-1.3 Promote the use of flexible development options (e.g., planned residential developments and development agreements) to create a variety of accessible housing types within new developments.

Policy H-1.4 Require new residential developments to demonstrate how proposed lot, street, and utility layouts can accommodate development of single-story dwellings, duplexes, and attached or detached accessory dwelling units.

Policy H-1.5 Ensure housing in mixed-use buildings (or developments) will complement the commercial and retail portion of the development and increase local living-wage jobs. Amend the municipal code to support mixed-use and middle housing development in the Downtown Subarea and nearby Heavy Industrial areas and near other community hubs.

Policy H-1.6 Support in-fill housing development on vacant or underutilized sites, subject to design review guidelines, that have adequate urban services. Ensure development compatibility with the surrounding neighborhood.

Policy H-1.7 Require all new housing developments to provide a range of housing types and sizes that are evaluated through the land use approval process and stipulated on the final plat.

Policy H-1.8 Support the maintenance, repair, and rehabilitation of Camas' existing housing stock by promoting resources that provide financial and other assistance to community members to maintain or repair health and safety features of their home and avoid displacement.

~~Policy H-1.8~~Policy H-1.9 Develop partnerships with housing agencies such as the Vancouver Housing Authority to establish a home repair program targeted to low and moderate income households and those with disabilities.

~~Policy H-1.9~~Policy H-1.10 Support investment in existing neighborhoods to enhance livability, safety, and accessibility in a way that preserves unique physical character while mitigating displacement.

~~Policy H-1.10~~Policy H-1.11 Develop objective design standards to ensure new development is compatible in scale, architectural style, and landscape composition with existing and planned neighborhoods.

~~Policy H-1.11~~Policy H-1.12 Provide ongoing education and community engagement regarding Camas' housing needs, including available programs and incentives. Provide permit process support to affordable housing developers.

~~Policy H-1.12~~Policy H-1.13 Achieve and sustain the housing targets by income group allocation for Camas as adopted by the Clark County Council. Monitor and assess the City's progress in meeting housing needs at least every five years.

~~Policy H-1.13~~Policy H-1.14 Support and encourage housing legislation at the county, state, and federal levels that promotes and supports the City's housing goals and policies.

Goal H-2 Housing Choice and Affordability

Create a diversified housing stock that meets the needs of all lifestyles and economic segments of the community through new developments, preservation, and collaborative partnerships.

Policy H-2.1 Support and encourage a wide variety of housing types throughout the City to provide choice, diversity, affordability, promote homeownership and mitigate displacement.

Policy H-2.2 Allow emergency shelters, transitional housing, emergency housing, and permanent supportive housing (STEP housing) where comparable residential development or lodging uses are allowed.

Policy H-2.3 Develop an affordable housing strategy to work with partners to secure grants and loans by agencies, private developers, and nonprofit organizations that are tied to the provision of permanent supportive housing, emergency shelter beds, transitional housing, and other housing serving at-risk populations.

Policy H-2.4 Develop partnership with organizations such as Clark County Ending Community Homelessness, Camas-Washougal Community Chest, and St. Vincent de Paul to expand access to transitional housing and shelters.

~~Develop and implement a strategy or action plan to work with partners to secure grants and loans by agencies, private developers, and nonprofit organizations that are tied to the provision of permanent supportive housing, emergency shelter beds, transitional housing, and other housing serving at-risk populations.~~

~~Policy H-2.1~~

~~Policy H-2.2~~Policy H-2.5 Promote the preservation and rehabilitation of the City's existing affordable housing stock of all types, including low-cost rentals and affordable owner-occupied single-family homes, and protection of existing households. Support measures that preserve affordable housing, such as home repair programs with partners to rehabilitate existing housing that serve low to moderate-income households.

Policy H-2.6 Create opportunities for ownership housing in a variety of settings, styles, sizes, and affordability levels throughout Camas.

~~Policy H-2.3~~Policy H-2.7 Establish programs that support access to affordable housing such as down-payment assistance, home buyer education, a community land trust pilot

for low to moderate income units and partnership efforts to create smaller affordable units.

Policy H-2.8 Provide incentives and bonuses for the development of affordable housing, middle housing, and accessory dwelling units. Ensure that any affordable housing built with the support of city incentives or bonuses (including, but not limited to, public funds, through development agreements, incentives, or by regulation) remains affordable for the longest possible term.

~~Policy H-2.4~~Policy H-2.9 Develop pre-approved building plans for middle housing and ADUs in Camas.

~~Policy H-2.5~~Policy H-2.10 ~~Participate in~~Establish a regional housing committee to improve affordable housing planning coordination and acquire funding to provide affordable housing. Develop collaborative partnerships with organizations such as the Vancouver Housing Authority, Evergreen Habitat for Humanity, Columbia Non-Profit Housing, and faith-based organizations~~local and regional public and non-profit housing groups~~ to ensure that affordable housing and supportive services are provided throughout the City.

~~Policy H-2.6~~Policy H-2.11 Encourage and support collaborations between for-profit and non-profit developers to expand affordable housing options.

~~Policy H-2.7~~Policy H-2.12 Evaluate the existing Multifamily Tax Exemption (MFTE) program provisions and participation. Consider changes and expansions to program options and associated costs and benefits that support housing production and affordable housing targets.

Policy H-2.13 Review and update the Camas Municipal Code to be consistent with State guidelines for housing, ~~and~~ residential use, co-living, density bonuses, and parking.

~~Policy H-2.8~~Policy H-2.14 Examine opportunities to reduce or eliminate minimum requirements for off-street automobile parking spaces for residential uses and mixed-use development particularly in areas with regular public transit service, consistent with state law and considering the implementation of a local transportation demand management programs, while maintaining accessibility and temporary and loading zone parking for businesses.

Policy H-2.15 Plan for and accommodate Camas' allocated share of countywide future housing needs for moderate-, low-, very low-, and extremely low-income households as well as manufactured housing, multifamily housing, group homes, foster care facilities, emergency housing, emergency shelters, and permanent supportive housing.

Policy H-2.16 Protect tenant homeowners living in a manufactured community, including but not limited to, implementing specific requirements if a community ownership

is transferred or if a community is closed, including early noticing, options to purchase, and relocation assistance consistent with Washington State law.

Policy H-2.17 Implement anti-displacement strategies in areas with higher risk of displacement of low-to-moderate income housing (such as the areas near Downtown Camas), including but not limited to, acquisition and financing of existing affordable housing and multi-unit housing, landlord education and resource hub for renters, fair access policies, supporting community land trusts (or other alternative ownership models), notice of intent to sell ordinance, tenant relocation assistance, tenant opportunity to purchase, and right to return policies for promoting home ownership.

~~Policy H-2.9~~Policy H-2.18 Evaluate potential surplus public property that could be transferred, leased, or disposed of for affordable housing, transitional housing, or emergency housing consistent with state law. Survey public land holdings to identify potential affordable housing development opportunities and monitor regulated and naturally occurring affordable housing units that could be at risk of redevelopment and displacing low to moderate income households.

Goal H-3 Housing Accessibility and Livability

Encourage and support a variety of housing opportunities for those with special needs, particularly those with challenges relating to age, health, or disability.

Policy H-3.1 Encourage and incentivize special needs and senior housing to be dispersed throughout the community and close to public transportation, shopping, medical clinics, and other essential services.

Policy H-3.2 Encourage, support, and work with partners, such as the Clark County Health District, that support social and health service organizations and offer programs and facilities to help persons with special needs remain in the community.

Policy H-3.3 Treat residential structures occupied by persons with disabilities the same as residential structures occupied by a family or by non-disabled unrelated individuals.

Policy H-3.4 Encourage the creation and retrofitting of senior housing and accessible housing types that allow residents to "age in place" to support aging populations and allow residents to continue living in Camas.

~~Policy H-3.5 Develop and implement a strategy or action plan to work with partners to secure grants and loans by agencies, private developers, and nonprofit organizations that are tied to the provision of permanent supportive housing, emergency shelter beds, transitional housing, and other housing serving at-risk populations.~~

~~Policy H-3.6~~Policy H-3.5 Work with other jurisdictions and health and social service organizations to develop a coordinated, regional approach to address the impacts of displacement and people at risk of becoming homeless.

~~Policy H-3.7~~Policy H-3.6 Promote the design of accessible accommodations for those with disabilities such as through~~use of~~ universal design[7] ~~principles~~, visitability and home retrofitting for new development or redevelopment housing projects to ensure housing is designed for all people and abilities.

Goal H-4 Streamlining Permitting for Housing

Support the development of quality and sustainable housing in Camas with streamlined regulations and permitting processes.

Policy H-4.1 Periodically review and update the City's residential zoning regulations, design standards, and permitting procedures to promote quality development with timely and predictable outcomes and consistency with state law. Consider input from permitting stakeholders during the periodic review and update.

Policy H-4.2 Create regulations and procedures that balance clarity and objectivity with flexibility for design innovation.

Policy H-4.3 Study the impacts of land use policy decisions and zoning code amendments and minimize the negative impacts to housing supply and affordability.

Policy H-4.4 Classify the development of middle housing and accessory dwelling units as permitted uses in lower density residential zones, consistent with the ~~Growth Management Act~~state law requirements associated with housing planning.[8]

[7] Universal design is the principle that people of all ages and ability levels can use buildings, products, and the built environment without adaptation. Examples of universal design in housing include wide doorways, adequate maneuvering space in kitchens and bathrooms, switches and handles that are easy to reach and operate, and slide-out shelves. These and other relatively simple features enable people to remain in their homes even as their needs change over time. Visitability features are a subset of universal design that addresses access to the main part of the house to ensure that visitors with mobility limitations are able to go to the homes of friends and relatives. Being able to do this supports important, life-enriching interactions. Visitability features include wide doorways, a zero-step entrance, and no-stair access to a toilet facility with adequate space for maneuverability. (AARP, https://www.aarp.org/livable-communities/housing/info-2020/homefit-guide.html).

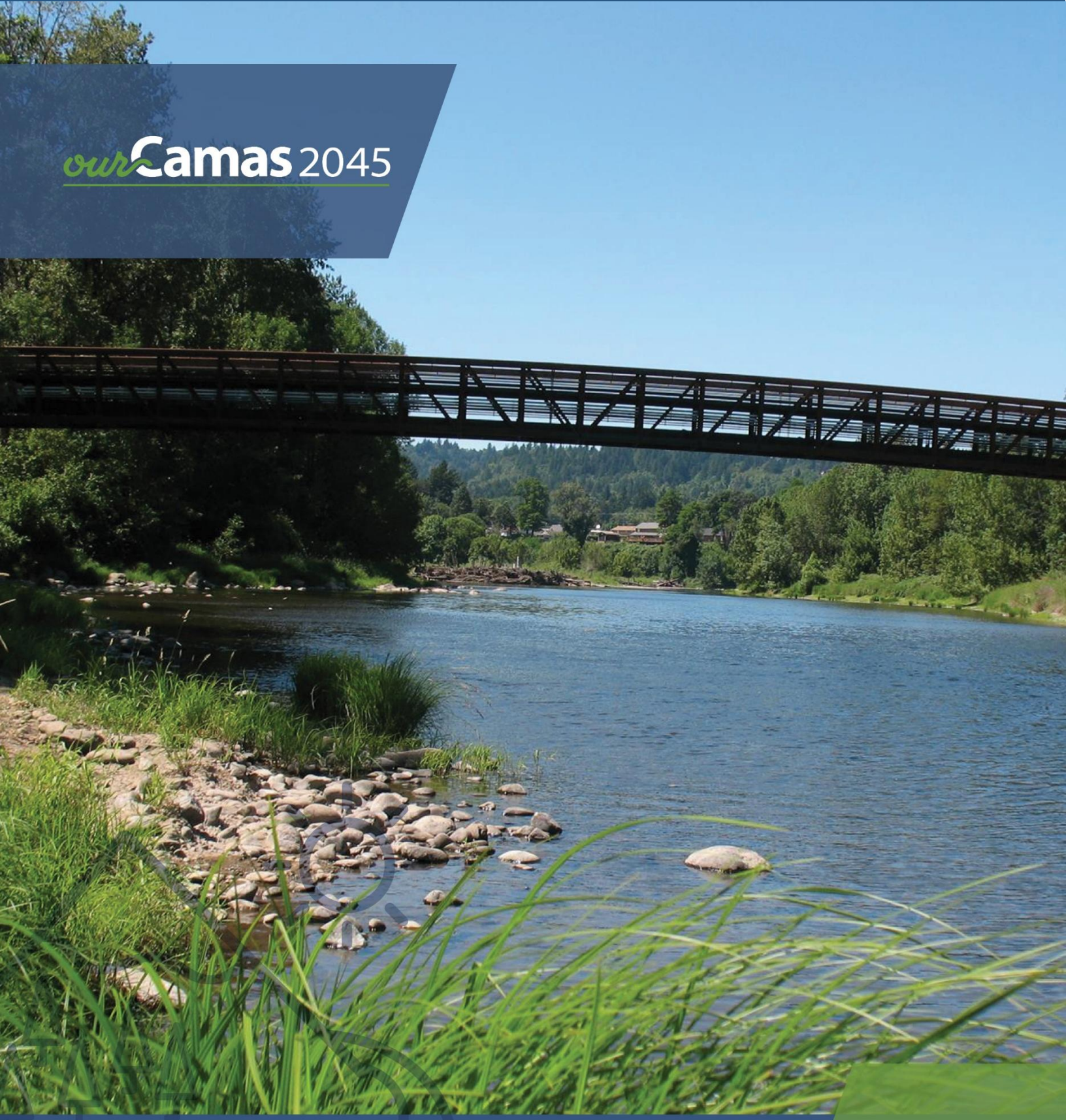
[8] The City of Camas has amended code to be consistent with middle housing requirements in RCW 36.70A.635–638 and ADU requirements in RCW 36.70A.680-682 and RCW 36.70A.696-69. Camas will continue to monitor possible code and fee structure amendments consistent with state law and in support of meeting housing targets.

Policy H-4.5 Review and update policies, codes, and ordinances to allow for a mix of housing types and variable lot and unit sizes in new subdivisions and development projects to promote housing choice diversity and affordability.

Policy H-4.6 Annually review the number and type of housing units built in Camas and permit timelines associated with new housing developments to inform additional changes to permitting, incentives, and housing programs.



ourCamas 2045



Natural Environment

06

06. Natural Environment

Nature in Camas

Camas has an abundance of natural areas that make it an ideal place to live. This element balances Camas' natural environment with the demands of a growing city.

Vision

Camas embraces its connection to nature and enjoys a wealth of outdoor recreational opportunities. Access to forests, clean water, parks, and trails is foundational to Camas' quality of life. The community shares a deep reverence for Camas' beauty, scenery, and tranquility, and is committed to preserving and enhancing its natural resources and tree canopy. Through proactive planning, the City mitigates the effects of changing climate conditions and natural hazards, ensuring a resilient community for generations to come.

Natural Setting

Camas is blessed with an abundance of natural areas and physical features, making it a highly attractive place for people to call home. Residents and businesses who seek an exceptional quality of life are buoyed by the natural surroundings of Camas and enjoy such amenities as Lacamas, Round and Fallen Leaf Lakes, Lacamas Creek, and the Washougal River greenway. Residents also enjoy the beauty and quiet of the open space and greenbelt network throughout the community, stitched together by the City through many decades of planning and implementation.

As envisioned decades ago and to be held in perpetuity as natural, legacy lands along Lacamas Lake, Fallen Leaf Lake, and near Green Mountain are treasured for their mature stands of evergreen and deciduous trees and offer a respite for many in the community. When people think of Camas, they think of a place that values the natural environment on par with other facets of the community. Camas is a place where stewardship of greenbelts, natural areas, and open space is an essential fiber in the fabric of the community.

Overview

The natural environment element of the comprehensive plan provides a policy framework for the identification, protection, and improvement of Camas' natural environment. Goals and policies include those for environmental stewardship, the protection of environmentally sensitive lands (critical areas), natural areas and open space, shorelines, and landscaping and tree enhancement.

Stewardship has three prongs for the benefit of all community members. The first prong relates to compliance with the Growth Management Act (GMA) and the identification, designation, and protection of certain environmentally sensitive lands, which, in GMA, are known as critical areas. The second prong relates to the community and its steadfast approach to keeping Camas a place that balances growth with preservation of a natural areas and open space network. Camas has longed placed a premium on its open space network of environmentally sensitive lands, with or without GMA requirements. The third prong is an ethic of volunteerism and stewardship from the community's citizenry, which manifests in many ways including active volunteer groups, active boards and committees, and public involvement on issues related to the environment.

Environmental stewardship refers to the City's role as chief steward of the environment for the Camas community. A chief steward in this context means how the City, on behalf of the residents, establishes a responsible relationship between the people and the land they inhabit.

The City of Camas has preserved over 700 acres of open space across 31 sites, including forests, wetlands, riparian corridors, and steep slopes, with nearly half of this land concentrated around Lacamas Lake. These natural areas, distinct from developed parks, are managed to protect ecosystem functions, water quality, native vegetation, and wildlife habitats, while allowing for limited public access through trails and modest amenities. The City prioritizes conservation and restoration of high-value landscapes such as waterfronts, forested hillsides, and sensitive wetlands, balancing environmental stewardship with recreational use. Key efforts include protecting watercourses within three major watersheds, regulating development on steep slopes and wetlands, and maintaining resilient forest lands to support biodiversity and ecological health.



COMMUNITY FEEDBACK

- **Preserve land for wildlife and promote denser development in already developed areas to conserve green spaces**
- **Preserve mature landscaping and save parks and green space**
- **Support cleanup efforts at the Camas Mill and other contaminated sites to protect natural resources and local water supply**
- **Implement targeted lake management actions to protect water quality and reduce harmful algae blooms in local waterways**

Environmental Stewardship

One of the most demanding roles the City of Camas must fulfill is that of chief steward of the community's environment while also accommodating growth. The City has the duty to implement land use policies via development regulations and the responsibility to comply with federal and state statutes related to the environment.

Facing federal and state mandates, the City strives to ensure that its environment is managed in compliance with applicable laws and does so in a wise manner. While simultaneously accommodating growth, the City encourages the preservation, restoration, and improvement of the natural environment in all development.

Goal NE-1 Environmental Stewardship

Preserve Camas' natural environment citywide by developing a sustainable urban environment and protecting natural areas and open space, including critical areas.

Policy NE-1.1 Support a cleanup of the Camas Mill and other contaminated sites to protect natural resources and the city's water supply.

Policy NE-1.2 Support programs and regulations that monitor, maintain, conserve and protect water quality in Camas, including watersheds, Lacamas Lake Basin, Columbia River Basin, and Washougal River Basin.

Policy NE-1.3 Encourage restoration and protection of natural areas through the removal of invasive species.

Policy NE-1.4 Support and implement actions identified in adopted plans, including adaptive management of natural resources that is consistent with best available science and climate guidance to improve climate resiliency.

Policy NE-1.5 Protect and restore natural resources, valuable historic and cultural areas, climate refugia, habitat areas and corridors to provide biological and hydrological connectivity that fosters resilience to climate impacts.

Policy NE-1.6 Create and support natural resource management plans that consider climate change impacts and guide adaptive management.

Policy NE-1.7	Include immediate and long-term environmental impacts in the policy and regulatory decision-making process. Identify and quantify the ecosystem services benefits of natural systems and include these natural capital assets in cost-benefit assessments for community and development planning.
Policy NE-1.8	Promote and incentivize public and private landowners to restore and create local habitats and corridors to increase the availability throughout the city.
Policy NE-1.9	Regulate land use and development to protect natural topographic, geologic, vegetative, and hydrologic features of undeveloped properties.
Policy NE-1.10	Promote soil stability and minimize and control soil erosion using best management practices, best available science, ecologically sustainable site design, natural drainage systems and protection of existing native vegetation.

Critical Areas

The natural environment includes specific environmentally sensitive areas that the GMA requires the City to identify, designate, and protect. Referred to in statute (RCW 36.70A) as *critical areas.* Under GMA, critical areas include wetlands, critical aquifer recharge areas, frequently flooded areas, geologically hazardous areas, and fish and wildlife habitat conservation areas. Each of these critical areas is present in the City. The law further requires that the City use best available science (BAS) when developing policies and regulations to designate and protect critical areas. GMA also recognizes that salmonids (salmon and trout) play an important role in the ecosystem and are vital cultural and economic resources, which require jurisdictions to give 'special consideration to conservation and protection measures necessary to preserve or enhance anadromous fisheries'.

Functions of Critical Areas

Critical areas perform key functions that enhance the environment and protect us from natural hazards. The beneficial functions and values that critical areas provide include, but are not limited to, water quality protection and enhancement; fish and wildlife habitat; food chain support; flood storage, conveyance, and attenuation of flood waters; groundwater recharge and discharge; drinking water quality and quantity; erosion control; protection from natural hazards; historical, cultural, archaeological, and aesthetic value; and recreation. Identifying the functions and values of local critical areas is essential to defining the purpose of a critical areas protection program.

Each type of critical area performs different functions and each community assesses the values of the critical areas in its environment differently. Therefore, the purpose of protecting critical areas is unique for each community. Critical areas protection is necessary to protect the public's health and safety and is essential to comply with state laws in Washington. It may also provide compliance with federal laws for such things as water quality and endangered species.

There are also economic reasons to protect critical areas. For example, protection of drinking water quality and quantity supports sustainable growth, and critical areas support resource industries, such as salmon and other fisheries.

Critical areas are environmentally sensitive and hazardous areas that the State and City have identified for certain development considerations or restrictions to protect their functions and values, while allowing for reasonable use of property. Critical areas protection is regulated through the Camas Municipal Code (CMC) Title 16, which identifies five types of critical areas: wetlands, fish and wildlife habitat conservation areas, geologically hazardous areas (steep slopes, erosion hazard areas, and seismic hazard areas), critical aquifer recharge areas (CARAs), and frequently flooded areas.



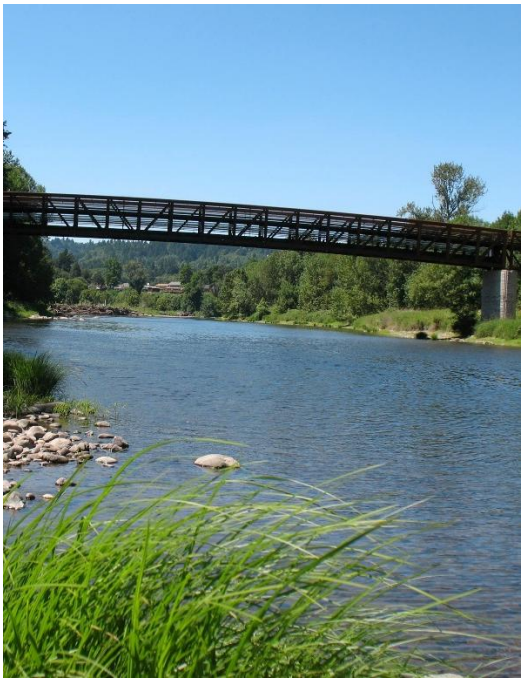
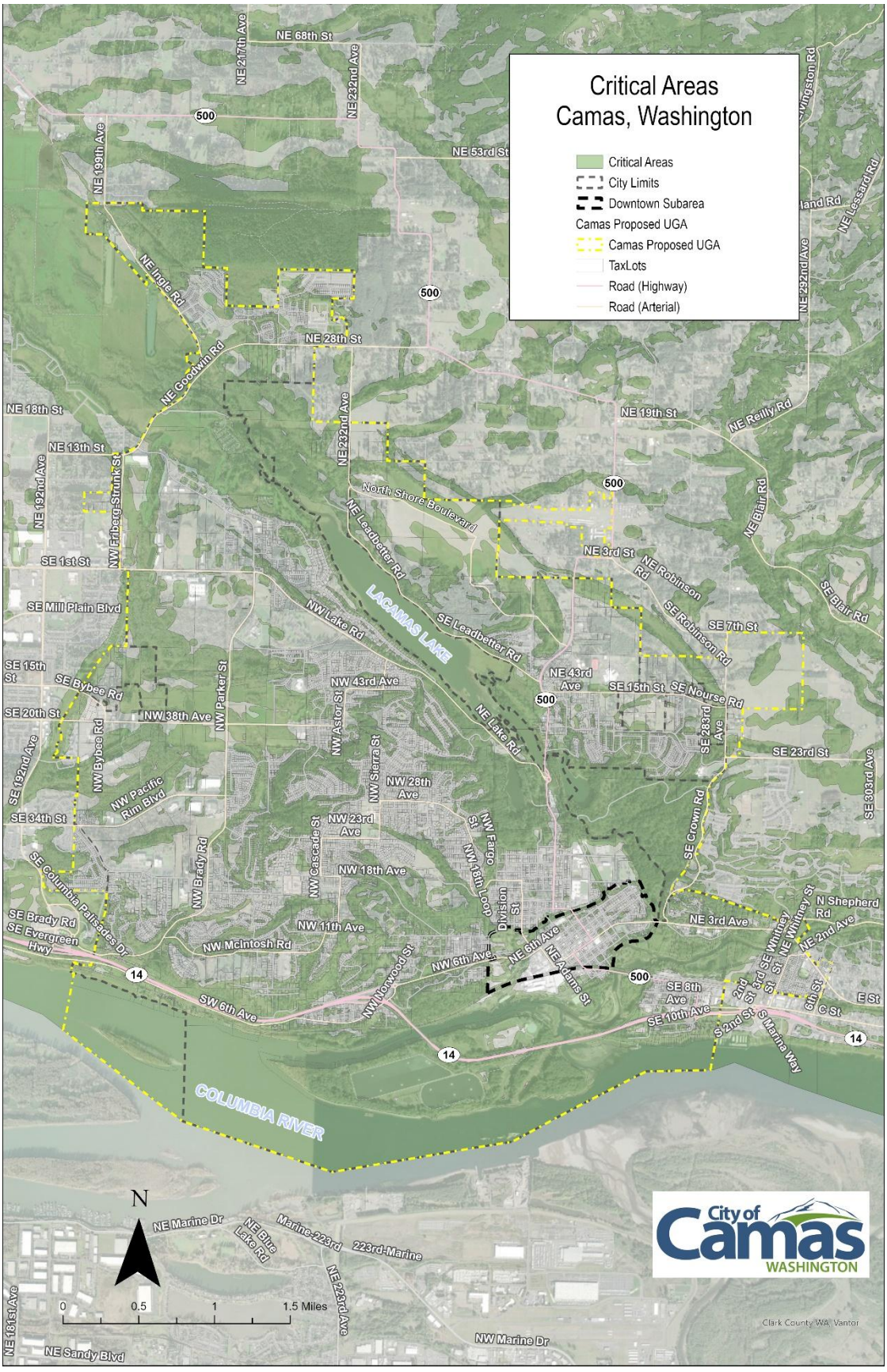


Figure 4 Critical Areas



Wetlands

Wetlands are defined as those areas, designated in accordance with the approved federal wetland delineation manual and applicable regional supplements, which are inundated or saturated by surface or ground water at a frequency and duration, and under normal circumstances do support, a prevalence of vegetation adapted for life in saturated soil conditions. Wetlands in the community are generally located in and around the Grass Valley area in west Camas, Lacamas Lake, Lacamas Creek, and the Washougal River greenway. The largest mapped wetland is located around the south end of Lacamas Lake, identified as lake habitat. The National Wetlands Inventory (NWI) does not identify mapped wetlands in downtown Camas.

Critical Aquifer Recharge Areas

Critical aquifer recharge areas (CARAs) are those areas with a critical recharging effect on aquifers used for potable water, including areas where an aquifer that is a source of drinking water is vulnerable to contamination that would affect the potability of the water, or is susceptible to reduced recharge. The quality and quantity of groundwater in an aquifer is inextricably linked to its recharge area. To determine the threat to groundwater quality, existing land use activities and their potential to lead to contamination should be evaluated.

The goal of establishing CARAs is to protect the functions and values of the community's drinking water supply by preventing pollution and/or contamination of the supply directly or recharge areas indirectly.

Frequently Flooded Areas

Floodplains and other areas subject to flooding perform important hydrologic functions and may present a risk to persons and property. Classifications of frequently flooded areas should include, at a minimum, the 100-year floodplain designations of the Federal Emergency Management Agency (FEMA) and the National Flood Insurance Program (NFIP), known as the 'special flood hazard area', which is defined further as having a special flood, mudflow, or flood-related erosion hazards and shown on Flood Insurance Rate Maps (FIRM), which also includes the regulatory floodway.

Geologically Hazardous Areas

In the physical context of Camas, geologically hazardous areas include areas susceptible to erosion hazard, seismic hazard, mine hazard, and other geological events. Geologically hazardous areas in Camas include severe erosion hazard areas adjacent to Lacamas Lake, north of the Columbia River, and to the east along the Washougal River.

Fish and Wildlife Habitat Conservation Areas

Fish and Wildlife Habitat Conservation Areas (FWHCAs) are critical ecological zones that support essential habitats and species necessary for maintaining ecosystem integrity and biodiversity. These areas may include rare ecosystems, high-density wildlife zones, breeding and migration

corridors, and habitats for endangered or sensitive species. Their designation plays a key role in guiding land use planning, urban growth boundaries, and conservation strategies. FWHCAs must be identified using the best available science, considering factors such as habitat connectivity, human activity levels, riparian and salmonid protection, and the impact of surrounding land uses. Buffer zones are also recommended to minimize conflicts between development and habitat preservation.

Aquatic and Riparian Habitat

Fish and wildlife habitat conservation areas in Camas include habitats for state or federally listed endangered, threatened, or sensitive species, as well as areas associated with state priority species identified by the Washington Department of Fish and Wildlife. These areas encompass naturally occurring ponds under twenty acres, classified state waters, and water bodies stocked with game fish by governmental or tribal entities. Key aquatic habitats in Camas include the Columbia and Washougal Rivers, Lacamas Creek, Camas Slough, Lacamas Lake, and various streams, ponds, and wetlands, all often bordered by riparian zones. Lacamas Lake is the largest aquatic habitat in the city aside from the Columbia River system.

Terrestrial Habitat

Terrestrial habitats in Camas, like aquatic ones, include areas supporting state or federally listed endangered, threatened, or sensitive species, as well as state priority species identified by the Washington Department of Fish and Wildlife (WDFW), State Natural Area Preserves, and locally important habitats. Locally designated habitats include Oregon white oak trees and stands, and Camas lily fields of specific sizes. While much of the city is mapped as "cave rich" by WDFW, actual cave presence is limited, though caves are considered a priority habitat feature. The Camas biodiversity corridor, which includes mature timber and sightings of Vaux swifts, runs through parts of the city. Oak woodland habitat is primarily found near Lacamas Lake, and the northern part of Camas including the Lacamas Prairie Natural Area Preserve, which protects rare Willamette Valley wet prairie habitat and several endangered plant species, including Bradshaw's lomatium.

Critical Areas Goals & Policies

Preserve, maintain, and restore the City's critical areas to protect their function and value.

Policy NE-2.1	Use best management practices and best available science to preserve, protect, and restore the biological health and diversity of Camas' critical areas.
Policy NE-2.2	Preserve and restore aquatic and riparian habitats consistent with applicable regulations.
Policy NE-2.3	Preserve and avoid development of areas with endangered, threatened, and sensitive species and species of local importance as required by local, state, and federal laws.

Policy NE-2.4 Ensure that development throughout the City meets or exceeds standards and practices for long-term wetland protection and mitigation.

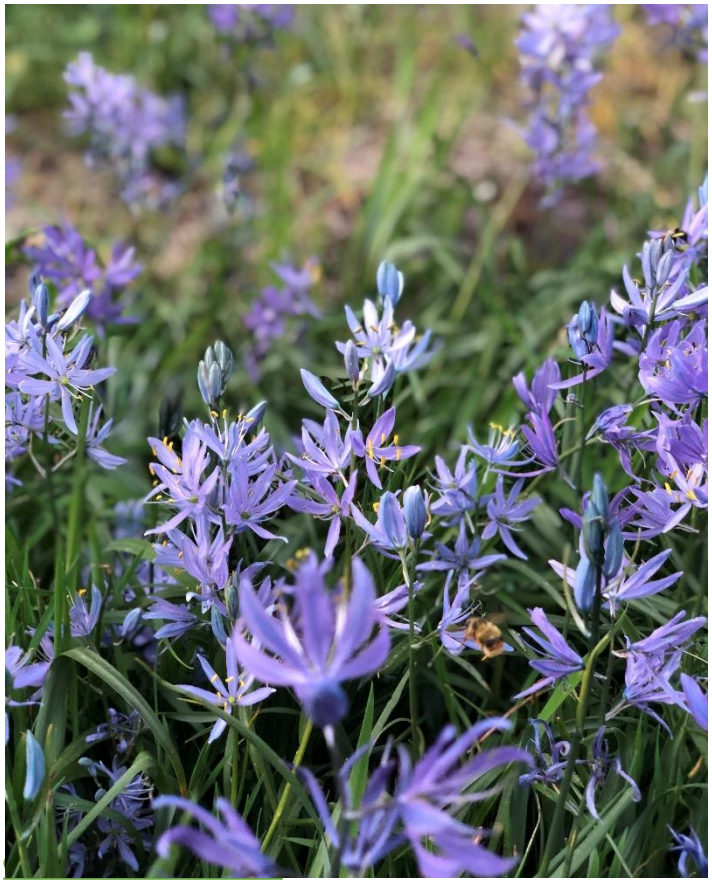
Shorelines

Overview

The Shoreline Management Act, enacted in 1972, created a collaborative framework between Washington State and local governments to manage and protect shorelines. Under this law, local jurisdictions are required to develop Shoreline Master Programs (SMPs) tailored to their specific needs.

Camas encompasses 946 acres of shoreline across 26 miles, including areas along Lacamas Creek, several lakes, and the Columbia and Washougal Rivers. The SMP outlines strategies to minimize flood risks, enhance recreational opportunities, and ensure sustainable shoreline use through voluntary programs and regulatory measures.

To guide development and conservation, Camas assigns specific shoreline designations based on land use, ecological characteristics, and community vision. These designations—Aquatic, Natural, Urban Conservancy, Medium Intensity, and High Intensity—are aligned with state guidelines and the city's comprehensive plan. Each designation comes with tailored policies and development regulations, such as height and setback limits. For example, High Intensity areas support industrial use, while Natural areas prioritize ecological preservation. These designations help ensure that shoreline development aligns with environmental protection and long-term community goals.



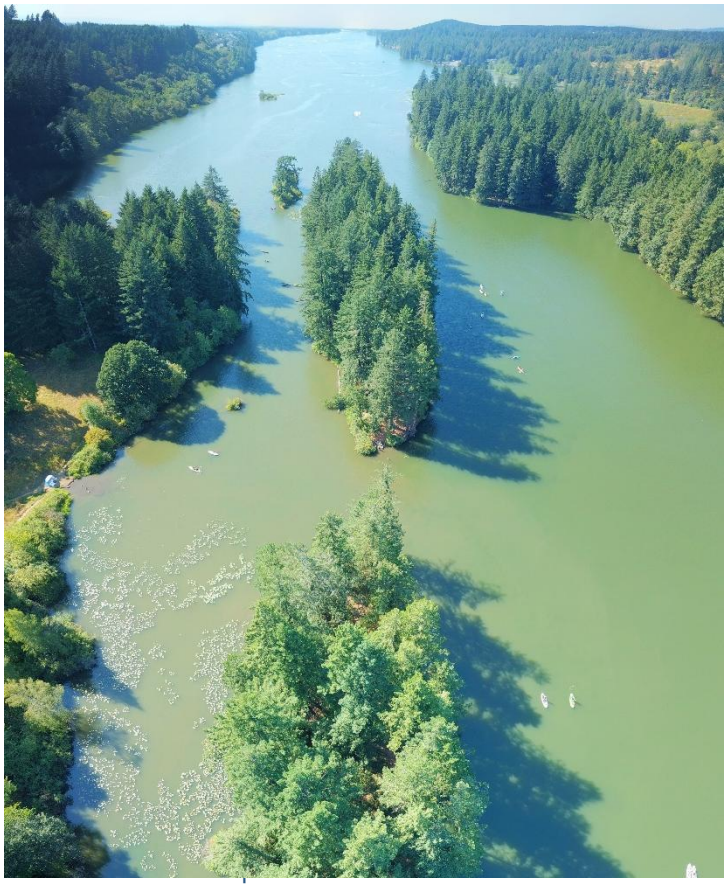
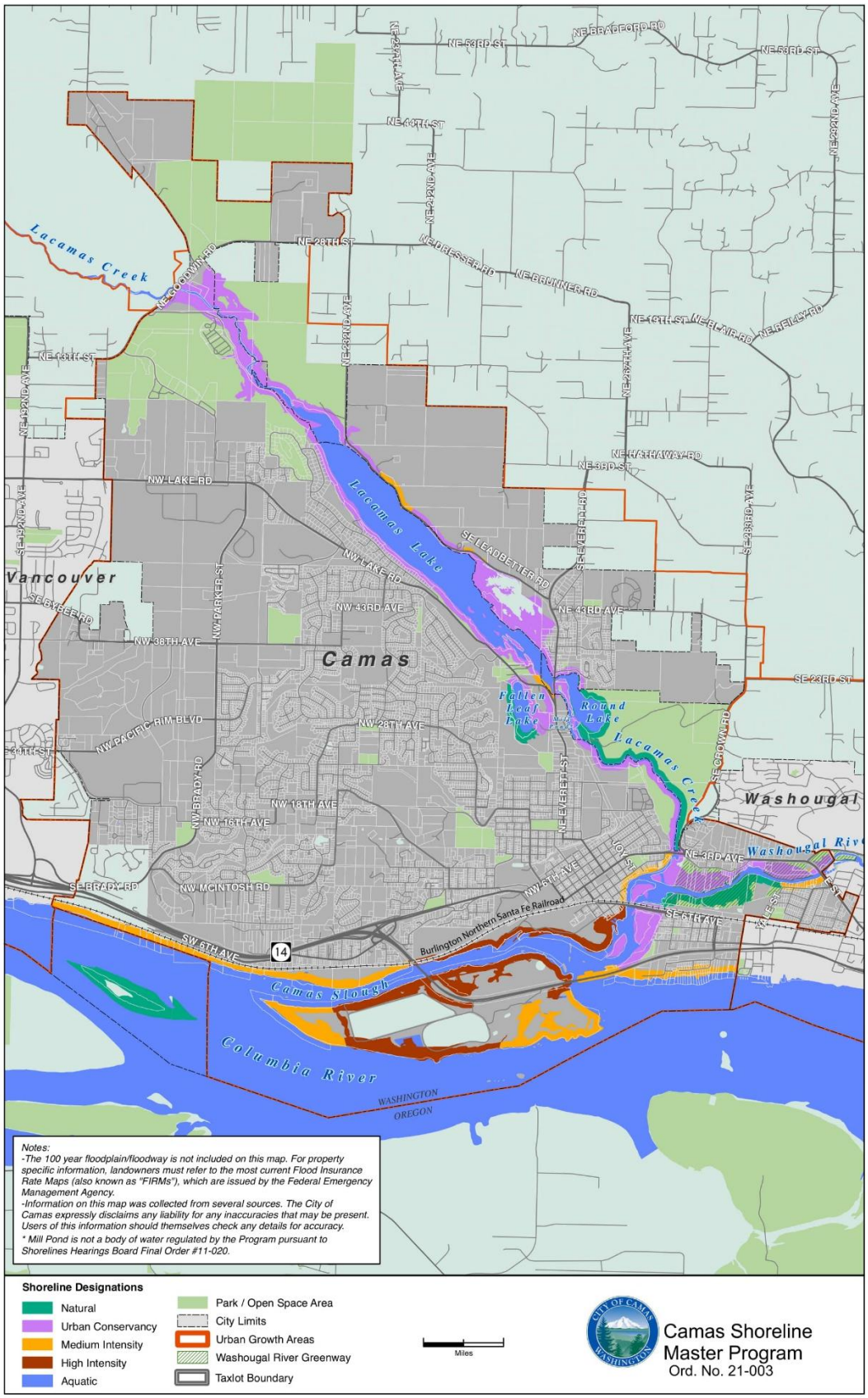


Figure 5 Shoreline Map



Shoreline Goals and Policies

Goal NE-3 Shorelines

Use the full potential of shoreline in accordance with the opportunities presented by their relationship to the surrounding area, their natural resource values, and their unique aesthetic qualities offered by water, topography, and views. Develop a physical environment that is both ordered and diversified, and which integrates water and shoreline uses while achieving a net gain of ecological function.

Policy NE-3.1 Adopt the goals and policies as outlined in the current Camas Shoreline Master Program.

Landscape Enhancement and Tree Preservation

The natural landscape and existing tree cover are important aspects of Camas' natural environment. Native, mature landscaping and trees contribute to the City's ecological health, supply valuable animal habitat, and enhance the community's natural beauty.

Goal NE-4 Landscape Enhancement and Tree Preservation

Preserve existing natural landscapes and tree canopy. Support opportunities for increasing native and climate resilient landscaping and tree canopy.

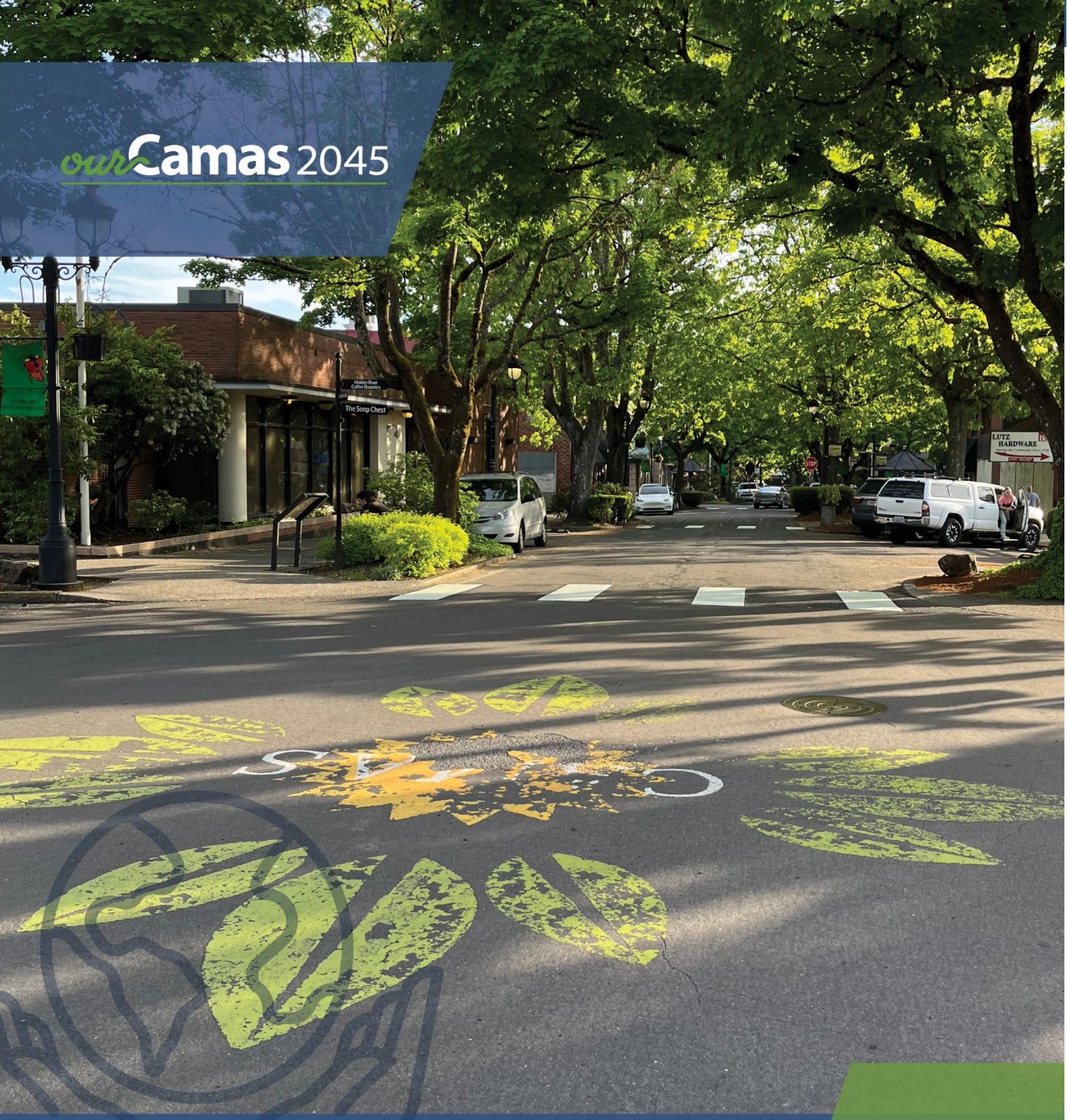
Policy NE-4.1 Develop and implement a program to prioritize retention of existing trees and planting of new trees within development sites to maximize cooling and energy savings. Encourage planting of hardy and climate resilient native trees.

Policy NE-4.2 Develop an urban forestry program that articulates a long-term strategy for future-proofing the City's tree canopy, including actions for tree protection, management, education, and collecting and maintaining data on citywide tree canopy.

Policy NE-4.3 Require the use of native and climate resilient plants in residential, commercial, and industrial landscapes to support the implementation of low impact development.

Policy NE-4.4 Develop and implement a program to mitigate and compensate for tree canopy loss when retention of mature trees within development sites is impractical.

ourCamas 2045



Climate Change & Resliency

07

07. Climate Change & Resiliency

Community Impacts from Climate Change

Climate hazards (i.e., natural hazards exacerbated by climate change) of the highest concern and priority are extreme heat and precipitation. Camas can address anticipated impacts by reducing GHG emissions and building community resiliency.

Vision

In 2045, Camas has proactive plans to reduce greenhouse gas (GHG) emissions and mitigate the effects of changing climate conditions and natural hazards, ensuring a resilient community for generations to come. The most vulnerable communities are protected, and climate planning contributes to improvements in community health and well-being.

Introduction

The City developed this climate change and resiliency element consistent with House Bill 1181, signed into law in 2023. This new state law integrates climate planning into Washington's GMA and requires cities and counties to include a climate element in their comprehensive plans.

Climate change refers to long-term shifts in temperatures and weather patterns. The burning of fossil fuels and other human activities are increasing emissions of greenhouse gases (GHGs) that trap heat in the atmosphere and contribute to global and local climate change. Negative effects include impacts on the community caused by natural hazards that are exacerbated by climate change (e.g., the increased frequency and severity of drought conditions). Natural hazards are also referred to as "climate hazards" in this element as climate change is anticipated to affect the frequency and intensity of natural hazards.

The purpose of this climate element is twofold: to reduce contributions to climate change (i.e., GHG emissions) and to build community resilience to climate change.

To support these two overarching goals, the City formed a Climate Policy Advisory Team (CPAT) to advise on the creation of this new element. The 17 CPAT members included community members, City staff, City Council and Planning Commission liaisons, and representatives from the Port of Camas-Washougal, Clark Public Utilities, NW Natural, and the Camas School District. CPAT members held five meetings between early 2024 and early 2025.

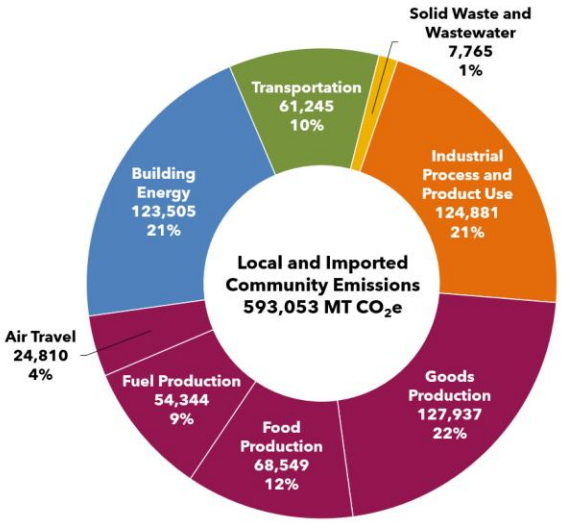
The CPAT was instrumental in the identification and development of climate goals and policies.

Climate Overview

Greenhouse Gas Emissions

The GHG reduction subelement identifies actions to reduce GHG emissions and decrease per capita vehicle miles traveled (VMT). One of the requirements of the GHG reduction subelement is to meet the GHG reduction requirements in RCW 36.70a.070(9)(d), including reducing per capita VMT within Camas but without increasing GHG emissions elsewhere in the state. To identify actions for VMT reduction, Clark County worked with local cities to prepare a VMT study and travel market assessment to understand baseline travel patterns and strategies for VMT reduction. According to the VMT study, data from the Highway Performance Monitoring System shows that the city's estimated per capita VMT, which represents the average weekday VMT within Camas divided by the city's population, is 11.1. The travel market assessment identified key travel destinations in the city for short trips (i.e., trips 3 miles or less), showing that areas near Lacamas Lake, Camas high school, and Downtown Camas are popular destinations. Both assessments will help inform a regional target for VMT, which will be established outside the climate element/comprehensive plan framework. In addition to VMT reduction, Clark County's Countywide Planning Policies establish requirements for cities to reach net-zero emissions by 2050 (14.1.2) in alignment with statewide GHG emission reductions (RCW 70A.45.020(1)) and set interim (5-year) objectives or targets (14.1.4). A GHG inventory for Camas was also prepared to inform GHG reduction strategies. The inventory provides an estimate of the city's carbon footprint from local emissions (building energy, transportation, solid waste and wastewater, and industrial process and product use) and imported emissions (consumption of goods). Figure 6 Camas Emissions, 2022~~Figure 6 Camas Emissions, 2022~~ shows the combined and per capita emissions for the city.

Figure 6 Camas Emissions, 2022



With a population of 27,250, all 2022 GHG emissions combined (local and imported) for City of Camas totaled

593,035 MT CO_2e

21.8 MT CO_2e Per Capita

Local emissions include sector-based emissions that are generated within Camas. Imported emissions are generated outside of Camas to produce and provide the goods, food, services, air travel, and production of transport of fuels consumed by households. Additionally, wildfires have become one of the largest sources of carbon emissions in Washington state. From 2014 to 2018, wildfires in the state generated 39,200,000 MT CO_2e.

Figure 7 Local and Imported Emissions in Camas

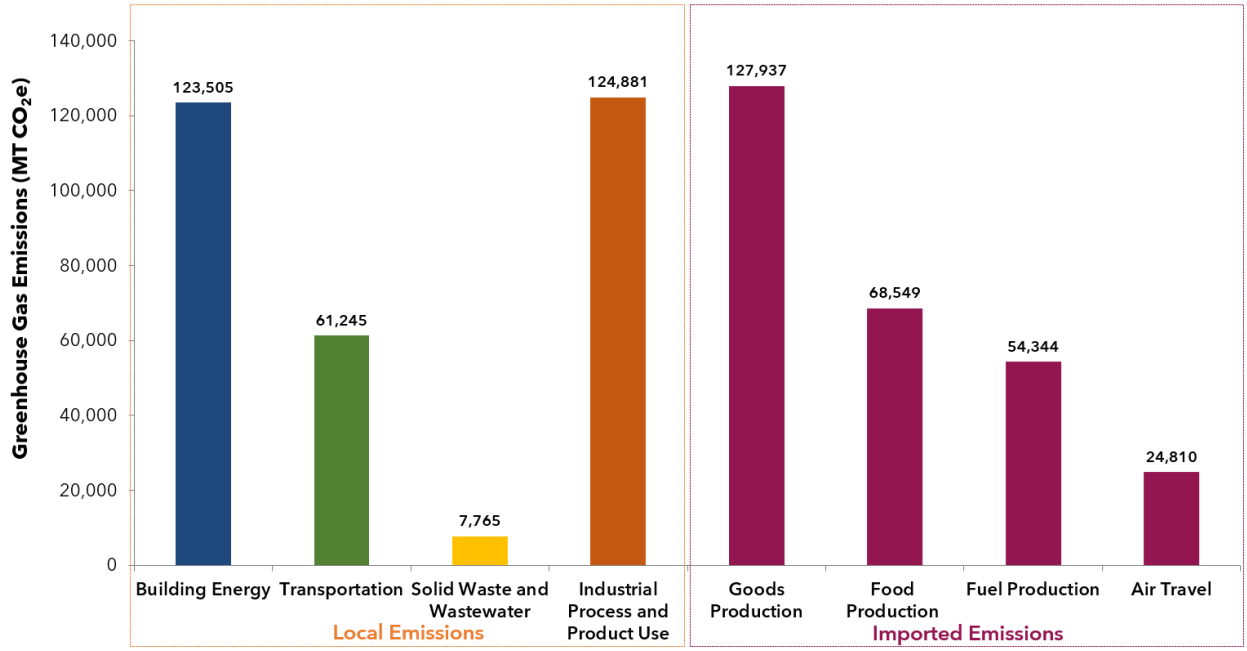


Figure 7~~Figure 7~~ shows a breakdown of the sources of local and imported emissions in Camas. Most sources of local emissions include **industrial process and product use** and **building energy**, which accounts for **78%** of local emissions. Emissions from the industrial process and product use sector generally involve facilities with silicon semiconductor manufacturing. While emissions from these facilities contribute to a large share of local emissions, demand for these goods is global and not specific to Camas. Therefore, goals and policies target reducing local emissions and support existing GHG reduction strategies or targets that are being implemented by businesses and industries in Camas.

Climate Resiliency

Community resiliency is the ongoing process of preparing for, anticipating, and responding to natural hazards created or aggravated by climate change.

Natural hazards relevant to Camas are identified in the 2023 Clark County Natural Hazard Mitigation Plan (NHMP) (CRESA 2023). Table 8 Natural Hazards in Camas lists hazards of concern in order of ranking and their priority, which were evaluated as part of the risk assessment in the NHMP. The risk rating reflects the probability of a hazard weighted against its potential impact on people, property, and the economy. The table also shows the projected climate impacts for each hazard and how hazards have affected the community in the past.

Table 8 Natural Hazards in Camas

Natural Hazard (NHMP Rating[9])	Projected Changes by 2050[10]	Effects on the Community[11]
Extreme Heat (High)	40+ days per year that feel hotter than 90 degrees.	Increased demand for air conditioning, higher utility bills, heat-related illness for sensitive populations and youth at school playgrounds and sports fields, disruption of outdoor activities.
Extreme Precipitation (High)	12% increase in total annual precipitation	Overflowing of streams or rivers, unsafe driving and walking conditions.
Landslide (Medium)	13% increase in heavy rain events	Physical damage to residential and commercial property, energy infrastructure, communication infrastructure, and transportation infrastructure.
Flood (Medium)	17% increase in peak streamflow in Washougal River	Property damage, particularly for older buildings and low-income housing near the floodplain, and temporary or permanent displacement. Temporary closures of businesses and other services.
Wildfire (Medium)	9+ days per year that have high fire danger	Wildfire smoke can impact human health, particularly people with respiratory illnesses or diseases. Increased health risks and property damage for communities near the wildland-urban interface[12].

[9] 2023 CRESA Regional Natural Hazard Mitigation Plan Volume 2 – Planning Partner Annexes
[10] University of Washington's Climate Mapping for a Resilient Washington webtool. Projections are based on a "business as usual" emissions scenario.
[11] Includes effects identified by the Camas community in a 2025 survey.
[12] Clark County Code (15.13.030) defines the wildland-urban interface as areas with elevation in excess of 500 feet and one or more of the following conditions: (a) slope equal to or greater than 25%, (b) forest type vegetation, and (c) outside of an organized fire protection district.

Drought (Low)	14% decrease in summer rains	Impacts to water quality and quantity, decrease in habitat quality and quantity for salmon and other aquatic species.

Vulnerability

Vulnerable Communities

Climate change can impact certain groups of people (vulnerable populations) and areas of the city (overburdened communities) differently. Vulnerable populations are groups of people who are more vulnerable to environmental harms due to socioeconomic factors and other health risk factors (RCW 70A.02.010(14)). Overburdened communities are areas where vulnerable populations experience environmental harms and health impacts (RCW 70A.02.010(11)). Together, vulnerable and overburdened communities are disproportionately impacted by climate change due to the concentration of environmental harms (e.g., air pollution near major roadways) and socioeconomic characteristics (e.g., low income, youth and children). People and communities in Camas who are vulnerable to climate hazards are generally described in the *Our Camas 2045* Equity Framework (see~~ Appendix F~~ Introduction for a description of Equity ~~Communities in Camas~~). Additional information regarding identification of overburdened communities and efforts to engage these communities during the update of the plan is available in the Overburdened Communities and Vulnerable Populations Memo (Appendix G).

In addition to communities described in the Equity Framework, CPAT members identified additional communities that could be more vulnerable to climate hazards. These communities include areas that are located near floodplains (such as Lacamas Lake and the Columbia River), near mobile sources of air pollution (such as major roadways), near steep slopes and steep road grades, and/or near the wildland urban interface (e.g., homes adjacent to forested areas).

Vulnerable Assets

In Camas, the impact of climate hazards can depend on the proximity of people and buildings to each hazard. The approximate location of these hazards is shown in Figure 8 Wildfire Hazard Areas and Figure 9 Flood and Landslide Hazard Areas. Climate hazard locations are based on data from publicly available sources such as Clark County's Open Data Hub and include approximate areas of increased risk. While this information provides a visualization of higher risk areas, data may not include all potential risks and data gaps may exist depending on when data was published. Therefore, these figures provide a conceptual understanding of the location of climate hazards and potential effects on the community.







Figure 8 Wildfire Hazard Areas

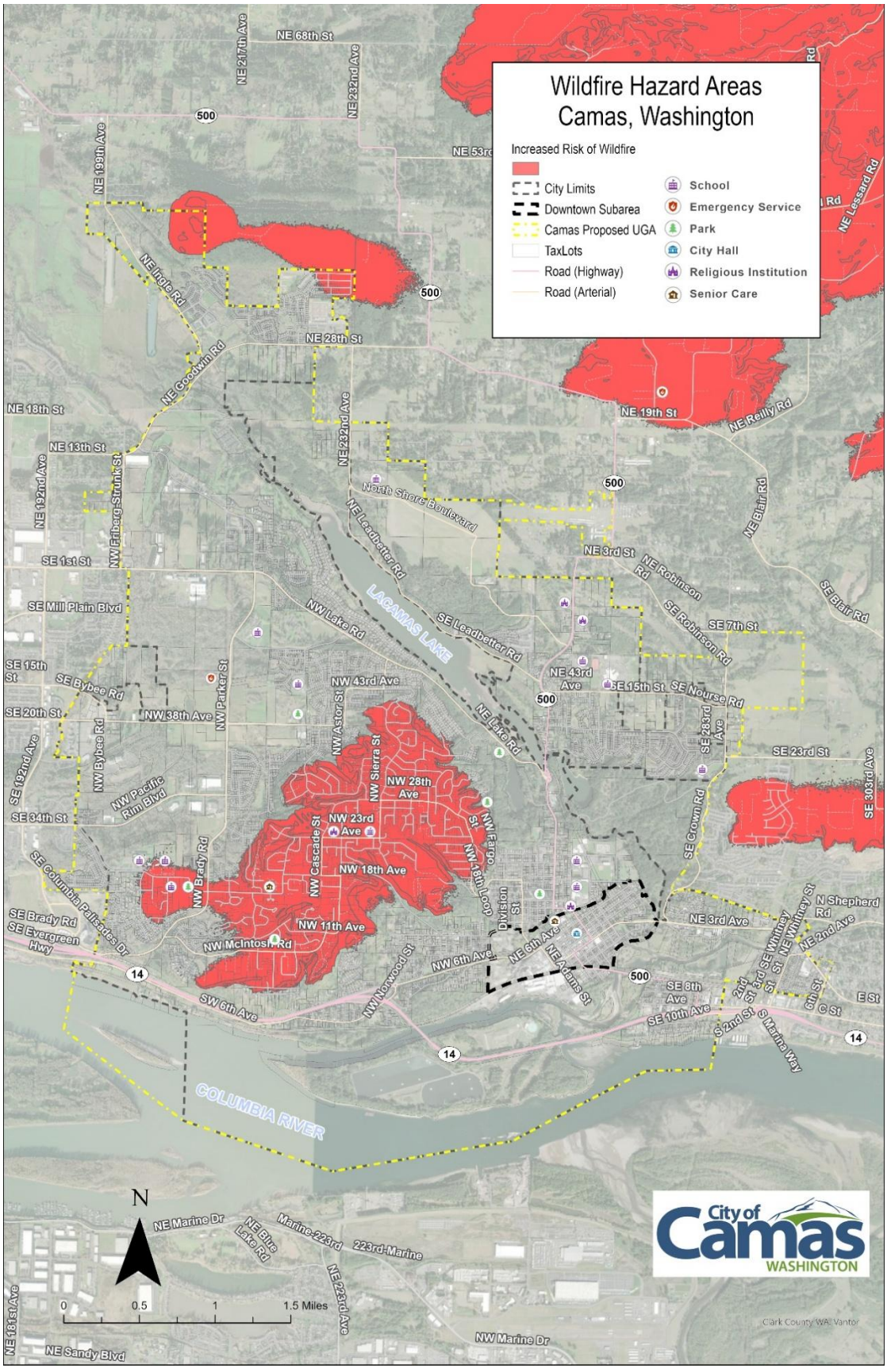
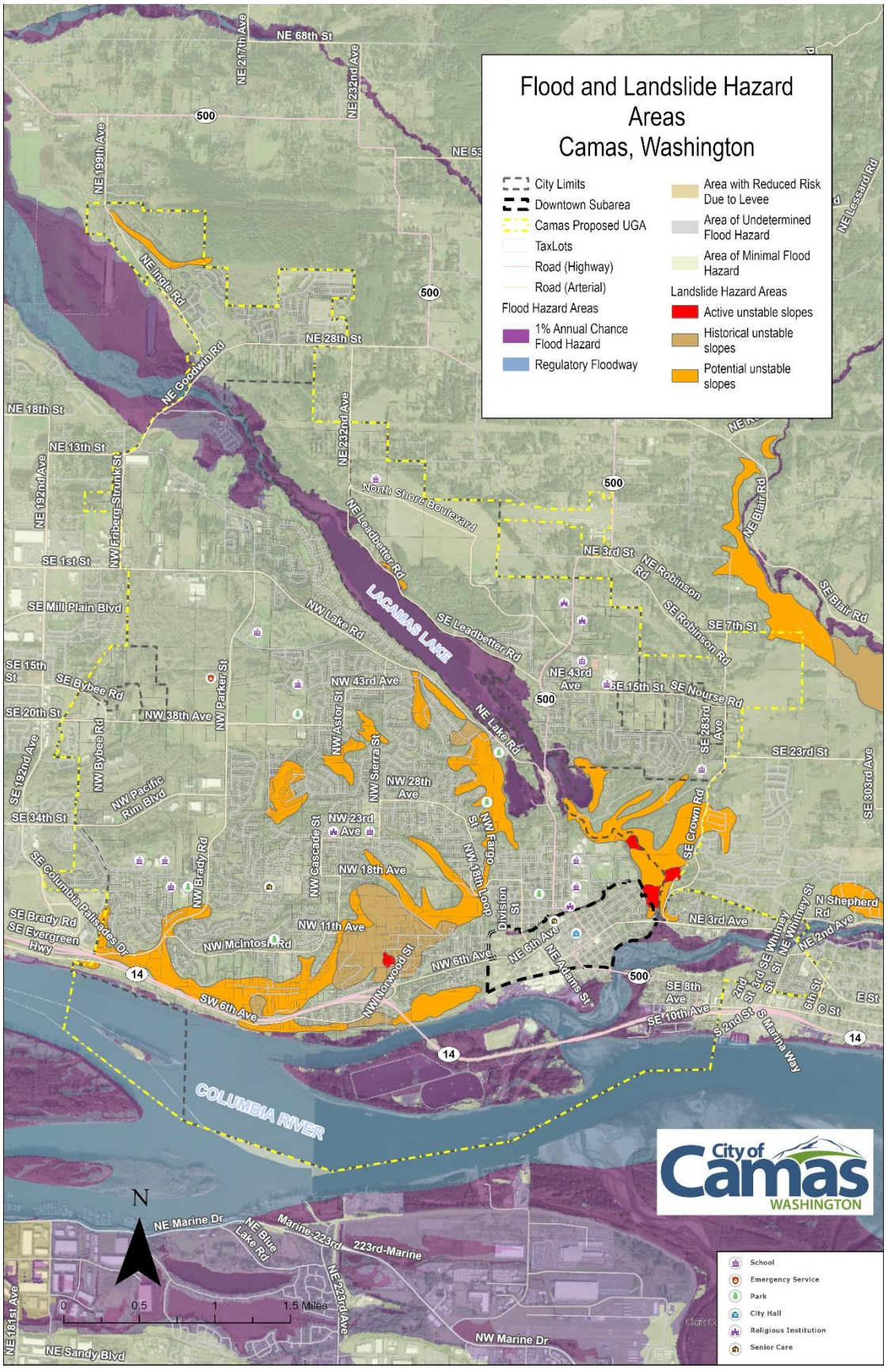


Figure 9 Flood and Landslide Hazard Areas





In Camas, buildings and infrastructure that could be vulnerable to climate hazards include aging water and sewer lines, buildings constructed before adopted seismic codes (e.g., city hall, public works operations center), and high-pressure natural gas lines. High tension power lines may also be vulnerable to severe storms (i.e., wind and ice), homes along the Washougal and Columbia Rivers, including the Georgia Pacific paper mill, may be susceptible to flooding, and the dam at Lacamas Lake could be impacted by an earthquake or flooding.

Extreme heat is one of the highest rated hazards for Camas. Buildings and impervious surfaces such as streets are factors in the urban heat island effect, where urban areas are warmer than surrounding rural or less developed areas. The County's department of public health collected heat data on one day in July 2024 and prepared a heat watch summary report describing how urban heat varies across neighborhoods in the county and how landscape features affect temperature and humidity. Across the county, areas with more buildings and paved surfaces tend to be hotter during the afternoon and evening. In Camas, the hottest areas of the city during the afternoon and evening are near Downtown Camas while cooler areas with more vegetation and shade are in west Camas, northeast of downtown, and near Lacamas Lake.

Vulnerability Assessment

A vulnerability and risk assessment prepared for Camas evaluated the risk of extreme heat on outdoor recreation sites, including (1) Lakes, (2) Parks & Trails, (3) School Playgrounds & Sport Fields, and (4) Downtown Camas. Both vulnerability (sensitivity and adaptive capacity) and risk (probability and magnitude) were evaluated.

The assessment produced composite scores for vulnerability and risk. For the lakes, Lacamas Lake and Round Lake scored high and Fallen Leaf Lake scored low. Under parks and trails, seven scored low, two scored medium, and 11 scored high. School playgrounds and sports fields scored medium (6) and high (6). Lastly, Downtown Camas scored high as it features the hottest area of the city. To reduce vulnerability and risk, this element includes policies to mitigate the impacts of extreme heat.

COMMUNITY FEEDBACK

- **Prepare a community wildfire protection plan that addresses wildfire prevention and requirements for fire resilient landscaping**
- **Hold community listening sessions on evacuation routes and develop policies based on community input**
- **Reform storm water modeling under climate scenarios to assess infrastructure capacity and service levels**
- **Retrofit older buildings to meet current codes**
- **Install electric vehicle charging stations**
- **Improve active transportation options to reduce dependence on vehicle travel, particularly for shorter trips around Camas and into Vancouver**
- **Incorporate solar power into local energy strategies**

Climate Change and Resiliency Goals and Policies

Climate goals and policies are established to meet the State's vision to reduce greenhouse gas emissions, plan for resilience, and support environmental justice. While these goals and policies directly focus on emissions and resiliency, additional policies in other elements of the plan tangentially support these goals. Those policies are noted with a leaf symbol.

Goal CL-1 Energy

Ensure that development and redevelopment projects, including buildings and energy infrastructure (generation, storage, and transmission) are designed to accommodate and use renewable energy, conservation, and efficiency technologies and practices to reduce GHG emissions and increase resiliency to natural hazards.

Policy CL-1.1 Support residents' efforts to improve energy efficiency and resiliency in existing and new residences through education and resources.

Policy CL-1.2 Encourage renewable energy sources for new and existing buildings and explore incentive programs for those that use renewable energy.

Policy CL-1.3 Provide commercial buildings, particularly restaurants and food services, with incentives to retrofit buildings for energy efficiency (e.g., grant programs, reduce permit fees, etc.).

Policy CL-1.4 Incentivize and streamline the review process for renewable resource projects.



Goal CL-2 Transportation

Improve the efficiency and resiliency of the transportation system to achieve GHG reduction goals and better withstand natural hazards.

Policy CL-2.1 Promote and complement state and utility incentives to provide electric vehicle charging infrastructure throughout the city, particularly at existing and new multi-family buildings and large employers.

Policy CL-2.2 Provide homeowners and renters information on state and federal tax credits/rebates for electric vehicles, renewable resources and energy efficiency.

Policy CL-2.3 Incorporate projected hydrologic climate impacts into the design and maintenance of water-crossing structures (e.g., climate-smart culverts and bridges).

Policy CL-2.4 Promote land use patterns and multimodal transportation systems that reduce vehicle miles traveled, traffic congestion, and associated greenhouse gas emissions per capita to support sustainability and climate resiliency.

Goal CL-3 Local Agency Sustainability and Preparedness

Support agencies, districts, and businesses in establishing and achieving their own sustainability goals, initiatives, and programs.

Policy CL-3.1 Support the sustainability initiatives of local agencies, districts, and businesses.

Policy CL-3.2 Support local businesses efforts to bolster climate preparedness and continuity of operations (e.g., develop on-site electricity storage to reduce energy demand during peak hours, incentives to install backup power, building retrofits).

Policy CL-3.3 Support the local economy's resilience to climate disruptions by providing information and resources on how to prepare for extreme heat, flooding, and wildfire.

Policy CL-3.4 Support economic opportunities for green jobs in Camas, including businesses that produce goods or services that benefit the environment and jobs that support business production processes to be more environmentally friendly or use fewer natural resources.

Policy CL-3.5 Develop a sustainable purchasing policy and sustainable construction standards for the City of Camas.

Goal CL-4 Community Health

Protect community health and well-being from the impacts of climate-exacerbated hazards and ensure that the most vulnerable residents do not bear disproportionate health impacts.

Policy CL-4.1 Promote the use of health impact assessments and other tools to identify and address the impacts on health and equity from climate change.

Policy CL-4.2 Develop and implement an urban heat resilience strategy that addresses land use, urban design, urban greening, and waste heat reduction actions.

Policy CL-4.3 Establish development regulations that include best practices for reducing risk of climate-exacerbated hazards such as wildfire, extreme heat, extreme precipitation and flooding.

~~Policy CL-4.3~~Policy CL-4.4 Develop and implement mitigation measures related to the impacts from air, water, heat, noise and light pollution, with a focus on areas with high environmental health disparities (see WA Department of Health map).

Goal CL-5 Emergency Preparedness

Enhance emergency preparedness, response, and recovery efforts to mitigate risks and impacts associated with natural hazards.

Policy CL-5.1 Create accessible evacuation plans and outreach materials to help residents plan and practice actions that make evacuation and reunification quicker and safer during a natural hazard event (e.g., notification alerts).

Policy CL-5.2 Develop a comprehensive, communitywide wildfire resilience strategy to support development in compliance with the International Wildland-Urban Interface Code, implement Firewise actions, improve emergency response capabilities, create fire-resilient landscapes, promote fire-adapted communities, and support the development of community wildfire protection plans.

Policy CL-5.3 Support enhanced data collection for hazard events of all magnitudes to provide a fuller understanding of the community's hazard characteristics.

Policy CL-5.4 Develop resiliency hubs, such as community-serving facilities that support residents, coordinate communication, distribute resources, and enhance quality of life.

Policy CL-5.5 Prepare, plan, and provide ongoing training for those responding to adverse environmental events.

Goal CL-6 Water Resources

Protect and preserve the long-term quality and quantity of Camas' water, and natural and cultural resources from climate change hazards such as drought and extreme participation.



Policy CL-6.1 Develop and implement a comprehensive drought resilience strategy that factors in projected climate impacts and sets action levels for different drought stages.

Policy CL-6.2 Evaluate the long-term adequacy of water delivery and storage infrastructure to ensure projected changes in hydrological conditions can be anticipated and managed effectively.

Policy CL-6.3 Implement actions recommended by the Lacamas, Round, and Fallen Leaf Lakes Management Plan to reduce the frequency of harmful algae blooms in lakes due to water pollution and projected changes in climate conditions, including higher temperatures.

Policy CL-6.4 Identify funding mechanisms for mitigation measures recommended by the Lake Management Plan to address the impacts of climate hazards on Lacamas, Round, and Fallen Leaf Lakes.

Policy CL-6.5 Introduce adaptive cooling features such as water and shade structures at local parks and school playgrounds and sports fields to help mitigate the effects of extreme heat on vulnerable park users and young children.

ourCamas 2045



Transportation

08

08. Transportation

GMA Planning Goal

Encourage efficient multimodal transportation systems that will reduce greenhouse gas emissions and per capita vehicle miles traveled, and are based on regional priorities and coordinated with county and city comprehensive plans.

Vision

In 2045, residents of Camas continue to appreciate their safe transportation infrastructure that equitably serves all users.

Introduction

As part of the comprehensive plan periodic update, the City of Camas reviewed and updated its Transportation System Plan (TSP). The TSP is adopted by reference and included as Appendix ~~E~~H. The TSP is a long-range plan to guide transportation investments for Camas and its UGA for the planning horizon to 2045. The TSP provides the following:

- Inventory of the current transportation system for all modes of travel
- Summary of land use assumptions used for estimating travel demands
- Summary of level of service (LOS) standards
- List of actions to address deficiencies
- Forecast of traffic demand for twenty years
- System needs to meet the current and forecasted demand
- Six-year Transportation Improvement Plan (TIP)

These items are foundational to a comprehensive plan and integral to implementing the Land Use plan.

The transportation element is one of the main parts of the comprehensive plan and is an effective tool for shaping the city's future development patterns. Growth and development patterns have a major influence on the fiscal health of local governments and on the economic performance of the community. The nature of public streets can shape the level of traffic congestion, the use of multiple modes, and the character of neighborhoods. Related requirements, such as parking and loading, will influence the cost to develop in a community and can present both opportunities and barriers to how people can access homes, schools, recreational opportunities, and businesses within the community and in the region.

Ownership, control, development, and the operation and maintenance of streets and public rights-of-way are primary functions of local governments. A transportation system is one of the most expensive facilities a community will construct, operate and maintain. Each new facility adds an asset to the city's portfolio, but it also must be managed, resulting in an incremental increase in operating costs and a new set of maintenance, preservation, and rehabilitation obligations.

Decisions about transportation facilities greatly influence the safety and security of the community. How the streets, roads and other transportation facilities are designed, built and maintained will influence safety in multiple ways for all users.

Federal, state, county and city transportation systems are interrelated, so coordination with other units of government is essential. Responsibility for transportation systems spans all levels of government. The Camas transportation network connects to state highways, neighboring city streets and adjacent county roads and indirectly to federal and interstate highways. It also interacts with transportation facilities operated by other special purpose districts like C-TRAN and for-profit businesses. Moreover, the public does not experience the transportation system as a series of separate systems, but as a single, unified system, and it expects all the parts to function in an integrated fashion. The transportation model used to plan future transportation projects in the TSP is consistent with growth assumptions for Camas as well as the region. The City coordinates closely with neighboring jurisdictions, regional bodies, Clark County and the state in transportation and land use planning.

The GMA requires the transportation element to implement and be consistent with the land use element. Counties and cities should use consistent land use assumptions, population forecasts, and planning periods for both elements. Coordination of the land use and transportation elements must be dynamic and iterative with an ongoing feedback loop coordinating land use and transportation in the plan development and in local implementation. The transportation element is also required to be consistent with state and regional plans. The transportation element is certified by the regional transportation organization, which is the Southwest Washington Regional Transportation Council (RTC), to ensure consistency with the regional transportation plan (RTP). This chapter was analyzed and revised to be consistent with the RTP, including consistency with project lists, LOS, land use assumptions, goals and policies.

Performance Standards

Level of Service (LOS)

The TSP includes level of service as a measure of performance standards for motor vehicles. A LOS "D" and a vehicle to capacity (v/c) ratio not higher than 0.85 is the minimum performance standard during the highest one-hour period of the day for signalized, all-way stop and roundabout controlled intersections under City jurisdiction. These standards shall be applied to the intersection as a whole.

A LOS "E" and a v/c ratio not higher than 0.90 is the minimum performance standard during the highest one-hour period of the day for two-way stop and yield controlled intersections under City jurisdiction. These standards shall be applied to all intersection approaches serving more than 20 vehicles. Mobility standards do not apply to approaches at intersections serving 20 vehicles or fewer during the highest one-hour period of the day. This mobility standard allows more flexibility in the tension between larger intersection and street designs that are sometimes needed to accommodate peak vehicle demands, and the desire to maintain smaller designs that encourage slower vehicle speeds and tend to be more accommodating to pedestrian and bicycle users.

Table 9 Transportation Level of Service

Level of Service	A/B	C	D	E
Intersections	N/A	Local Access	Collectors and Arterials	State Highways of Non-Significance
Roundabouts	N/A	Local Access	Collectors and Arterials	State Highways of Non-Significance

Table 10 Volume to Capacity Ratio

Volume to Capacity Ratio	0.85	0.9
Roundabouts	Local Access and Collectors	Arterials and State Highways of Non-Significance
Roadways Based on Average Speed	Collectors and Arterials	State Highways of Non-Significance

Level of Service for Highways of Statewide Significance is set by the State. In Clark County, the standard is set as LOS "D" for urban areas, including SR 14. Level of Service for regional state highway facilities (not part of the HSS), including SR 500 in Camas, is set through the Southwest Washington RTC. The Southwest Washington RTC Board adopted LOS 'E' or better for non-HSS urban state highway facilities.

The City adopts C-TRAN's MMLOS standard for the local and regional system. For the local system, routes have a service frequency LOS B (30 min headway) or better and transit stops have accessible path with LTS 1 or 2 and stop completeness (assess existing facilities against C-TRAN Amenity Standards). For the regional system, routes have a reliability LOS B or better and transit stops have accessible path with LTS 1 or 2 and stop completeness (assess existing facilities against C-TRAN Amenity Standards). Route 92 serves Camas and Washougal.

As part of the City's TSP update, forecasted 2045 motor vehicle volumes for peak hour conditions were utilized to determine areas on the baseline roadway network that will be congested and may require future investments to accommodate forecasted growth. The corridors recommended to prioritize for improvements include:

- SR 500-NE Everett Street between NE 23rd Avenue and SE Leadbetter Road
- NW 6th Avenue between Norwood Street and Adams Street
- NE 3rd Avenue between NE Dallas Street and SE Lechner Street

- The City will pursue implementation of the programs, policies and projects listed in the TSP in order to bring transportation facilities and services to the established LOS.

Level of Traffic Stress (LTS)

The City is adopting Level of Traffic Stress (LTS) as the multimodal level of service (MMLOS) standard. LTS is used to measure the comfort of those who are walking, biking or rolling on streets shared with vehicles. The best way to make these facilities comfortable to use while walking, biking and rolling is with space, separation, and visibility. The specific application depends on the conditions of each street. LTS is measured on a scale of one to four. A road with an LTS of 1 is best and is suitable for all users. A road with an LTS of 4 has the highest level of stress for a user and is typically used by those with a high level of confidence or those who don't have an alternative option. LTS 2 is the standard, meaning streets should be comfortable for most adults, including most adults experiencing disabilities. There may be some separation between pedestrians and vehicles, though no physical barrier.



Travel Demands and Characteristics

The number of people who choose to walk, bike, ride transit, or drive alone with the distances they travel is important for assessing how well existing transportation facilities serve the needs of users. Available data on travel demand, travel mode choice, and trip length are used to better understand travel behavior in the community and inform the needs analysis for the transportation system. This data is largely derived from the US Census Bureau on employment-based trips; however, no other travel data is available from this source. The following sections provide a summary of travel demands and characteristics in the City's planning area.

Commuter Trips

Much of the traffic in the Camas planning area, especially during the more congested weekday peak periods, is related to employment. In other words, how do people get to and from work from their place of residence. People who live in Camas and who are employed overwhelmingly

commute to work outside of the planning area (87 percent), while jobs in the planning area are overwhelmingly filled by people who live outside of the planning area (83 percent).[13]

In terms of the predominant travel mode, on average, almost 75 percent of employed residents in the Camas planning area commute to work using single-occupant motor vehicles. About 8 percent of residents carpool to work and the remaining 17 percent work from home, walk, bike, take transit, or use some other means of travel[14].

About 11 percent of employed residents in the Camas planning area worked from home pre-COVID, and that figure likely increased due to COVID-19. It seems likely that a higher percentage of workers will continue a hybrid work schedule that includes teleworking, at least part time. Any increase in the hybrid work week (e.g. 2-3 days in an office with the balance at home or some other remote location) will change the demand on the transportation network, including when and how people travel.

Transportation Demand by Mode

Pedestrian, bicycle, and motor vehicle traffic counts were conducted at key intersections throughout Camas on typical weekdays[15]. This information indicates where and when travel demand is highest for each mode of travel. It also provides a basis for assessing how well existing transportation facilities are able to meet the needs of users during peak demand periods.

- Pedestrian volumes during the PM peak hour are generally highest near downtown Camas, including along NE 3rd Avenue and NE Adams Street (the traffic count summary is included in Appendix H~~E~~). The highest hourly pedestrian activity during the evening peak occurred at the NW Sierra Drive intersection with NW 28th Avenue, near Dorothy Fox Elementary school, with 30 pedestrian crossings in the one-hour period. Other study intersections with more than 15 pedestrian crossings during the one-hour period included many downtown locations such as NE 6th Avenue at NE Adams Street, NE 3rd Avenue at NE Dallas Street, NE 3rd Avenue at NE 4th Street, and Weir Road at NE 3rd Avenue, near the border of Camas and Washougal.
- Bicycle volumes indicate limited biking, with the highest volumes along NW Lake Road, and NW Sierra Street (the traffic count summary is included in Appendix ~~E~~H, volume 2). During the evening peak hour, 20 of the 50 study intersections had no observed bicyclists during the one-hour period. The NE Lake Road at SR 500, NW Lake Road at NW Sierra Street, NW Lake Road at NW Leadbetter Drive, NW Sierra Street at NW 45th Avenue, and NE 6th Avenue at NE Garfield Street intersections had the highest observed bicycle volumes, with 4 or more bicyclists counted during the single hour at each of the intersections.

[13] US Census Bureau, OnTheMap. Home/Work Distance/Direction Analysis, 2015.
[14] US Census Bureau, 2012-2016 American Community Survey
[15] Based on counts conducted in April of 2018.

- Motor vehicle volumes on the roadways in Camas (the traffic count summary is included in Appendix H~~E~~) most commonly peak during weekday evenings between 4:50 and 5:50 p.m. The highest hourly motor vehicle volumes during the evening peak occurred along the NW 6th Avenue corridor between the SR 14 ramps and NE Adams Street, with more than 1,300 trips during the one-hour period. This corridor is the primary entrance into Camas from eastbound travel. The NE Lake Road at NE Everett Street, and NW 6th Avenue at SR 14 Ramps intersections had the highest observed volumes, with more than 1,800 entering vehicle trips during the single hour at each of the intersections.

Active Transportation Networks

Camas is a community with an active population and, therefore, requires a fairly robust active transportation system that includes pedestrian and biking facilities. The TSP inventoried the pedestrian and biking facilities, listed gaps in the systems, and assessed the facilities for how a pedestrian and bicyclist experiences them.

Multimodal Network Design

The design of the streets in the City's planning area is based on the network classifications and area designation. All streets in the planning area are multimodal and include travel lanes and on-street parking for vehicles, sidewalks for pedestrians, and on-street or separated facilities for bicyclists. Accommodating these modes varies by the functional classification and area designations. For a typical street cross-section, the functional classification determines the minimum design requirements for the number of vehicle travel way lanes and on-street parking, and the minimum acceptable bike facility, and the area designation is used to determine the minimum acceptable design for pedestrian facilities, and the minimum travel lane and median/turn lane width. Together, these cross-section standards identify the design characteristics needed to meet the function and demand for each facility type for streets in the City's planning area. Since the actual design of a roadway can vary from segment to segment due to adjacent land uses and demands, this system allows standardization of key characteristics to provide consistency. An example of a collector street cross section is shown below.



The typical designs are intended to be implemented in newly developing or redeveloping areas of the City's planning area, where constrained conditions do not limit the ability to construct the typical cross-section. A variety of physical and natural constraints may prevent adherence to the multimodal network design requirements. A deviation to the street standards may be requested from the City Engineer or City Engineer's designee with justification of constraints to consider a constrained cross-section or other adjustments.

Pedestrian Network

Walking supports healthy lifestyles, is an easy and economical way to travel, and is well-suited for people of all ages and abilities. In this plan, "walking" and "pedestrian" are terms that include people who walk independently or use canes, wheelchairs, or other walking aids, or strollers. Approximately two percent of commuters in the city walk to work, with three percent utilizing public transportation, which often includes walking at the beginning or end of the trip.[16] In addition to the work commute trips, walking trips are made to and from recreational areas, shopping areas, schools, and other key destinations in the community. Continuous and direct sidewalk connections to all key destinations and along all streets, in addition to safe crossing opportunities along major roadways, are essential to encourage walking and transit use.

A pedestrian network assessment of streets, showing the extent to which the walking network on collector and arterial streets provides a level of comfort and safety for users, was completed throughout the city. About 30 percent of the collector and arterial street miles in Camas were rated "good (i.e., level of traffic stress (LTS) 2)" or "excellent (i.e., LTS 1)" for pedestrians. However, over 35 percent of the collector and arterial street miles rate poorly (i.e., LTS 4). Most

[16] US Census Bureau, 2012-2016 American Community Survey

of the street miles rated "poor" are located in high growth areas, be that housing or business growth. The pedestrian network in these areas is largely unimproved due to the once rural nature of the surrounding land use. As future urban development occurs, pedestrian facilities will improve in those areas. Overall, the pedestrian network rates relatively high near downtown, and generally poorer towards the edges of the city. See Figure 11 for an inventory of the pedestrian network.

Bicycle Network

Cycling is important for both transportation and recreation in the Camas planning area. This includes people who bike to work and school, bike for recreation or running errands. Approximately one percent of commuters in the city bicycle to work[17]. Riding bicycles also plays a key role in the transportation system's ability to support healthy and active lifestyles and provide a viable alternative to the automobile. Continuous bicycle connections between all activity generators and arterial/collector roadways are desirable to allow for safe and attractive non-motorized travel options.

The bicycle network in the City's planning area, shown in

Figure 10~~Figure 10~~, is composed of bike lanes, roadway shoulders, shared roadways, and shared-use paths.

- Bike lanes are portions of the roadway designated specifically for bicycle travel via a striped lane and pavement stencils. Bike lanes are most appropriate for arterials and collectors, where high traffic volumes and speeds warrant greater separation of the travel modes. Significant segments of continuous bicycle lanes exist along portions of NW Lake Road, NW 38th Avenue, NW Parker Street, NW Friberg-Strunk Street, and SR 500.
- Shoulder bikeways are paved with striped shoulders wide enough for bicycle travel. A six-foot paved shoulder is desired to adequately provide for bicyclists, with a four-foot minimum width in constrained areas. Roadways with shoulders less than four feet are considered shared roadways. Some shoulder bikeways are signed to alert motorists to expect bicycle travel along the roadway
- Shared roadways include those on which bicyclists and motorists share the same travel lane. The most suitable roadways for shared bicycle use are those with low speeds (25 mph or less) and low traffic volumes (3,000 vehicles or fewer per day). Shared roadways, often signed as bicycle routes, serve to provide continuity to other bicycle facilities (e.g., bicycle lanes) or can be designated as a preferred route through the community. Shared roadways can have signs that highlight a special route or provide directional information in bicycling minutes or distance. Most local roadways in the city are considered shared roadways, but do not have signs or pavement markings, although some are planned to be improved in the TSP.

[17] US Census Bureau, 2012-2016 American Community Survey

- Shared-use paths provide off-street travel for bicyclists and pedestrians, and are wider than an average sidewalk (e.g., 10 – 14 feet). Shared-use paths are typically paved (asphalt or concrete) but may also consist of an unpaved smooth surface, such as compacted gravel, as long as it meets Americans with Disabilities Act (ADA) standards. Paved shared-use paths exist along portions of NW Parker Street, NW 18th Avenue, Lacamas Lake, Washougal River, and scattered throughout the residential neighborhoods.

A bicycle network assessment of streets in Camas shows the extent to which the bicycle network on collector and arterial streets provides a level of comfort and safety for users. About 20 percent of the collector and arterial street miles' in Camas rate "good (i.e., LTS 2)" or "excellent (i.e., LTS1)" for bicyclists. However, about 65 percent of the collector and arterial street miles' rate poorly (i.e., LTS 4) for bicyclists.

Overall, the bicycle network rates relatively high on the northwest side of the city and poor on the south and east side. The streets with the lowest ratings are the streets important for local and regional through travel (e.g. portions of NW 6th Avenue, NE 3rd Avenue, and SR 500), where many businesses and services are located. These streets rate low due to the relatively high motor vehicle traffic volumes and speeds and lack of separated bicycle facilities.

COMMUNITY FEEDBACK

- **Improve walking and biking infrastructure for better accessibility**
- **Connect neighborhoods and parks to Downtown Camas with sidewalks and trails**
- **Prioritize protected bike lanes**
- **Prioritize pedestrian-focused, multimodal streets with bike lanes, protected sidewalks, and transit stops that connect neighborhoods**
- **Develop a Safe Routes to School program with the Camas School District**

Transition Plan for Transportation

Title II of the Americans with Disabilities Act requires cities to establish a transition plan for transportation. The plan shall, at a minimum:

1. Identify physical obstacles in Camas' facilities that limit the accessibility of its programs or activities to individuals with disabilities;
2. Describe in detail the methods that will be used to make the facilities accessible;
3. Specify the schedule for taking the steps necessary to achieve compliance and, if the time period of the transition plan is longer than one year, identify steps that will be taken during each year of the transition period; and
4. Indicate the official responsible for implementation of the plan.

Camas has a relatively well-developed pedestrian network that is also potentially suitable for those who use mobility devices. The network is composed of sidewalks, shared-use paths and pedestrian trails, and other accessways. A large part of downtown Camas was developed prior to 1950, a time in which sidewalks were incorporated into the design of neighborhoods and streets. Although most areas incorporated into Camas over the following decades have sidewalk coverage, a few areas have noticeable gaps that do not make for a complete sidewalk network. These gaps are most significant in southwest, southeast, and northeast Camas, and on roadway segments outside city limits. Paved shared-use paths exist along portions of NW Parker Street, NW 18th Avenue, Lacamas Lake, Washougal River, and scattered throughout residential neighborhoods. Unpaved pedestrian only trails are scattered throughout the city.

Many intersections in older parts of the city lack ADA-compliant ramps, which provide important connections between sidewalks, making it easier to cross streets and handle the vertical drop at curbs. Knowing these conditions, the city has been recently installing new curb ramps in many of these locations. The presence of curb ramps is fairly consistent along streets in downtown Camas, and in the newer neighborhoods in the city. Additional work is required by the City to ensure all existing and future sidewalks have curb ramps.

About 38 percent of street miles (including City arterial, collector and local streets) lack sidewalk coverage along one or both sides (see Figure 11). These gaps are more common along arterial streets than collector streets, at 40 and 23 percent, respectively, of the street miles with no sidewalk on either side. These numbers do not incorporate off-street shared-use paths that may run alongside some roadways. Any future streets constructed in association with development projects will be required to construct sidewalks with curb ramps, increasing the overall sidewalk supply.

Transportation Projects and Priorities

This section describes the transportation system improvement projects – multimodal street improvement, intersection improvement, pedestrian/bike improvement, transit enhancement, and demand/system management – to address the system needs identified in earlier text in order to bring transportation facilities and services to the established level of service.

The list of projects was developed through three main sources including stakeholders, relying on previous plans (such as the North Shore Subarea Plan), and independent project team evaluation. The Camas project list is consistent with the RTP 6-year project list.

The full list of projects is identified to improve the transportation network along major streets in the City's planning area, regardless of their priority or their likelihood of being funded. The TSP focuses on streets in the planning area with a functional classification of Collector or higher. Additional improvements will occur with private development in the planning area, including the build-out of the local street network consistent with the applicable standards.

The planning process from the TSP screens candidate projects to set aside those that may not be feasible due to environmental or existing development limitations. The remaining projects

are a combination of new and previous ideas for the transportation system that seek to address the gaps and deficiencies in the city.

The full project list, included in Appendix ~~E~~H, includes 99 projects totaling over $180 million in total investments. For the purposes of cost estimates, project design elements are identified, however, the actual design elements for any project are subject to change and will ultimately be determined through a preliminary and final design process and are subject to City, WSDOT, Clark County, and/or other partner agency approval. The projects were assigned to one of several categories:

- Multimodal Street Improvement - these projects will improve or construct new multimodal streets throughout the planning area, each with facilities for motorists, pedestrians, and bicyclists. A total of 29 projects have been identified that, as of 2024, will cost an estimated $72 million to complete.
- Intersection Improvement – these projects will improve safety and mobility at intersections throughout the planning area. A total of 19 projects were identified to construct new or improve existing intersections that, as of 2024, will cost an estimated $64 million to complete.
- Pedestrian/Bike Improvement – these projects include stand-alone sidewalk, path and roadway crossing improvements, and an integrated network of bicycle lanes, marked on-street routes and shared-use paths to facilitate safe and convenient travel citywide. A total of 39 pedestrian and bicycle projects were identified that, as of 2024, will cost an estimated $38 million to complete.
- Transit Enhancement – these projects will enhance the quality and convenience for transit passengers. One transit project was identified that, as of 2024, will cost an estimated $1 million.
- Demand/System Management – this will encourage more efficient usage of the transportation system. Two projects were identified that, as of 2024, will cost an estimated $450,000.





Transportation Facility Maps

Figure 10 Bicycle Facilities

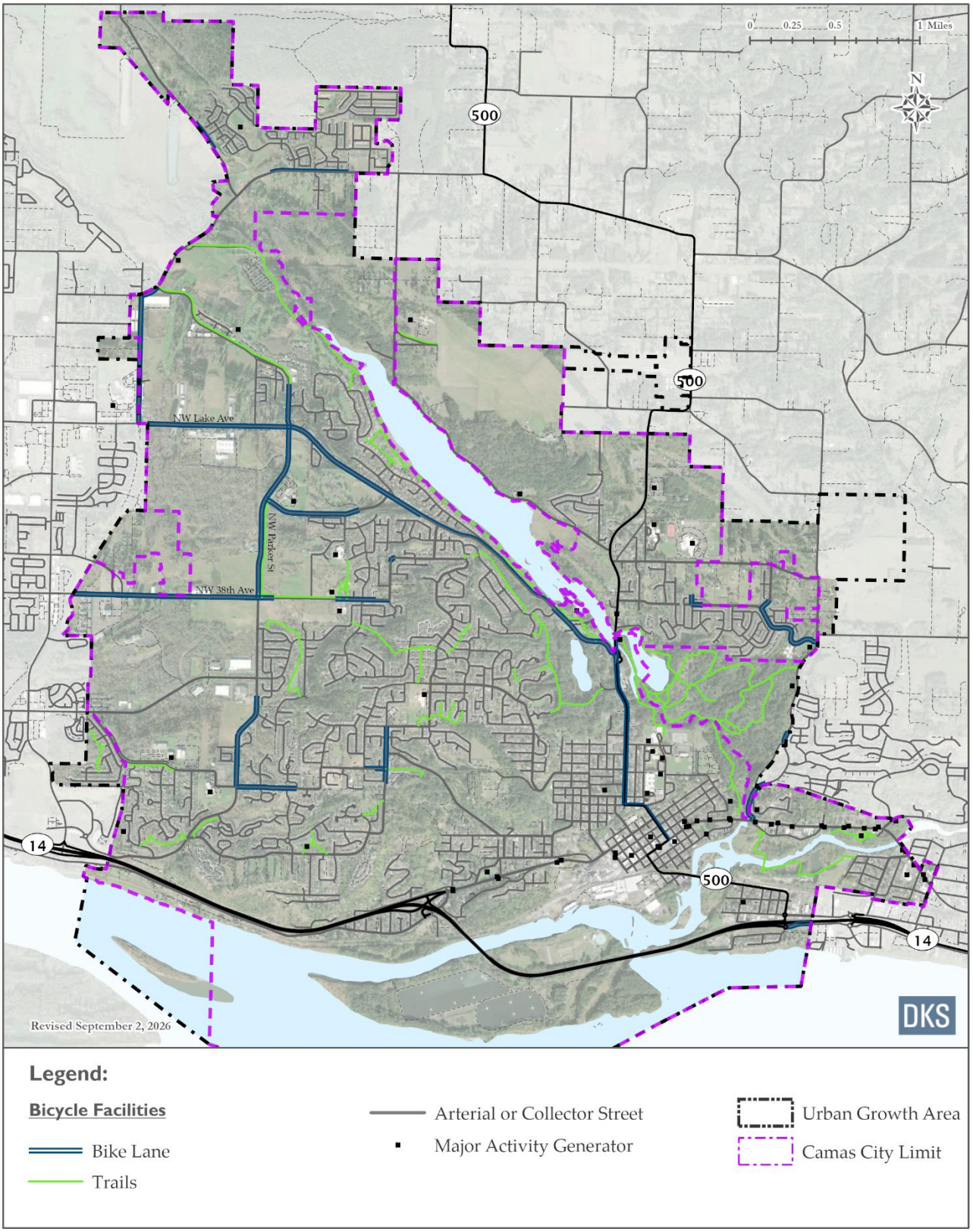


Figure 11 Pedestrian Facilities

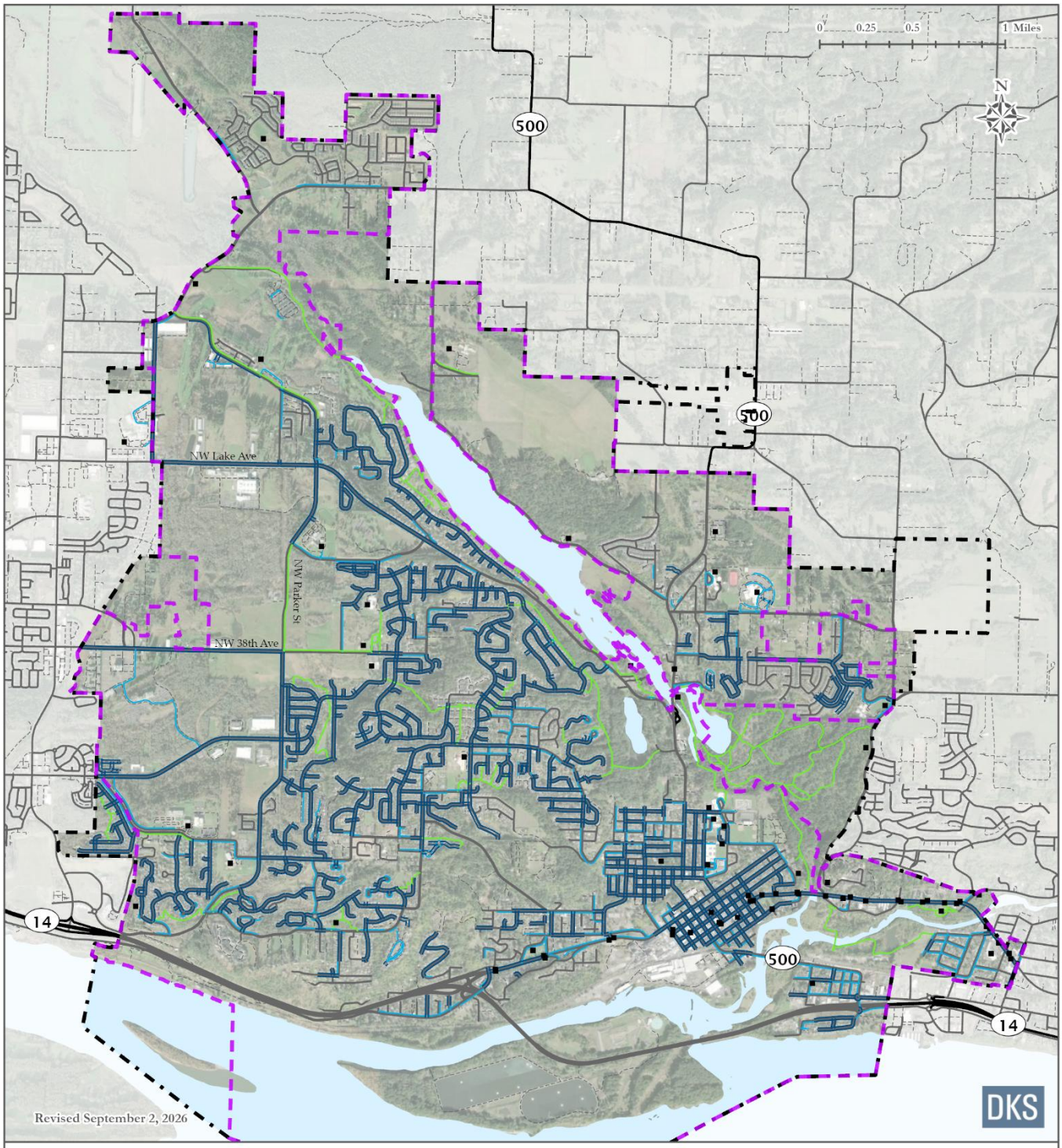


Figure 12 Street Network

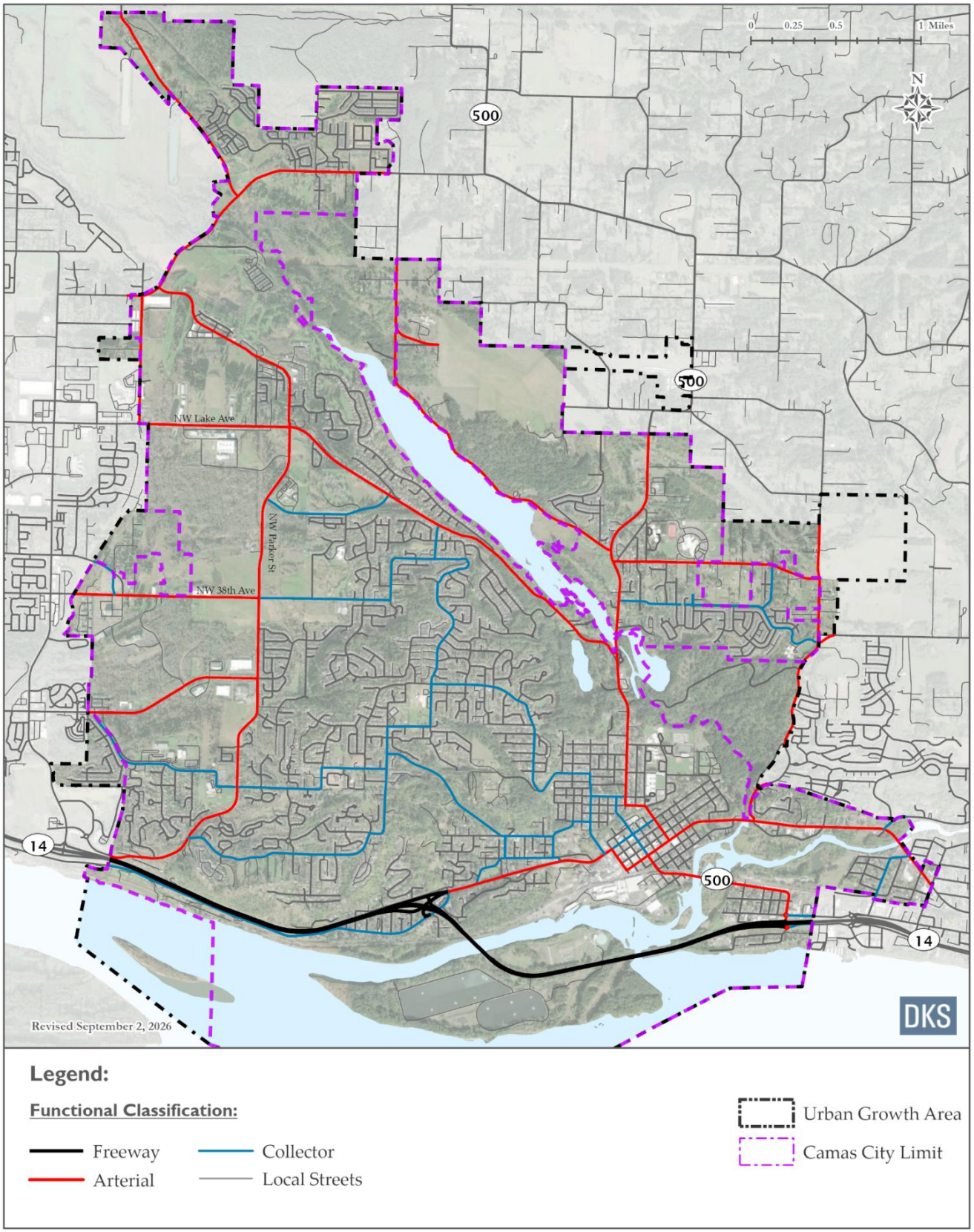
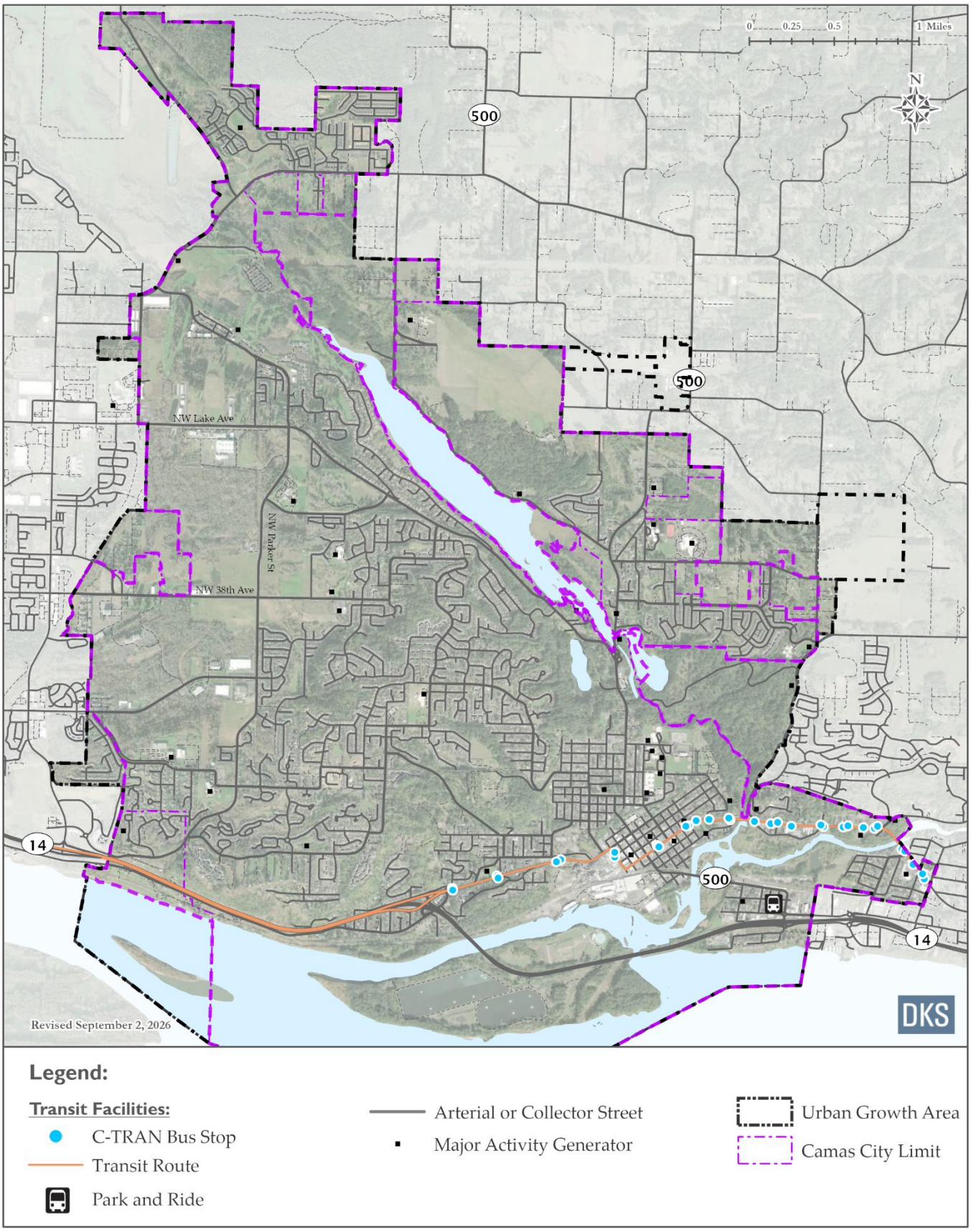


Figure 13 Transit Facilities



Transportation Goals and Policies

Goal TR-1 Complete Streets

Streets will function for all users of all abilities including bicyclists, pedestrians, transit users, and motorists.

Policy TR-1.1 Implement the Transportation System Plan (TSP) to maintain the livability of Camas and guide decision-making for transportation-related projects, policies, and design. Ensure consistency between the TSP, the Parks, Recreation and Open Space Plan and the 6-year street plan.

Policy TR-1.2 Maintain the transportation system to enhance safety and efficiency for all users, facility aesthetics, access management measures and the overall integrity of the system.

Policy TR-1.3 Construct streets that are interconnected and avoid long cul-de-sacs or dead ends. Block lengths should be less than 1,000 feet. Include pedestrian and bicycle linkages in the construction of cul-de-sacs and other forms of dead-end streets. Existing dead-end streets should be retrofitted to provide bicycle and pedestrian linkages as practicable.

Policy TR-1.4 Develop and implement design standards that provide attractive streetscapes, encourage appropriate traffic volumes and speeds, and support multi-modal safety. Include enhanced roadway features such as roundabouts, decorative lighting, and landscaping in gateways and design overlay areas.

Policy TR-1.5 Minimize access to new development and redevelopment along City arterials and consolidate access points when spacing is insufficient.

Policy TR-1.6 Provide routes designed for active transportation to encourage mode shift for short trips. Route planning should seek shortcuts and other opportunities that provide advantages to active transportation users. Public investments should support active transportation routes such as street lighting, safe crosswalks, and protected bike lanes.

Policy TR-1.7 Coordinate with Camas School District to implement a safe routes to school program to encourage the use of alternative and active transportation.

Policy TR-1.8 Develop and implement Complete Streets design in all new and retrofit street projects to support the use of alternative travel modes. Adopt engineering design standards consistent with Complete Streets goals.

Policy TR-1.9 Increase wayfinding signage for outdoor destinations throughout the City.

Policy TR-1.10 Inventory current bicycle and pedestrian networks to identify gaps in route coverage. Support filling in network gaps as new development and redevelopment occurs to create a bicycle and pedestrian network that is safe, comfortable, and accessible to people of all ages and abilities.

Policy TR-1.11 Minimize cut and fill roadway design and, where feasible, minimize restructuring the natural contours of the land.

Policy TR-1.12 Encourage the inclusion of low impact development (LID) design features (e.g. rain gardens, grass pavers, pervious pavement) in the design of road surfaces.

Policy TR-1.13 Require LED lights in new development and replace existing inventory that lack LED features.







Goal TR-2 Local and Regional Transit

Regional transit will provide safe, efficient, and dependable service to the Camas community for a variety of trips within and outside of the city.

Policy TR-2.1 Coordinate with local municipalities, Washington Department of Transportation, adjacent counties, and C-TRAN to ensure that minimum roadway and multi-modal design standards are consistent.

Policy TR-2.2 Partner with C-Tran to advocate for and develop transit options that are safe, convenient, frequent, and accessible for Camas residents.

Goal TR-3 Traffic Safety

Design and construct safe transportation facilities that meet applicable requirements.

Policy TR-3.1 Encourage traffic safety through education, enforcement, and engineering. Use traffic calming, traffic diversion, and other available tools such as landscaping, trees, and art to ensure a comfortable and safe environment for all users.

Policy TR-3.2 Provide adequate access for emergency vehicles throughout the city.

Policy TR-3.3 Develop safe pedestrian and bicycle routes between residential areas, schools, and public facilities.

Policy TR-3.4 Require new development to implement designs standards using the Neighborhood Traffic Management Plan.

Policy TR-3.5 Identify high accident areas and implement specific measures to reduce accident occurrences.

Goal TR-4 Transportation Demand Management

Transportation planning will achieve the efficient use of transportation infrastructure, increase its person carrying capacity, and accommodate and facilitate future growth consistent with land use objectives.

Policy TR-4.1 Require large employers to implement a commute trip reduction program for employees, as mandated by state law.

Policy TR-4.2 Support intergovernmental development review.

Policy TR-4.3 Support the Regional Transportation Council (RTC) with funding and staff participation to the extent possible.

Goal TR-5 Concurrency and Level of Service

The City will maintain the adopted LOS standards for all arterial streets and transit routes.

Policy TR-5.1 Encourage growth in areas with existing or planned infrastructure capacity.

~~Policy TR-5.1~~Policy TR-5.2 Pursue the programs and policies listed in the TSP in order to bring transportation facilities and services to the established LOS.

~~Policy TR-5.2~~Policy TR-5.3 Require new development to demonstrate that adequate person trips are available, or that multi-modal improvements to the transportation system will be made to accommodate the impacts concurrent with the development.

~~Policy TR-5.3~~Policy TR-5.4 Utilize traffic impact fee studies, development traffic impact analyses, and corridor studies to identify deficiencies and plan improvements to maintain or improve LOS standards.

~~Policy TR-5.4~~Policy TR-5.5 Take the following actions (in no priority order) if the probable funding falls short of meeting identified needs: 1) delay development until programs, facilities, or services can be funded; 2) obtain the revenue needed or revise the transportation plan to reflect known financial resources; 3) reassess the land use element, including land use designations and proposed densities. As a last resort measure, ~~; or 3)~~ change the transportation LOS standard~~, which is a last resort measure~~.

Goal TR-6 Transportation Revenue

Maximize the use of state and federal funds for transportation capital, operating, service, and demand improvements.

Policy TR-6.1 Maintain a capital improvement plan (CIP) that identifies construction and improvement priorities and funding.

Policy TR-6.2 Ensure that the transportation impact fee program responds to land use changes, supports connectivity, and requires new development to pay its proportionate share of needed capacity.

Policy TR-6.3 Support the Pavement Asset Management System and other maintenance programs to ensure cost-effective maintenance of transportation facilities and efficient use of public funds.

Policy TR-6.4 Develop equitable transportation impact fees to assess developers a fair-share contributions for any transportation improvements.

Policy TR-6.5 Prioritize transportation funding for multi-modal improvements that will enhance safety and access between infill areas, schools, and employment centers.

Policy TR-6.6 Focus transportation projects in economic development areas to act as catalysts for job growth.





ourCamas 2045



Public Facilities & Services

09

09. Public Facilities & Services

Purpose

Plan for adequate facilities that are consistent with the other elements, goals and policies of Our Camas 2045, can accommodate the projected population and employment growth and land use plan, and based on sound fiscal policies for the City.

Vision

In 2045, Camas residents enjoy the city's parks, trails, community centers, and other recreational opportunities. The school district draws families to the community and the library continues its vital role as a place of learning. Residents value accessible police, fire, and emergency response services. Proficient government agencies maintain existing City assets and coordinate future development.

Introduction

The City of Camas is a full-service community that offers a breadth of public facilities, services, and utilities. Public facilities include such things as City Hall, the Camas Public Library, the Public Works Operation Center, Lacamas Lodge, the Community Center, the Camas Police Department headquarters, and Fire Stations 41 and 42. The majority of the City's functions and services are carried out from these facilities.

General government services include such departments as Administration and Human Resources, Community Development, Finance, Information Technology, and the Camas Public Library. General services include but are not limited to utility billing, human resources, city clerk functions, building and engineering permits and inspection, and activities of the City Council and city boards and commissions.

Other city services include Fire and Emergency Medical Services (EMS), Police, and Parks and Recreation. Fire and EMS services are provided in Camas and, via intergovernmental agreements, beyond Camas city limits. The Camas Police Station dispatches law enforcement services throughout the community. Parks and Recreation services are housed in several facilities including Lacamas Lodge, the Community Center, and through a myriad of parks, trails, open spaces, and special use buildings.

Public utilities, administered by the Public Works Department, includes the city's sewer system, water system, and municipal stormwater system. These systems have a variety of assets that support them and are scattered throughout the city.

Public Works also operates solid waste service. Garbage trucks are dispatched from the Operations Center, the hub of Public Works' activities, and the solid waste is transported to an off-site transfer station and then to a landfill in eastern Washington. The City budgets money for capital equipment, however, the solid waste system does not require the same kinds of investments that the sewer, water, and stormwater systems require.

The public facilities and services element is divided into four sections:

- Public Facilities and Services including fire, emergency medical and police services, parks and open space, and City owned facilities
- Public and Franchise Utilities including water, sewer, stormwater, solid waste, electricity, natural gas, and telecommunications
- Capital Improvement Plan
- School Districts

Related to this element is the City's Water System Plan (Appendix ~~J~~M), General Sewer Plan (Appendix ~~K~~N), Stormwater Management Program (Appendix ~~L~~O), and Capital Improvement Plan (CIP) (Appendix ~~M~~P), which provide comprehensive project lists and schedules guiding the investment of city resources in facilities and infrastructure. These resources are made up of local revenues as well as State, Federal and other sources. The plans listed above identify projects which have secured funding as well as a list of projects which have not yet been funded.

Level of Service (LOS) Standards

Under the GMA, adequate provisions for urban governmental services must be provided in the UGA. The goals and policies in this element are provided to address anticipated growth and maintain adopted LOS standards.

COMMUNITY FEEDBACK

- **Enhance community facilities including parks and libraries**
- **Develop multipurpose green spaces for sports and other recreation that support active lifestyles**
- **Improve the Mill Ditch trail with lighting, well-maintained pathway to connect community spaces**
- **Incorporate sustainable design features (such as daylighting, solar, and green roofs) in existing and new public buildings**
- **Update the City's Stormwater Design Standards Manual to include requirements for low-impact development or green infrastructure to reduce the amount of impervious areas in new development or redevelopment projects**
- **Protect groundwater recharge areas**

Public Facilities and Services

Many of the public facilities and services listed in this element have strategic plans and actions that guide maintenance and service improvements. The identified goals and policies were given consideration based on a framework of budgetary and operational guidelines as well as these strategic plans.

Fire Protection, Emergency Medical Services, and Police Protection

The city is served by the Camas-Washougal Fire Department (CWFD), which covers 20 square miles and 33,000 residents for fire protection and 80 square miles and 65,000 residents for emergency medical services. The Camas and Washougal fire departments consolidated in 2011 through a joint contract for service to improve efficiency and lower costs. CWFD averages approximately 5,000 fire and medical calls annually. The CWFD is the only fire department in Clark County to provide ambulance transport services, which requires additional training for the firefighters in addition to fire suppression techniques.

Camas Fire and EMS operates out of two stations – Station 41 located in City Hall on NE 4th Avenue and Station 42 located off NW Parker Street. Station 42 opened in 2001, while Station 41 was constructed in 1967 as part of City Hall.

Voters approved a capital construction bond in August of 2024 for a new downtown station and headquarters to replace Station 41. It will be located on the property occupied by the City Hall Annex building just west of City Hall on NE Fourth Avenue. When construction of the new Station 41 is completed in 2027, there will be vacated space in the City Hall building. Future uses for the vacated space have not been determined.

A Facility Conditions Assessment (FCA) (Appendices F and G) was completed in 2021 and lists some deficiencies in Station 42 in the form of HVAC, plumbing, electrical, and interior finishes that will be addressed with funding from a general obligation bond.

Beginning January 1, 2027, the Camas-Washougal Fire Department will become a regional fire authority operating independent of the City of Camas. The boundaries of this new agency will cover the municipal boundaries of the cities of Camas and Washougal.

The Camas Police Department operates a full-service police department from one location near the downtown core on NE 3rd Avenue. This 15,000 square-foot facility was built in 1998 and includes a 1,500 square-foot community/training room. Services include police response, community engagement, school resource officers, investigative follow-up, parking enforcement, code enforcement, and records services.

The City is currently investing over $400,000 in upgrades to the Camas Police Station by replacing end-of-life mechanical equipment. This investment will make it more cost-effective and environmentally resilient.

Parks, Trails, and Open Space

Camas' Comprehensive Parks, Recreation, and Open Space (PROS) plan, updated in March 2022, outlines a community vision for Camas that includes a high-quality park and recreation system, with a comprehensive open space and trail system linking all recreational sites to the regional trail network. The PROS plan is adopted by reference and included as Appendix ~~H~~K.

Parks and recreational opportunities in Camas include neighborhood parks that serve individual neighborhoods, natural open space areas that preserve resources throughout the community, and special use areas for specific recreation needs. Supplementing these are public and private sites and facilities, such as school sites, regional parks, and privately-owned recreation facilities.

In response to the community's feedback on the PROS plan, the City completed a Parks and Open Space Management Plan (POSMP), included as Appendix L~~I~~. The purpose of the POSMP is to maintain the existing facilities, fill gaps and improve trail connections, and develop and improve existing parks. The POSMP outlines a strategic vision for the thoughtful management of parks and open spaces within the city, ensuring that they continue to serve as resources for all users. The City will need to coordinate the POSMP with the comprehensive plan to ensure consistency.

During the City's review of land use designations, the PROS plan was reviewed to ensure that sufficient land is designated as Parks and Open Space.

Camas receives impact fees paid by new development for park, trail, and open space improvements that increase the capacity of the system. The expenditure of the collected fees will be applied to the total costs of implementing projects that are identified in the PROS Plan project list, and as further refined by the City's Capital Improvements Plan.

City Facilities

The comprehensive FCA reviewed 17 publicly owned buildings located at 11 different sites. The total square footage of the surveyed buildings is just under 276,000 square feet.

The FCA report notes the total replacement value of all facilities at $61 million in 2022 dollars. The reported deficiencies for the years 2022-2027 total $17 million with the priority needs (life safety and code issue deficiencies) at $6.3 million. Long-term needs would require $18 million for major maintenance projects.

Recently, the City appropriated funding, through limited general obligation bonds, to pay for many of the items listed as priority needs in the FCA. This approximately $7 million has allowed the City to attend to some of the high priority deficiencies.

Noteworthy on the list is Station 41 and the City Hall Annex. With passage of a voter approved bond in 2024 specifically to replace Station 41, the City Hall Annex building will be demolished, and the site will house the new Station 41, which will also serve as the headquarters of the new regional fire authority.

The Camas Public Library, located across the street from City Hall on NE 4th Avenue, provides library services to the community at-large. According to the FCA, the library is in need of priority improvements to address immediate deficiencies. Since the date of the report, the City is funding a number of deficiencies through a general obligation bond.

City and Franchise Utilities

Water

The City owns and operates a multi-source municipal water system which includes supply, treatment, storage, and distribution of potable water to residential and commercial customers. The City currently obtains its water from ten groundwater wells and two surface water sources that are treated to provide high quality water to customers. The City owns over 143 miles of pipelines in its water transmission and distribution system. Service is provided to customers across five major pressure zones and 18 subzones. Eight booster pumping stations are used to move water between pressure zones. Seven storage facilities, with a combined total of 8.45 million gallons (MG), provide storage for normal and emergency conditions, such as fire suppression. Additionally, distribution system includes numerous meters, isolation valves, and hydrants. Additional information regarding Camas Water Service, including existing and future capacity analysis, is available in Appendix MJ, Water System Plan (2019).

Figure 14 Water System Map

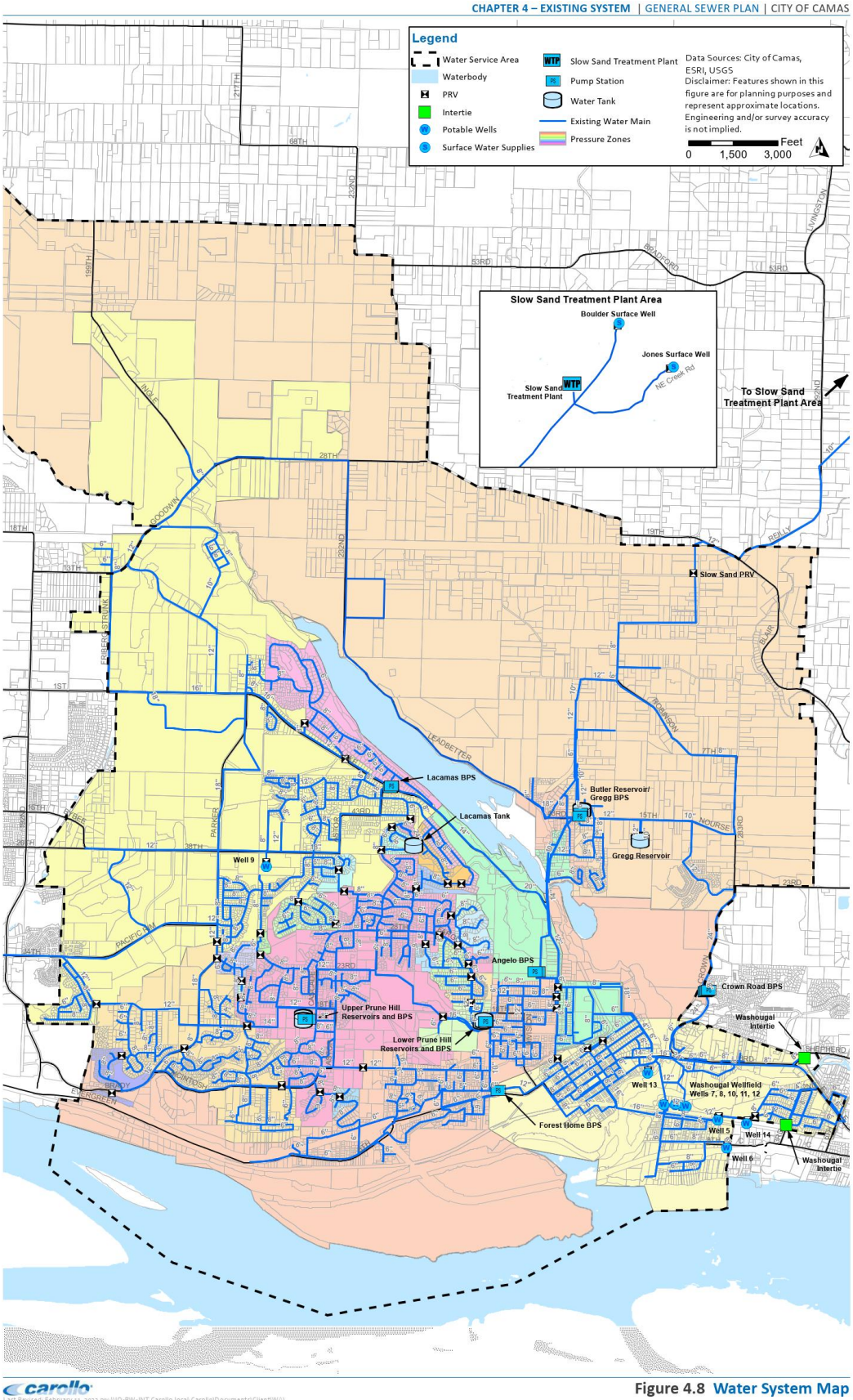


Figure 4.8 Water System Map

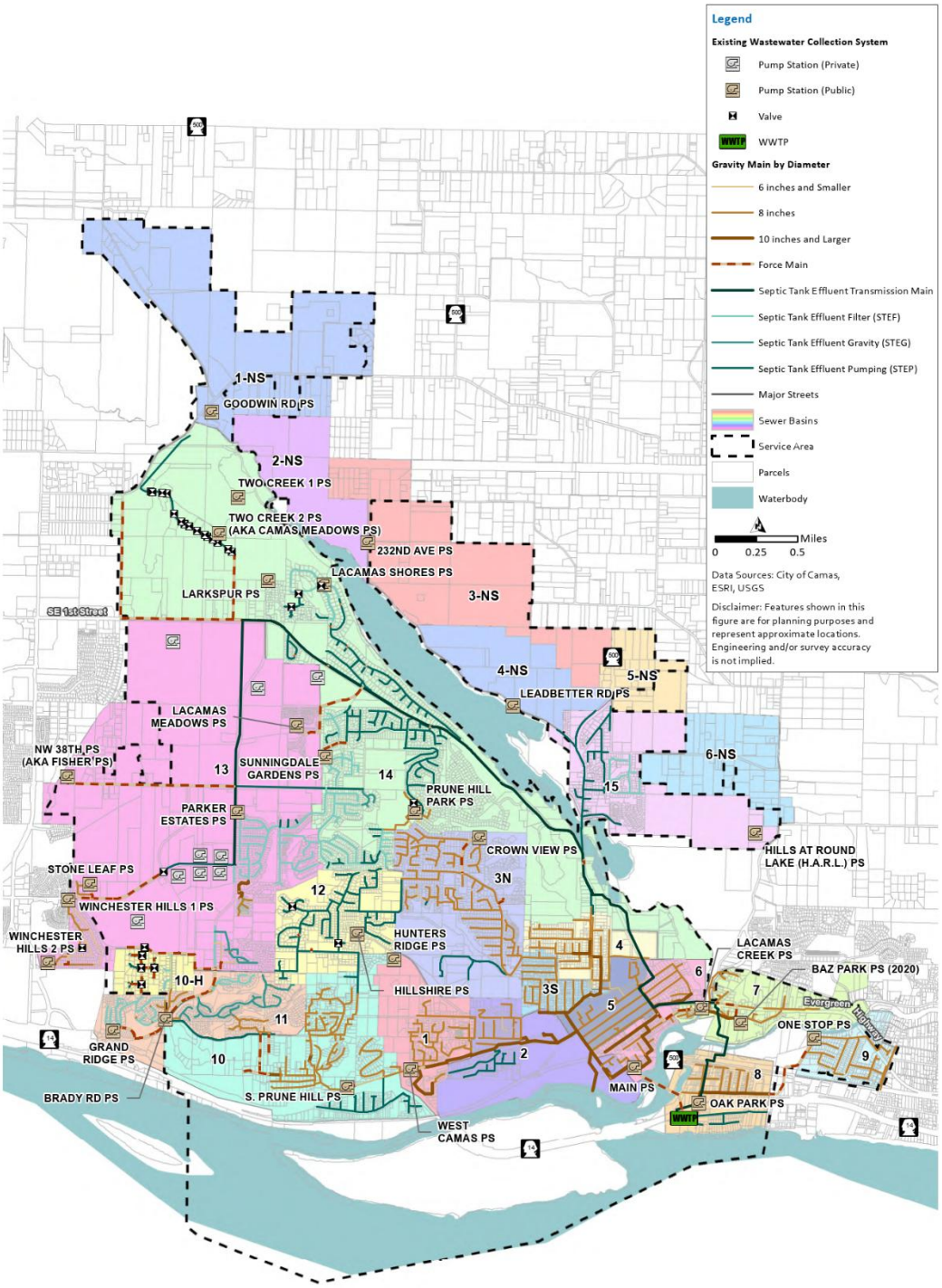
Sewer

The majority of the 7,700-acre UGA and the sewage collecting infrastructure inside the city limits is owned and operated by the City of Camas. The collecting system consists of traditional gravity sewers, pump stations, force mains, and septic tank effluent systems. The system includes 38,260 linear feet of force main, 29 lift stations, and 236,200 linear feet of gravity mains. Approximately half of the city is served by septic tank effluent systems and the other half by a traditional collection system. The City gathers, treats, and discharges wastewater into the Columbia River at the Camas Wastewater Treatment Plant (WWTP). See Figure 15 for a map of the existing system.

The City of Camas Sewer Division serves residences and commercial buildings, with approximately 8,500 customers, comprised of industrial, commercial, and residential users.

A collection system flow metering and projection of future need was conducted in 2018/2019 to evaluate the collection system using the City's hydraulic model. The results of this analysis are available in Appendix N, General Sewer Plan (2022), which develops a management plan for the system over the next 20 years.

Figure 15 Existing Wastewater Collection System



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Figure ES.2 Existing Wastewater Collection System

~~The City of Camas Sewer Division serves residences and commercial buildings, with approximately 8,500 customers, comprised of industrial, commercial, and residential users.~~

~~A collection system flow metering and projection was conducted in 2018/2019 to evaluate the collection system using the City's hydraulic model. The results of this analysis are available in Appendix K, General Sewer Plan (2022), which develops a management plan for the system over the next 20 years.~~

Stormwater

The stormwater runoff generated from approximately 7,500 acres across the city of Camas is managed through 75 miles of stormwater conveyance pipe and 1,800 stormwater inlets and catch basins. The stormwater conveyance system is owned and maintained by the City. The City also owns and maintains stormwater facilities, including underground treatment vaults, detention ponds, biofiltration swales, wet ponds, drainage ditches, and culverts. These have been geolocated on the City's Stormwater Management Action Plan (SMAP) Public Input Map. The SMAP identifies actions to protect and improve receiving waters' water quality. Commercial and residential stormwater facilities are privately owned and maintained per stormwater code CMC 14.02.200 Ownership and Maintenance. These privately owned facilities within the city are geolocated on the SMAP Public Input Map. Additional details on stormwater management in Camas can be found in Appendix ~~L~~O, Stormwater Management Program (2026), which is reviewed and updated annually. A map of city owned and private stormwater facilities is available online: Camas Stormwater Facilities.

Solid Waste

The City owns and operates its own solid waste utility which provides for the collection and transfer of solid waste refuse to the Clark County-owned Washougal Transfer Station. The City is responsible for managing garbage collection within the Camas boundaries. The City has established universal compulsory solid waste collection, requiring all residents and businesses to maintain solid waste service. The City contracts with Waste Connections of Washington to provide recycling and yard debris management, collection, and disposal. The City also contracts with Waste Connections to provide large container service (larger than 2 cubic yards) to those with greater solid waste handling needs.

All cities and towns in Clark County have delegated responsibility for solid waste transfer and disposal planning to the County, including Camas. The currently adopted Clark County Comprehensive Solid Waste Management Plan (CSWMP) was adopted in October 2025. Agreements between Clark County and its cities commit each to the plan and to the plan's waste disposal system.

Franchise Utilities

There are several other utilities, some of which are provided by public entities and others by private entities, that contribute to the functionality and prosperity of the community. The main utilities include electricity, natural gas, and telecommunications. Electricity is provided by Clark

Public Utilities (CPU), a customer-owned public utility; natural gas is provided by Northwest Natural; and telecommunications, including high-speed internet, are provided by a variety of companies (e.g. Comcast, Verizon, Frontier, etc.). No detailed inventory regarding the capacity of these utilities is available.

Electrical

Clark Public Utilities (CPU) (https://www.clarkpublicutilities.com/) provides electricity to Camas and throughout Clark County. CPU balances strategic planning for the future with present rate and service stability in compliance with changing requirements at the local, state, and federal levels. CPU is led by an elected board to plan for integration of new technologies and has indicated there is ample capacity to meet existing demand for areas within both the incorporated City limits and the UGA. Power supplies are provided through a combination of power supply contracts and purchases from the generating system.

Natural Gas

Delivery of natural gas to Camas and its UGA is provided by Northwest Natural (https://www.nwnatural.com/). The delivery of natural gas is governed by the Federal Energy Regulatory Commission, the National Office of Pipeline Safety, and the Washington Utilities and Transportation Commission (WUTC). The City's regulations include safety and emergency provisions, LOS standards, and rate limitations. Northwest Natural provides natural gas service to all of Clark County. The alignment of the main pipeline crosses the Columbia River at the area of the Port of Camas-Washougal. Additionally, Northwest Natural is improving its backbone through the City with the installation of a large-diameter high-pressure gas main connecting Lake Road and Pacific Rim Boulevard.

Telecommunications

Verizon provides local telephone service to the City and its UGA. Many of the telecommunication facilities, including aerial and underground, are co-located with those of the electrical power provider. Frontier Communications also provides telecommunications to a large number of customers in the Camas area. Contact information for telecommunication utility providers is available on the City of Camas website (https://www.cityofcamas.us/utilities/page/new-resident-information).

Capital Improvement Plan

The 6-year Capital Improvement Plan (CIP) is a significant component of the financing plan and is adopted as part of the biennial budget. It includes a list of projects, project start dates, estimated cost, and funding. The CIP is a shorter term funding plan that directs available resources to specific projects including street preservation and improvements, fire and EMS, parks and recreation, stormwater, water, and sewer projects. The 2025-2026 CIP is included as Appendix ~~M~~P.

The first two years of the CIP are typically consistent with the adopted City budget. However, since capital expenditures often impact multiple years after funding has been committed, it is

prudent to plan ahead for the expenditure of funds for at least four years or longer. Additionally, some of the City's adopted plans include longer term expenditure plans in which resources are actively being pursued when opportunities arise.

School Districts

Public schools are recognized as one of the largest public services within the community. Education serves one of the most important roles in community health as the quality of education today impacts the skill levels, employment rates, labor supply, and wages of tomorrow.

The Camas School District has the most, and some of largest, public facilities in the Camas Urban Growth Area. The UGA spans two school districts. Camas and Evergreen School Districts are responsible for facility planning and service levels of the districts and coordination with the city's overall development. Both school districts are currently evaluating school facilities and overall needs to serve the community.

The Camas School District has prepared a 2022 Capital Facilities Plan (CFP) (Appendix ~~P~~S) to provide the County and the Cities with a schedule and financing program for capital improvement needs over a six year period (2022-2028) to ensure that adequate facilities are available to serve new growth and development.

The collection of school impact fees generates partial funding for construction of public facilities needed to accommodate new development. School impact fees are collected by the cities and County on behalf of the District at the time plats are approved or building permits are issued. Impact fees are calculated based on a formula, which includes the portion of District construction resulting in increased capacity in schools. The districts submit their capital facilities plans every other year, accompanied by impact fee calculations. The plans describe the existing and planned school facilities and services.

Anticipated property acquisition and new construction is based on the enrollment forecast, capacity, the District's educational standards and the community's support of finance tools to fund improvements.



Public Facilities and Services Goals and Policies

Goal PFS-1 Fire Protection, Emergency Medical Services, Police Protection

Provide fire protection, emergency medical services, and police protection to Camas and accommodate growth in the community.

Policy PFS-1.1 Plan for fire and emergency medical services to include adequate land, building, and equipment to effectively serve the geographic area of the city north of Lacamas Lake (North Shore).

Policy PFS-1.2 Assess the level of service needs and provide fire, advanced life support emergency medical, and police services that meet the community demand. Maintain service levels as growth occurs.

Policy PFS-1.3 Ensure the installation of commercial fire sprinklers where required by code and strongly encourage their use when installation is optional.

Policy PFS-1.4 Pursue funding to maintain fire facilities, including all fire apparatus at levels that best serve the community. Fire apparatus includes fire suppression equipment such as engine, water tenders, brush trucks and command officer vehicles.

Policy PFS-1.5 Require all new residences to install fire sprinkler systems.

Policy PFS-1.6 Plan police annex facilities at strategic locations throughout the City.



Goal PFS-2 Parks, Trails and Open Space

A network of parks, trails, and open space will connect neighborhoods, wildlife corridors, and natural resources and enhance the quality of life for residents and visitors. Refer to the Camas PROS plan for additional goals and policies.

Policy PFS-2.1 Provide and maintain an active transportation network to increase connectivity to natural areas, wildlife corridors, and other natural resources in Camas.

Policy PFS-2.2 Ensure every neighborhood has access to a park within a 15-minute walk or roll.

Policy PFS-2.3 Provide safe and maintained parks, natural areas, and other recreational spaces that are accessible for all ages and abilities.

Policy PFS-2.4 Provide a continuous trail network around Lacamas Lake with ample access points, prioritizing active transportation users. Consider new public access points through dedications, easements, and acquisitions. Partner with transit agencies to plan and implement transit service to Lacamas and Round Lake.

Policy PFS-2.5 Explore the development of dog parks within special use park areas to balance the needs of pet owners and other park users.

Policy PFS-2.6 Encourage the development of parks and playgrounds that have ample facilities for all users.

Policy PFS-2.7 Work with the Camas Parks & Recreation Department to acquire land for parks, trails, recreational uses, and habitat conservation.

Policy PFS-2.8 Enhance water conservation methods and technologies in development of irrigation infrastructure within parks and recreation areas.

Goal PFS-3 City Facilities and Services

Provide facilities and services to support the functions of City government and the community, including cemetery, animal control, and the public library.



Policy PFS-3.1 Develop an expansion plan (e.g., new municipal facility, meeting space) to accommodate additional personnel.

~~Policy PFS-3.2 Ensure that the municipal building and primary services remain downtown.~~ Maintain a strong civic presence in Downtown Camas, while exploring opportunities to expand and distribute municipal facilities and services throughout the City.

~~Policy PFS-3.3~~Policy PFS-3.2 Incorporate sustainable and low climate impact design into city buildings. ~~Promote~~Consider LEED certification ~~(or similar)~~or other sustainable design strategies and best practices when developing or renovating ~~for all~~ publicly owned facilities.

~~Policy PFS-3.4~~Policy PFS-3.3 Utilize the City's capital improvement program to develop alternative transportation facilities and electric vehicle charging infrastructure for public facilities.

~~Policy PFS-3.5~~Policy PFS-3.4 Maximize the developed and undeveloped property for cemetery use to meet future burial needs and trends and meet residents' service expectations.

~~Policy PFS-3.6~~Policy PFS-3.5 Provide economic stability to the cemetery fund by reducing dependency on the general fund.

~~Policy PFS-3.7~~Policy PFS-3.6 Develop a strong volunteer and donation program for the cemetery.

~~Policy PFS-3.8~~Policy PFS-3.7 Continue animal control partnership with the City of Washougal.

~~Policy PFS-3.9~~Policy PFS-3.8 Maintain funding and support for library services that meet the demands of current and future residents.

~~Policy PFS-3.10~~Policy PFS-3.9 Assess need and solutions for additional library services throughout the growing City.

Goal PFS-4 City and Franchise Utilities

Provide utility services, including energy and communication facilities and their services, to all businesses, residents, and properties in the City limits.

General Utilities Policy

Policy PFS-4.1 Maintain and improve City utility systems through preventative maintenance and regular assessments and improvements to meet regulatory standards.

Policy PFS-4.2 Where service is available, require connection to public water for domestic and irrigation needs and connection to sewer systems. Promote connection to sewer and water before system failure of private well or septic.

Policy PFS-4.3 The City should be the sole provider of urban services, including water and sewer, within the UGA for sewer service and the Water Service Area for water. Require all new construction connect to city systems. Prohibit construction of new private wells and subsurface sewage disposal systems in new developments.

Policy PFS-4.4 Do not extend utilities without annexation or commitments for annexation. Exceptions may be made in cases where human health is threatened. In areas where utilities presently extend beyond City limits, but are within UGAs, plan development jointly with the County. A joint development must be consistent with City standards.

Policy PFS-4.5 Coordinate plans for providing public utility services in UGAs and rural areas with plans for transitioning undeveloped land to urban uses.

Policy PFS-4.6 Plan public utility services so that service provision maximizes efficiency, cost effectiveness, is equitably distributed and ensures concurrency. Coordinate with other entities to provide services within the urban area.

Policy PFS-4.7 Update capital facility plans on a regular cycle that aligns with the Comprehensive Plan's projection year to ensure public facilities meet the needs of the community.

~~Policy PFS-4.6~~Policy PFS-4.8 Take the following actions (in no priority order) if the probable funding falls short of meeting identified needs to maintain or expand facilities: 1) delay development until programs, facilities, or services can be funded; 2) obtain the revenue needed or revise the Capital Facilities Plan to reflect known financial resources; 3) reassess the land use element, including land use designations and proposed densities; or 4) change the LOS standard.

Water Service Policy

~~Policy PFS-4.7~~Policy PFS-4.9 Extend adequate public water service throughout the City's urban areas that meets state requirements and provides minimum fire flow as required by the Fire Marshal.

~~Policy PFS-4.8~~Policy PFS-4.10 Conserve and protect groundwater resources to provide safe, clean, high quality drinking water to residents.

~~Policy PFS-4.9~~Policy PFS-4.11 Ensure water infrastructure is designed to City standards and is in place prior to land development.

~~Policy PFS-4.10~~Policy PFS-4.12 Coordinate with Clark County and other purveyors to eliminate private systems in accordance with the Clark County Coordinated Water System Plan.

~~Policy PFS-4.11~~Policy PFS-4.13 Coordinate with the County and the cities of Vancouver and Washougal to protect groundwater from contamination.

~~Policy PFS-4.12~~Policy PFS-4.14 Expand municipal reclaimed water systems and allow onsite non-potable water systems to reduce water demand in private-sector commercial and residential buildings.

~~Policy PFS-4.13~~Policy PFS-4.15 Eliminate the introduction of groundwater and surface water into the sewer system.

Sewer Services Policy

~~Policy PFS-4.14~~Policy PFS-4.16 Extend public sanitary sewer service, as required, throughout urban areas. Service may be provided outside urban areas to serve areas where imminent health hazards exist.

~~Policy PFS-4.15~~Policy PFS-4.17 Use traditional gravity sewer systems (in lieu of STEP systems) to serve future customers and reduce maintenance and power costs.

~~Policy PFS-4.16~~Policy PFS-4.18 Coordinate with Clark County to eliminate septic systems.

Stormwater Policy

~~Policy PFS-4.17~~Policy PFS-4.19 Provide a stable funding source to meet National Pollutant Discharge Elimination Systems (NPDES) Phase II requirements to manage and control stormwater runoff.

~~Policy PFS-4.18~~Policy PFS-4.20 Inspect homeowner association and other private facilities and provide directions and standards for repair.

~~Policy PFS-4.19~~Policy PFS-4.21 Meet water quality standards by providing best management practices for development activities.

~~Policy PFS-4.20~~Policy PFS-4.22 Establish baseline flows on each drainage basin or sub-basin for the analysis of deficiencies.

~~Policy PFS-4.21~~Policy PFS-4.23 Consider stormwater impacts during land use review processes and develop standards that would reduce the amount of impervious surface on existing and new development, including the creation and adoption of low-impact development standards and the use of green infrastructure, to address increased storm intensities and stormwater runoff.

~~Policy PFS-4.22~~Policy PFS-4.24 Require new development or redevelopment to comply with the Camas Stormwater Design Standards Manual and design criteria.

~~Policy PFS-4.23 Protect natural stream courses for water quality.~~

~~Policy PFS-4.24~~Policy PFS-4.25 Manage stormwater to safely pass surface water and maintain water quality of lakes, streams, and rivers.

Solid Waste Policy

~~Policy PFS-4.25~~Policy PFS-4.26 Provide for solid waste service throughout the City through continuance of self-collection of solid waste and contracting with private waste management companies to provide recycling and yard debris collection options.

~~Policy PFS-4.26~~Policy PFS-4.27 Continue a system of universal compulsory solid waste collection.

~~Policy PFS-4.27~~Policy PFS-4.28 Coordinate with the County to implement the Clark County Solid Waste Management Plan (CSWMP). Reduce the total production of waste, increase the recycling rate of waste that is produced, and properly manage and dispose of waste that is not recycled. Provide education and

outreach to businesses and the public on benefits and opportunities for waste reduction and recycling. Focus on residential recycling rates to improve participation rates similar to the rest of the County.

~~Policy PFS-4.28~~Policy PFS-4.29 Work with solid waste utility companies to determine if household food waste/compost can be accommodated in yard waste bins.

Franchise Utility Policy

~~Policy PFS-4.29~~Policy PFS-4.30 Minimize the effects on adjacent properties, the environment, and the visual quality of the community of siting, developing, operating, and maintaining facilities.

~~Policy PFS-4.30~~Policy PFS-4.31 Coordinate to provide reliable service through partnerships and agreements with utility companies.

~~Policy PFS-4.31~~Policy PFS-4.32 Promote the conservation of energy resources through the adoption of appropriate energy codes and efficient land use and transportation systems.

~~Policy PFS-4.32~~Policy PFS-4.33 Work with energy utilities to improve the safety and reliability of infrastructure vulnerable to climate change (e.g., undergrounding transmission lines).

Goal PFS-5 Capital Improvement Plan

Maintain and implement the Capital Improvement Plan in coordination with the biennial budget.

Policy PFS-5.1 Update the capital improvement plan biannually and include a statement of projected costs and sources of revenue.

Policy PFS-5.2 Ensure capital improvements enhance the community and add physical value to the City.

Policy PFS-5.3 Apply earnings from bond proceeds toward the debt service fund reserved for the future repayment of debt directly for enhancement of the project.

Policy PFS-5.4 Dedicate all or a portion of the first year of property taxes generated from newly incorporated areas to the Capital Fund.

Policy PFS-5.5 Dedicated funds and bonds may be used to fund essential capital improvement projects such as police, fire, and general municipal structures.

Policy PFS-5.6 Use voted, general obligation debt for discretionary projects such as recreation and library facilities.

Policy PFS-5.7 Prioritize projects that support the core services provided by the City.

Policy PFS-5.8 Ensure consistency of capital improvement plans with the adopted comprehensive plan map and evaluate if funding is adequate to provide necessary public facilities and services to implement the plan.

Goal PFS-6 School Districts

Support access to quality education and public schools through partnerships and investments.

Policy PFS-6.1 Encourage the Camas School District, Clark County, and the City of Camas to invest in mutual use facilities that support intergenerational and intercultural use.

Policy PFS-6.2 Coordinate planning between the Camas School District and the City of Camas to reflect school facility needs in response to growth forecasts.

Policy PFS-6.3 Ensure equitable access to schools and educational programs, specifically considering those in underserved areas, where needs and abilities may differ.

ourCamas 2045



Economic Development

10

10. Economic Development

Boosting the Local Economy

The economic health and well-being of the City of Camas is supported by providing a wide range of employment opportunities throughout the community and a setting and quality of life that is attractive to businesses and residents.

Vision

In 2045, Camas has cultivated a diverse and thriving economy with stable employment opportunities and living-wage jobs across various sectors, including technology, healthcare, manufacturing, retail, recreation, and professional services. Camas residents have access to a wide range of services and amenities in their community, while benefiting from excellent regional connectivity and the city's proximity to Portland International Airport. Camas is a gateway to nature and recreational opportunities, supporting regional tourism in the area. Camas is home to a thriving economy and diverse businesses, affording residents ample employment opportunities. Neighborhood commercial hubs connect residents to daily services and amenities through a network of sidewalks and bike lanes, improving access and connectivity. Professional office, medical, and industrial uses typify western Camas, with retail businesses supporting these firms and nearby residents. The North Shore area will fulfill the employment and retail needs of the growing population on the northeast side, and reduce trips outside the city. Downtown Camas anchors the community with a dynamic economic landscape and retains its historic atmosphere as a walkable, attractive place to shop, dine, and gather. Inclusive housing options within the city's core contributes to a town center that supports local businesses.

Approach for Updating this Element

The approach for updating the economic development element for the 2026 to 2045 planning horizon was informed by community input (outlined below), state legislation requirements, priorities, and a comprehensive economic profile. This profile integrated the best available information from public and private data sources to assess the city's economic trajectory, opportunities, challenges, and economic conditions and competitiveness. These insights help build a factual basis for the updates.

Community Engagement Insights

Interactive open houses and interviews with stakeholders provided information about economic development strengths,

challenges, opportunities, and actions in Downtown Camas and other areas in the City. Engagement activities identified the following themes that could contribute to future decision-making related to economic development in Camas.

COMMUNITY FEEDBACK

- **Support for infill development in North Shore**
- **Maintain land for commercial and manufacturing jobs**
- **Maintain Downtown's quaint, small-town character and support the mix of older and newer businesses**
- **Increasing housing density near Downtown will support more amenities in the area**
- **Need for more indoor and outdoor gathering spaces**
- **Explore opportunities for ground floor activation**
- **Partner with groups such as the Chamber of Commerce, Port of Camas-Washougal and CREDC to proactively recruit new businesses and industries and ensure that tools and incentives are in place to attract and retain living-wage employment**
- **Support local businesses and provide incentives for new businesses and industries with a grant program**

City of Camas Competitive Position

The city's competitive position can be summarized in terms of strengths, weaknesses, opportunities, and threats. These represent internal and external factors that can have positive or negative impacts on economic outcomes in Camas. Several ideas added to the summary below are based on feedback received through community engagement activities. Table 11~~Table 9~~ below outlines key findings associated with economic growth and development.



Table 11~~9~~ Strengths, Weaknesses, Opportunities, and Threats Summary Analysis

STRENGTHS

High quality of life amenities like parks and recreation opportunities including new City investments in capital projects.

- Downtown experiencing high visitation and high demand for retail spaces (increasing rents, low vacancy).
- Responsive permitting, ongoing maintenance of the public realm.
- No Washington State income tax.
- Proximity to Portland International Airport.
- Well regarded public schools.
- The Downtown Camas Association is completing a comprehensive Downtown lighting plan with a state grant to support safety.

WEAKNESSES

Rising housing costs, purchasing a home is unaffordable for those under 120% AMI.

- High industrial rents and very low industrial real estate vacancies.
- Development standards related to height was cited as a barrier by stakeholders.
- Need Downtown development to be feasible to build (pencil).
- Highly constrained lands may be difficult to develop for commercial or industrial land uses (such as in Washougal).

OPPORTUNITIES

Attract highly skilled workers with locational flexibility.

- Develop pathways for youth to gain skills and seek jobs in Camas.
- Identify target industries for managing land capacity and expected growth.
- Incentives for existing business owners, wishing to expand their operations.
- Opportunities for Downtown redevelopment and partnerships with Downtown businesses and nonprofits (such as Downtown Camas Association, the Port, Chamber, Farmers Market, and more).
- Develop mill ditch into a compelling, easy, and beautiful trail system that is clear to connect with from Downtown and improve the trails to encourage local resident activity and to attract visitors.
- Need more hotels and conference space.
- City should partner more with the Downtown Camas Association on incentive programs.
- Improve pedestrian safety throughout downtown.

THREATS

Unequal rates of homeownership by race and ethnicity indicating unequal economic opportunities.

- Disparities between remote and non-remote workers.
- Anchor employer changes.
- Safety threats that could be supported by better lighting, street tree improvements, safer crossings for pedestrians in the Downtown.
- Need to balance preserving historic features with new development in Downtown.

Broad Planning Context

Comprehensive planning in Washington is guided by the Growth Management Act (GMA), a series of statutes first adopted in 1990 which requires cities and towns within the state's most populous counties to fully plan for future growth (RCW 36.70A) and develop mandatory comprehensive plan elements. State provisions set limits on what actions cities and counties can take to support economic development. Article 8, Section 7 of the state constitution specifies that "No county, city, town or other municipal corporation shall hereafter give any money, property, or loan its money, or credit to or in aid of any individual, association, company or corporation, except for the necessary support of the poor and infirm."[18] Given this limitation, cities generally cannot directly use public funds to attract private development and instead target policies that facilitate economic growth through land use, infrastructure, tourism, marketing, and partnerships with nonprofit community-based organizations.

Cities in Washington also coordinate with county-level Associate Development Organizations (ADOs) that represent each of Washington's counties, funded in part by the state Department of Commerce. The Columbia River Economic Development Council (CREDC) represents Clark County and presents a baseline of goals and objectives for the region. Their former 2018-2023 Comprehensive Economic Development Plan outlined goals and actions based on a vision and set of values and guiding principles identified through extensive engagement with local partners, which have carried through and expanded with the more recent 2024 Comprehensive Economic Development Plan with new supplemental actions to encourage economic development for communities within Clark County.

New objectives in CREDC's regional economic development plan expand on support for entrepreneurship, placemaking investments, fostering development and redevelopment projects, and expanding equitable employment opportunities. The Plan also recognizes the growing role of smaller cities like Camas outside of Vancouver which are seeing fast population growth and opportunities to develop their own employment bases.







[18] RCW 35.21.703 does allow cities to contract with nonprofit corporations to advance economic development.

Table 12~~10~~ Goals and Objectives from 2018-2023 CREDC Comprehensive Economic Development Plan

Source: CREDC

	2018 Plan Objectives	2024 Update Objectives
Expand the Existing Base	• Become Industry Experts • Strategically Market Industry Clusters • Build a Start-Up Ecosystem	• Reduce Site Infrastructure Hurdles • Grow Start-Up Ecosystem • Support Permitting Consistency • Explore Commercial Code Flexibility • Foster Small Business Networking
Support People	• Foster Skills Development • Prepare Youth for Economic Opportunity • Launch a Brain Gain Initiative	• Align Workforce with Employer Needs • Enhance Access to Career Pathways • Support Talent Retention
Create Place	• Each Community Creates a Placemaking Strategy • Embrace Economic Opportunity in Urban Center • CREDC Tells the Story of Place • Make Areas Desired by Industry Clusters Shovel-Ready • Determine All Transportation Needs on a Regional Level	• Leverage Placemaking Investments • Encourage Infrastructure Investments That Cross Municipal Boundaries

The Clark Countywide Planning Policies provide guidance on economic development across incorporated and unincorporated areas of the County (the County also distinguishes policies specifically for unincorporated areas, but not for jurisdictions and their UGAs). These policies were updated in 2026.

Buildable Land Capacity and Employment Capacity

Cities fully planning for adequate land capacity to meet the needs of the community must understand their current employment base, development trends, workforce housing availability, income segments of the population, and future projections. To fully plan for growth and meet community needs in compliance with state provisions, more suburban cities like Camas that are growing in terms of employment must understand the dynamics of the local and regional

economy, consider where employment is concentrated and how residents and workers access employment opportunities, what industries are growing or declining, and whether there is sufficient space to fulfill anticipated employment land needs alongside other uses.

Washington's Review and Evaluation Program (the Buildable Lands Program, RCW 36.70A.215) requires certain counties, including Clark County, to establish their own buildable lands programs and review past development and density patterns to see if local policies are effective and prepare to plan for the next 20 years of growth, through a "Buildable Lands Report" released before a Comprehensive Plan update.

Clark County has updated its Vacant Buildable Lands Model (VBLM) as a part of their 2026 periodic update of their Comprehensive Plan. This VBLM provides a basis for the available employment capacity in the City of Camas based on available buildable land (including both vacant and underutilized land), current zoning, and market and employment density assumptions. Table 13~~Table 11~~ below shows the County's current allocation of jobs for the City of Camas and the Camas Urban Growth Area (UGA) and the 2023 Vacant Buildable Lands Model (VBLM) capacity and yield calculations.[19]

This analysis shows that the City of Camas has an overall job target of 13,658 jobs; however, not all of those jobs create demand for commercial or industrial land. The County estimates that 2,043 of the allocated jobs will consist of work-from-home employment, field-based construction employment, or government employment accommodated on public land or existing facilities. Accordingly, the employment land capacity target for Camas is 11,615 jobs as documented in Clark County's 2025 Population, Housing and Employment Allocation memorandum.[20]

Evaluating employment capacity is necessary to determine whether the job growth allocation (determined by the county) can be accommodated within the City of Camas and Camas UGA(s). Sufficient capacity is available if employment growth capacity is equal to or greater than the City's allocation. If sufficient capacity is not available, the shortfall must be addressed by rezoning, or revising allowable density, or by modifying or creating a new UGA or annexed area to provide additional area for employment growth capacity. To help provide geographic context for this analysis, see Figure 1, a map of the City of Camas and its existing and proposed Urban Growth Areas.

[19] This has been modified since the County's 2020 Buildable Lands Report, which identified 963 net buildable acres (296 on commercial land, 667 on industrial land) in the Camas UGA (Clark County Buildable Lands Report, 2023).
[20] Clark County Community Planning, 'Clark County Comprehensive Plan 2025 Update 2025 Population, Housing and Employment Allocation – Issue Paper 5,' April 2024, https://clark.wa.gov/sites/default/files/media/document/2024-04/issue_paper_5_pop-emp_alloc_4_17_24.pdf.

Table 13~~11~~ Employment Capacity and Allocation by UGA, Clark County

Source: VBLM 2023, Capacity and Yield by Jurisdiction. Note: The County total estimate is 88,100 jobs accounting for government, construction, rural, and work from home jobs.

Jurisdiction	2023-2045 Employment Allocation	2023 VBLM Capacity	Assumptions		
			Work from Home	Construction	Government
City of Camas and Camas UGA	**13,658 jobs**	**12,423 jobs**	615 jobs	879 jobs	549 jobs
Total Clark County UGAs and Cities	**83,695 jobs**	68,406 jobs	3,524 jobs	5,038 jobs	8,600 jobs

Additional analysis refining the employment capacity is underway that is based on key City of Camas zoning and UGA modifications. The City of Camas is adopting zoning modifications and expanded the UGA to allow for additional employment capacity. According to these refined employment capacity estimates, Camas has capacity for 12,423 jobs which exceeds the 2045 employment target of 11,615 jobs.

Clark County's Buildable Lands Report, 2023, Key Findings

Clark County's Buildable Lands Report was adopted in June 2022 to update the methodology and Vacant Buildable Lands Model (VBLM) and updated with 2023 data.

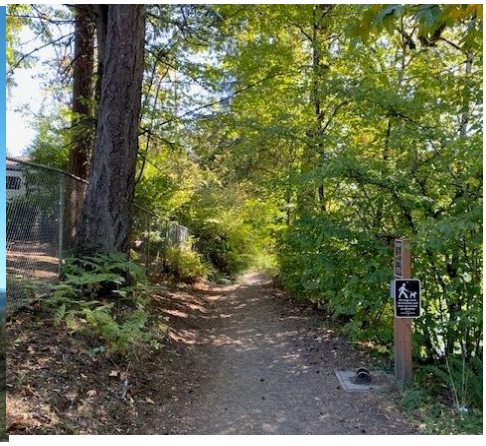
- The Clark County Buildable Lands Report and employment allocations and City of Camas estimates indicate that there is sufficient employment capacity for employment growth in the county through 2045.
- Camas has the second largest share of total projected jobs in Clark County (17.5%) after the City of Vancouver and the Vancouver Unincorporated Urban Area (U). The City of Camas is expected to have capacity to accommodate 11,363 jobs, with about half (55%) of new employment on commercial land and half on industrial (45%).

City of Camas Profile

The early economy in Camas was at first dominated by manufacturing but has shifted and diversified over time. In 2018, the mill now owned by Georgia-Pacific, shut down several facilities and all but one of its paper machines and downsized its workforce to roughly 150 workers. In 2026, the mill began a multi-year revitalization project which includes removing buildings and equipment no longer needed for papermaking as well as new investments to upgrade equipment and infrastructure. The City's past economic health was closely tied to the paper mill but has shifted to become more diversified supporting many technology and manufacturing firms, as well as a growing school system and professional offices. In the last four decades, the family-friendly city with close ties to the Portland Metropolitan Region has continued to attract more residents, especially from 1990 to 2000 by almost doubling in size to almost 13,000 people, increasing to a little over 19,000 people in 2010, and then reaching 27,420 people by 2023. Similar to the City of Vancouver, Camas has experienced high population growth over the last two decades, with an average annual growth rate of 5.2% which is double the rate in Clark County and Washington State.

Today, the City of Camas is a highly desirable place to live, offering a prime location nearby the growing cities and employment centers of Vancouver and Portland, and the smaller cities of Washougal and Battle Ground in south Clark County. The City of Camas is sandwiched between the City of Vancouver (sharing a border on the west side of Camas) to the west and the City of Washougal to the east. At a regional level, the City is interconnected to the Portland Metropolitan region, located northeast of Portland (see map below).

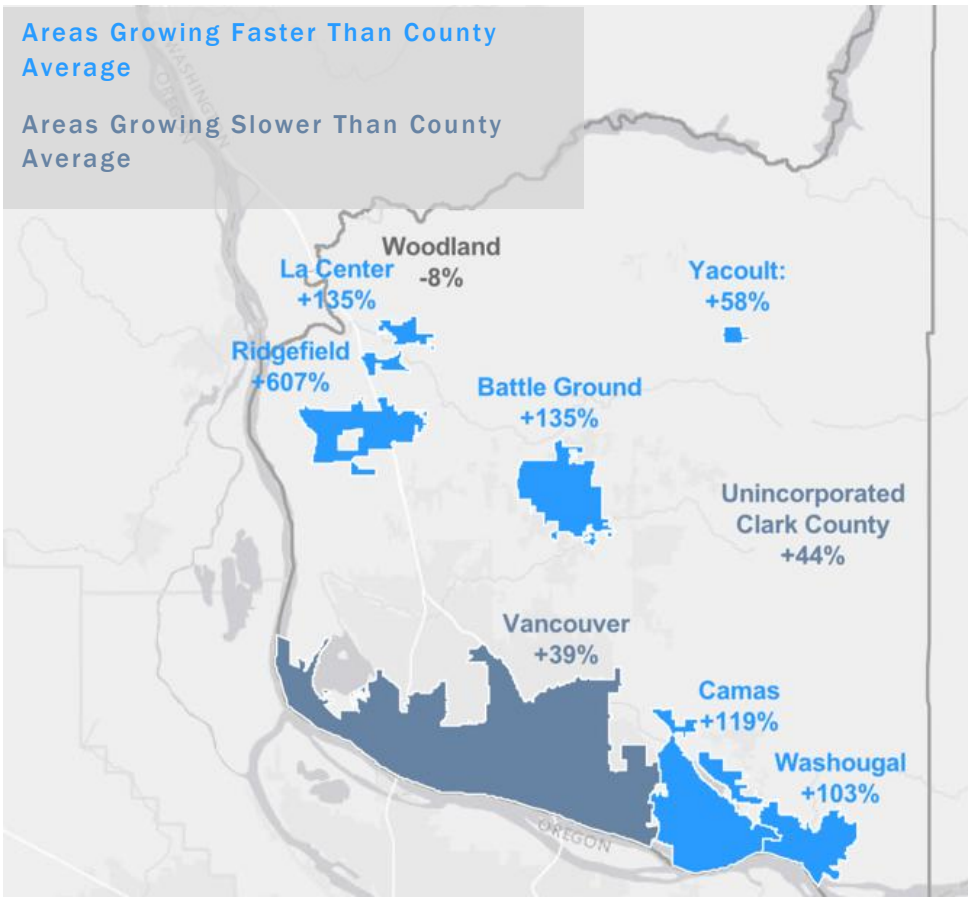


Camas has been working to advance its economic development goals in recent years while investing in quality-of-life amenities that make it a competitive location for attracting workers and residents. Recently, the City adopted a North Shore subarea plan (2022) to support community vibrancy and economic development strategies and the City is working to adopt a new Downtown subarea plan as part of the 2026 Comprehensive Plan periodic update. The City has also been expanding its inventory of parks space by leveraging the County's Legacy Lands

program to expand its offerings of natural areas and recreation facilities. As larger economic trends increase locational flexibility (especially for professional services and traditionally office-based jobs), these types of investments will be critical for cities in the region to continue drawing in and retaining a residential base and workforce. The Port of Camas-Washougal manages an airport that is outside City limits, but most of the developable land in the North Shore area is within the airport influence area.

Figure 16~~15~~ Camas Compared to Clark County Cities



Source: Office of Financial Management Population Estimates

Economic Development Overview

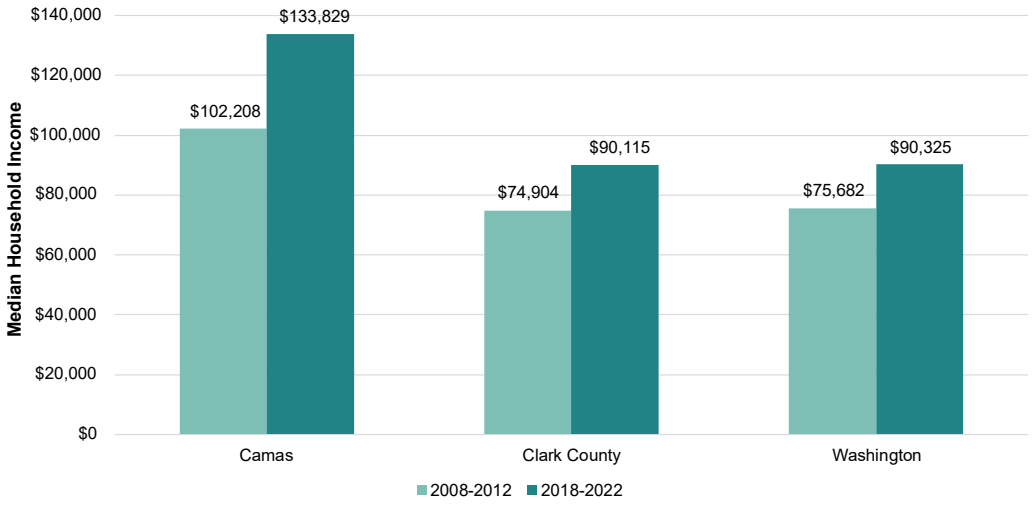
Economic development for the City of Camas is the creation and sustenance of a diverse array of employment opportunities, ensuring the tax base currently enjoyed by the City endures and is strengthened. The economic health and well-being of the City are tied to commitments to promote a wide range of employment opportunities for the community and to provide a setting and quality of life that attract businesses and residents.

Planning a diverse and vibrant economy must start by understanding current economic conditions in the City and Clark County. While the City's past economic health was closely tied to the paper mill, in more recent years, the City's economy has diversified and now supports many technology and manufacturing firms, as well as a growing school system and professional

offices. The figures below compare the median household income for Camas, Clark County, and Washington as well as employment and related trends over time.

As illustrated in Figure 17~~Figure 16~~ when compared with Clark County, wages in Camas are higher and have grown over the last decade. Higher wages can have positive impacts on other aspects of the economy, and community members have expressed their desire to support living-wage jobs, particularly in healthcare and high technology.

Figure 17~~16~~ Median Household Income, Camas, Clark County, and Washington



Source: U.S. Census Bureau, 2008-2012 and 2018-2022 ACS 5-Year Estimates
Note: 2008-2012 values are adjusted for inflation. Median household incomes are shown in 2022 $.

Growth in employment, population, and housing are interconnected. In general, communities with a high ratio of population to jobs can be characterized as "bedroom" or commuter communities, where there are fewer jobs than residents in the city. In Camas, there are roughly three residents for every one employee, indicating a continued trend from the past decade.

The ratio of jobs to housing has slightly increased from 0.9 to 1.0, indicating a healthy balance of housing units in comparison with employment and meeting the jobs-to-housing ratio of 1:1 adopted by Clark County (Resolution 2016-03-01). As the City grows, maintaining this trend can help to ensure there is adequate housing for those who work in Camas.

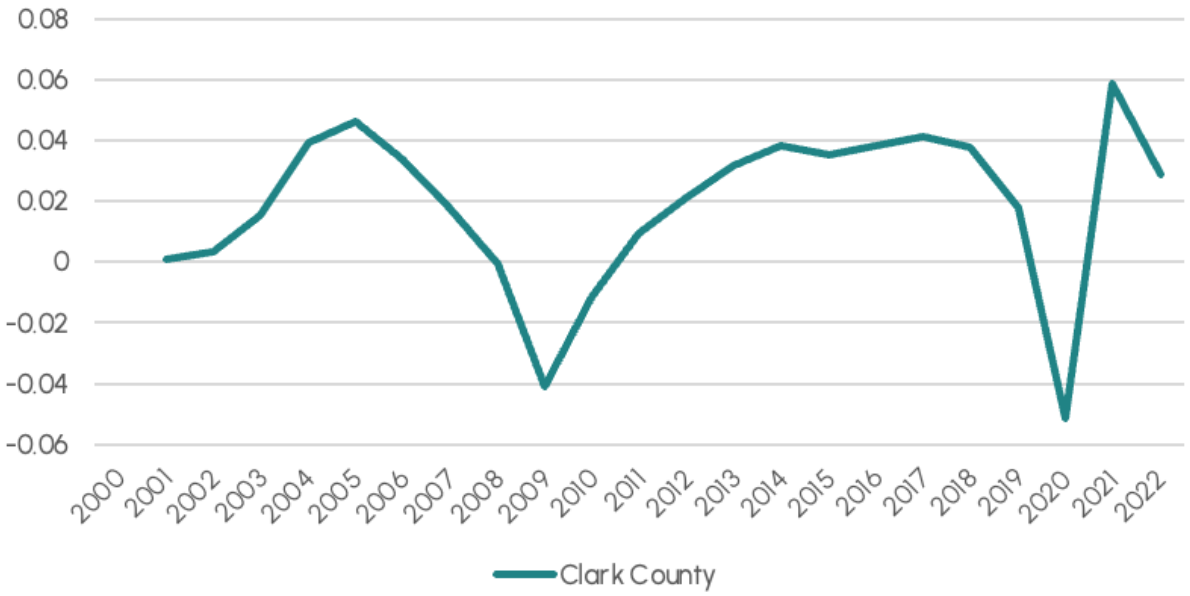
Table 14~~12~~ Population, Employment, and Jobs Comparison Ratios, Camas, 2010-2021

	Trends			Ratios	
	Population	Employment	Housing Units	Population : Jobs	Jobs : Housing
2010	19,355	6,508	7,072	3.0	0.9
2021	26,870	9,558	9,586	2.8	**1.0**

Source: OFM, LEHD-LODES. Note: Employment data is currently only available at the City level through 2021.

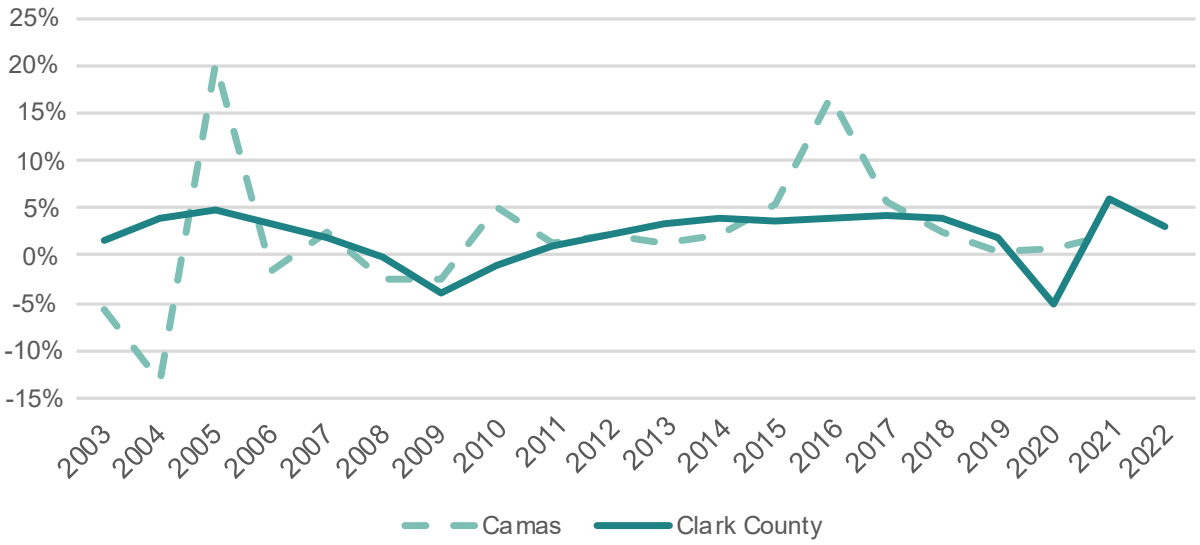
Overall, Clark County has seen fluctuations in employment since 2000, with the most notable decline in employment in the wake of the 2008 recession and at the onset of the COVID-19 in 2020. However, the County has also seen a rapid rebound from pandemic trends, with sharp employment growth after 2020. The City has generally seen positive growth in employment over the last two decades. The City saw less of a decrease during 2020 compared to Clark County overall, which may reflect Camas' growth in remote workers during this period (Figure 18~~Figure 17~~).

Figure 18~~17~~ Total Covered Employment Change YOY, Clark County (2001-2022)



Source: Washington Employment Security Department

Figure 19~~18~~ Total Employment Change YOY (Primary Jobs), Camas and Clark County

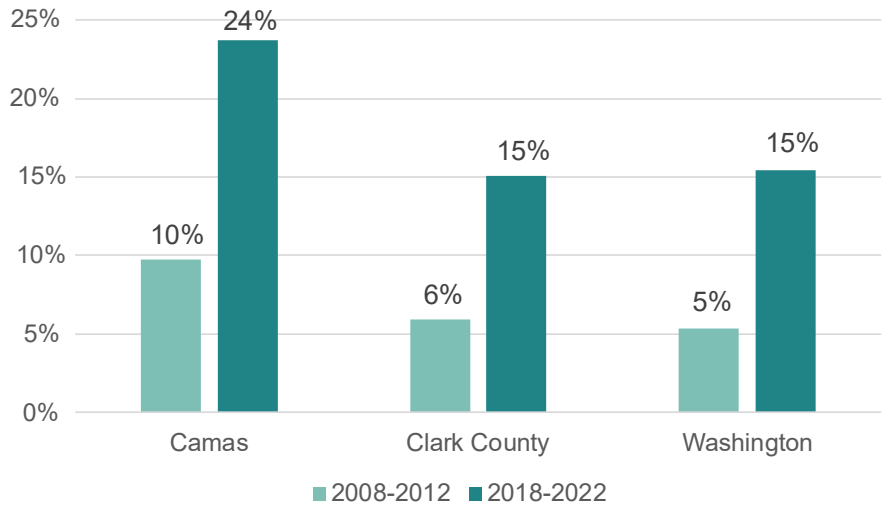


Source: Washington Employment Security Department, LEHD-LODES. Note: LEHD-LODES data for the City of Camas only available through 2021

The Economic Development Element establishes goals and policies that seek to maintain the diversification of employment opportunities and support the continued growth of the Camas economy and attainment of the jobs target by 2045.

The City is targeting businesses that provide a greater proportion of living-wage jobs. Increasing retail services in support of residential, industrial, and professional business growth is highly desirable. Camas is also seeing an increasing share of remote workers at a higher rate than the County or State, with nearly a quarter of workers falling into this category in 2022.

Figure 2019 Share of Remote Workers, Camas, Clark County, and Washington, 2012-2022



Source: ACS, 2008-2012, 2018-2022

Summary of Demographic and Economic Trends

A summary of key findings from this Economic Development Element analysis is provided below to help describe key insights regarding the economic context, economic opportunities and challenges informing plan updates (Appendix ~~N~~Q, Economic Conditions and Opportunities Analysis provides the full findings).

- **Camas has an aging population with a median age of 40 years in 2022 and a growing share of residents aged 60 years and over.** This group typically represents late-career workers or retirees. Median age in Camas is higher than Clark County overall and quickly growing since 2012, likely indicating a combination of natural growth and in-migration of older adults.
- **Camas has a higher share of residents 25 or older with at least a college level bachelor degree compared to Clark County or Washington State**, with 79% of residents holding these degrees in 2022. This share of residents rose quickly from only 37% in 2012.

- **Median household income for all households in Camas was nearly $134,000 in 2022, higher than Clark County or Washington State.** Since 2012, median income for residents of Camas increased by about 30% (in nominal dollars, not adjusted for inflation), more than either the County or State.
- **The City of Camas has seen generally positive trends in employment growth over the last two decades,** with notable increases in the number of workers in 2005, 2010, and 2016. The City of Camas employment grew from approximately 6,584 to 9,558 between 2011 and 2021.
- **The current employment to housing ratio in Camas was 1.0 in 2021, meaning that there is about one employee working in the City for every housing unit.** This ratio indicates that Camas has a well-balanced housing stock to accommodate workers in the City.
- **In 2021, the top five industries by employment in Camas were Finance and Insurance; Manufacturing; Educational Services; Professional, Scientific, and Technical Services; and Wholesale Trade.** Four of these five top industries paid above average wages (all except Educational Services paid below average wages). Finance and Insurance was the City's fastest growing industry (with an average annual growth rate of about 33%).
- **Top employers also reflect many of the County's largest industries, including professional services like finance and insurance, technology, manufacturing, and health care. Four of the City's top ten employers were in the manufacturing industry as of 2020.** Within Camas, employment has concentrated at two nodes, including the Downtown area to the southeast and corporate campuses in the Grass Valley near the border with the City of Vancouver.
- **Camas is part of an interconnected region, with more residents commuting out of Camas for work (8,159) than employees commuting in (6,982) as of 2021. Approximately 9,102 people are employed in Camas and among this total nearly 90% live in Camas (8,159) but work outside of the city and the remaining 10% live and work in Camas (943 people).** Top commuting destinations for Camas residents are primarily nearby, larger cities with employment hubs like Vancouver and Portland, while only 10% remained in the City. Nearly 59% commute less than 10 miles. The fourth most common destination for residents was Seattle, likely indicating remote workers at companies based in the Puget Sound area. Workers commuting to Camas originated from similar destinations, with one quarter coming from Vancouver.
- **Washington State Employment Security Department projections for future employment growth estimated that the Southwest Washington region will grow by about 19% overall by 2031.** The sectors expected to see the greatest increase in their share of employment are Professional/ Business Services, Leisure/ Hospitality, Education/ Health Services, Information, and Other Services.
- **Camas has a larger share of remote workers compared with Clark County and Washington State.** In 2022 one in four workers in Camas was a remote employee,

compared to 15% in both the County and State overall. The share of remote workers in Camas has grown since 2012.

- **Since 2020, the City has issued 8,652 new business permits, with the largest volume of new permits in 2020 and a decreasing amount annually after 2020.** General business establishments accounted for the largest portion of these permits (74%), followed by home occupations (25%), and nonprofits (1%).
- **Camas' taxable retail sales were higher than those in most comparable jurisdictions in Clark County over the past decade**, competing primarily with the City of Battle Ground for the highest annual sales. In 2022, total taxable retail sales reached an all-time high of over $600 million.
- **Retail rents in Camas had slight upward growth since 2014 while vacancies trended downward, indicating increasing demand for retail. Industrial real estate in the City of Camas is also performing well compared to Clark County in 2024.** The City is home to only about 3.9% of Clark County's industrial real estate in square footage but saw a sharp increase of industrial rents PSF in 2022, growing by over 200% year-over-year (YOY) to $23. Vacancy rates for industrial real estate were also extremely low in Camas in 2024 YTD at 1.7%, indicating high demand in the industrial market.

Implementation Tools and Strategies

Realizing the City of Camas economic development goals requires building on the City's potential while overcoming existing constraints. The following implementation strategies will generate positive momentum toward creating a more balanced and healthy economy.

Programmatic Strategies

- **Economic Development Committee:** Establish a mayor-appointed committee to help refine and implement Camas' economic development goals and strategies. The committee will:
    - Convene government, private sector, and nonprofit partners to leverage resources or secure financial support for economic development initiatives that benefit Camas and the broader region. In addition, this committee would help provide input on the Economic Development Strategy.
- **Economic Development Strategy**: Create an Economic Development Strategic Plan involving the Economic Development Committee, local businesses, community groups, school districts, and city leadership that further identifies priorities for job creation in targeted industries, infrastructure needs, reducing regulatory barriers, and incentives to attract needed and desired businesses.
    - Promote the development of an economic development strategy that will capitalize on the creation and retention of industries that provide living-wage jobs.
    - Future economic development strategy planning should capitalize on existing facilities and infrastructure and include a mix of uses that are trail- and transit-oriented and designed with high-quality streetscape appeal.

- Lead an economic development strategy update every 1 to 3 years.

Financial Strategies

- **Leverage Grant Dollars**: Utilize federal, state, and county grants to support the establishment and expansion of small local businesses and infrastructure improvements benefiting economic development areas.
- **Incentives**: Explore incentives to encourage mixed-use development and provide affordable housing options (such as TIF, LID, MFTE changes).
- **Partnership**: Coordinate with the Columbia River Economic Development Council (CREDC) or other relevant organizations, to explore collaborative opportunities in promoting regional workforce development.
- **Opportunity Site Inventory**: Identify sites where the city can participate in cost-sharing mechanisms for infrastructure development.
    - Establish a policy that prioritizes capital investments to or on opportunities sites or other capital projects that better connect commercial nodes. This could include sidewalks, trails, bike paths, etc.

Regulatory Strategies

- **Code Audit**: Ensure the zoning code supports/incentivizes a broad range of needed and desired businesses in various zones.
    - **Study Allowed Uses:** Ensure needed and desired businesses are allowed in certain zones, including accessory uses which can support home-based businesses.
    - **Design standards**: Consider revisiting existing design standards to ensure they adequately support efforts to maintain and enhance existing character without compromising development feasibility.
    - **Flexible parking standards:** Develop flexible parking standards that can respond to site conditions.
    - **Revised Gateway Corridor Design Standards:** Update the design standards and allowed uses for gateway corridors to enhance its natural beauty but deemphasize its auto-oriented environment.

Procedural Strategies

- **Capacity Building**: Leverage increased tax revenue from population growth to support Camas' economic development strategy.
- **Clear and Objective Development Standards**: Establish clear and objective development standards for all development types, reducing the need for conditional use processes or other discretionary review processes.
- **Monitoring**: Monitor the performance of economic development such as with business retention and attrition, changes in tax revenues, and permitting of employment facilities. Monitor the financial impact of new programs, policies, and regulatory requirements on

development feasibility by providing a report update every 1-3 years describing key metrics such as development changes and infrastructure projects.

Economic Development Goals and Policies

Goal ED-1 Citywide Economic Development

Maintain a diverse range of employment opportunities to support all residents, provide sufficient land supporting employment needs, and provide a setting and quality of life that attract and retain living-wage jobs[21] throughout the community.

Policy ED-1.1 Work with partners to identify strategies to proactively recruit businesses and ensure that tools and incentives are in place to attract sustainable and innovative industries to expand and provide stable living-wage employment.

Policy ED-1.2 Work with partners (such as the Chamber of Commerce, education programs, Workforce SW WA, CREDC) to provide apprenticeships, internships, vocational training schools, entrepreneurship programs, equitable opportunities, and on-the-job training in targeted industry sectors.

Policy ED-1.3 Encourage appropriate reuse, environmental cleanup, and redevelopment of older and deteriorating commercial areas and industrial brownfield sites. Identify opportunities to support place-based economic development, provide connections to the waterfront, diversify the economy, and support mixed-use development.

Policy ED-1.4 Foster and expand year-round recreational services, lodging, conference spaces, dining, and retail options to support tourism, benefit residents and employers, leverage Camas' strong parks and open space assets, and connect to the waterfront.

Policy ED-1.5 Participate in regional recruitment organizations to ensure the availability of an adequate supply of commercial and industrial employment land to support the City's economic development goals. Evaluate city resources to support economic development planning and implementation by designating a point-of-contact for economic development programs and serving as a liaison to the business community.

Policy ED-1.6 Support and encourage employees to use the Commute Trip Reduction Program. Encourage businesses to support remote work to reduce trips and

[21] A living-wage job is one that pays an income sufficient to cover basic living expenses without financial hardship, allowing an individual or family to afford essential needs such as housing, food, healthcare, transportation, childcare, and other necessities without relying on public assistance. MIT Living wage calculation (2024): https://livingwage.mit.edu/counties/53053.

implement a trip reduction program with incentives for carpooling, transit ridership, and other options beyond single-occupancy vehicles.

Policy ED-1.7 Encourage mixed-use development and complementary businesses throughout the City to support industry clusters and leverage resources.

Policy ED-1.8 Review regulatory design standards and planning procedures for industrial and commercial facilities and provide economic incentives to promote private investment in start-ups, incubator businesses, and businesses relocating to Camas.

Policy ED-1.9 Explore ways to support remote workers such as community hubs and third places and code revisions for co-working spaces.

Policy ED-1.10 Implement the Downtown Camas subarea plan and the associated goals and actions (see downtown subarea element).

Policy ED-1.11 Promote the growth of residential development in the North Shore as described in the Camas North Shore Subarea Plan.

Goal ED-2 Local Business Development

Promote business creation, expansion, retention, and diversification throughout the community to create a consistent and reliable tax base and a healthy, diversified local economy.

Policy ED-2.1 Identify and plan for infrastructure to nurture and incubate new businesses. Explore financing tools such as tax increment financing to fund infrastructure to support development and investment in targeted areas.

Policy ED-2.2 Support retention, expansion, and recruitment of local businesses in Camas.

Policy ED-2.3 Support development standards that promote high-quality building and site design, encourage businesses to operate in a sustainable and environmentally responsible manner and integrate energy efficient design features.

Policy ED-2.4 Collaborate with partners and agencies (such as CREDC and the Port of Camas Washougal) to develop economic strategies that promote diversification of business and industry in the city and facilitate opportunities for entrepreneurship.

Policy ED-2.5 Work with partners to proactively recruit and promote the growth of businesses and industries that provide, at a minimum, cost-of-living wages and economic diversity in alignment with the CREDC regional economic development plan.

Policy ED-2.6 Explore the creation of an economic development grant program for local businesses in connection with local partners.

Policy ED-2.7 Facilitate an environment for the success and growth of small businesses to maintain a strong, diverse, and resilient local economy.

Policy ED-2.8 Encourage investments and programs that provide resources and support to minority-owned and woman-owned businesses.

Policy ED-2.9 Increase the number of neighborhood business districts to expand local access to goods and services. Consider expanding mixed-use zoning options with ground floor commercial uses that allow residents to walk or roll from home.

Policy ED-2.10 Encourage shopping local to support Camas businesses.

Goal ED-3 Mixed Use and Commercial Areas

Encourage efficient and innovative development that thoughtfully mixes commercial and residential land uses that are pedestrian-friendly and consider the context of the surrounding area.

Policy ED-3.1 Develop commercial and mixed-use areas that are safe, comfortable, and attractive to pedestrians.

Policy ED-3.2 Encourage efficient land use in the mixed-use land use designation by facilitating compact, high-density development and minimizing the amount of land that is needed for surface parking.

Policy ED-3.3 Promote the growth of businesses such as grocery stores, medical offices, and restaurants that meet the retail and service needs of the community.

Policy ED-3.4 Encourage new developments to provide neighborhood parks and shared use paths to encourage greater physical activity and connect residential areas to commercial centers, public transit, and community facilities.

Goal ED-4 Mixed Employment and Industrial Areas

Providing a mix of traditional industrial and non-industrial land uses to maximize opportunities and partnerships and facilitate employers to remain, expand, or locate in Camas.

Policy ED-4.1 Evaluate the costs and benefits associated with adding the Grove Field Urban Growth Area to the North Shore Subarea Plan.

Policy ED-4.2 Preserve large tracts of land for large industry and master-planned commercial development within mixed employment land use areas.

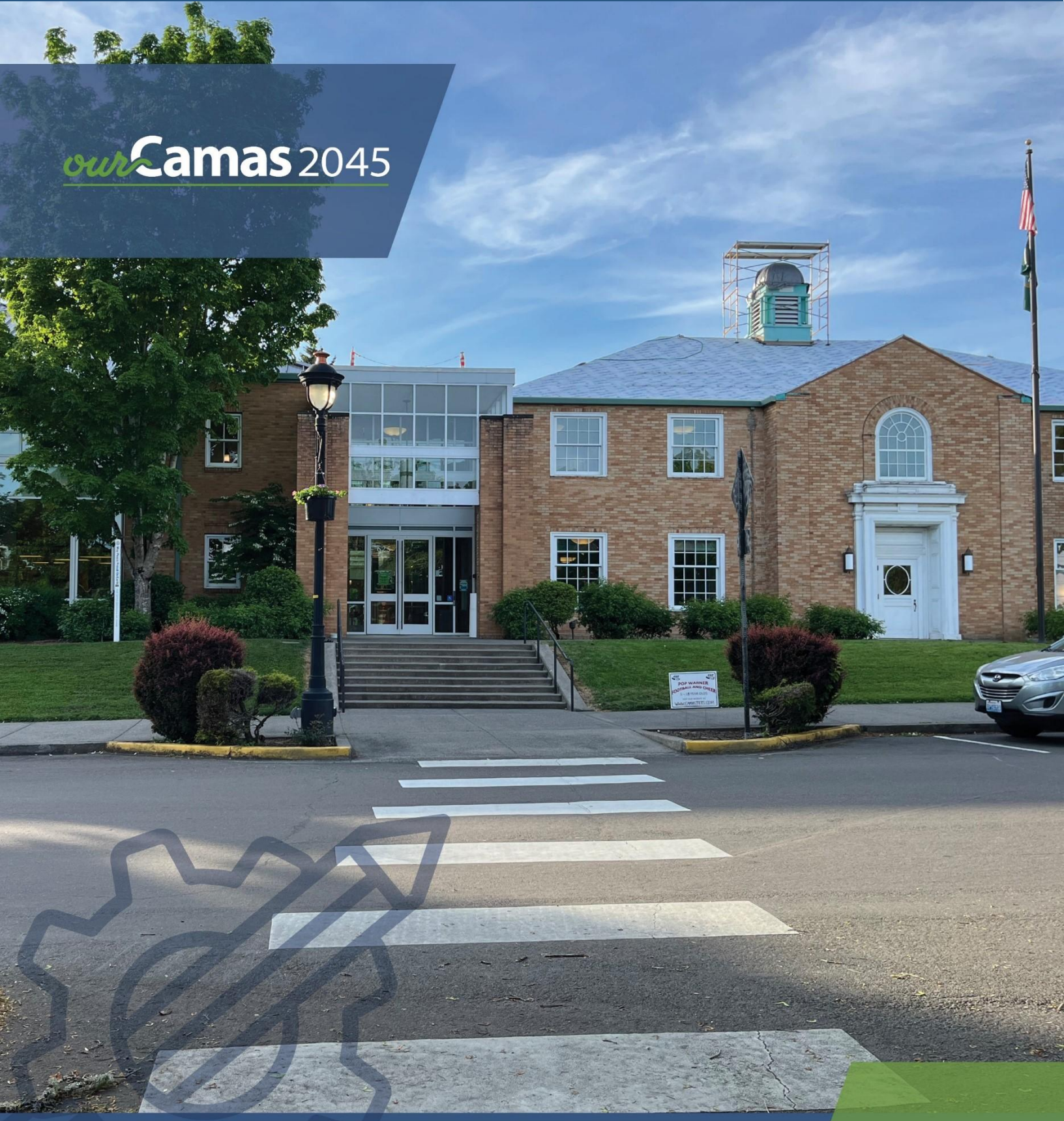
Policy ED-4.3 Support a mix of light industrial, research and development, manufacturing, and office spaces through flexible zoning that allows for evolving business needs.

Policy ED-4.4 Support the development of business parks, incubators, and innovation hubs that integrate industrial and high-tech employment uses.

Policy ED-4.5 Ensure zoning and development regulations support both large-scale employers and small businesses, including start-ups and maker spaces.

Policy ED-4.6 Support continued operation of the Camas Mill while recognizing the long-term potential for mixed-use redevelopment, including residential. Support environmental cleanup to standards protective of unrestricted land uses.

ourCamas 2045



Technical Appendices

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11. Technical Appendices

A. Engagement Summaries
B. Housing Action Plan (2021)
C. Housing Analysis (2024)
D. Racially Disparate Impacts Memo
~~D.~~E. Housing Needs and Land Capacity Analysis
F. Equity Framework
G. Overburdened Communities and Vulnerable Populations Memo
~~E.~~H. Transportation System Plan (Draft, 2024)
~~F.~~I. Facility Conditions Assessment, Volume 1
~~G.~~J. Facility Conditions Assessment, Volume 2
~~H.~~K. Parks, Recreation & Open Space (PROS) Plan (2022)
~~I.~~L. Parks and Open Space Management Plan (POSMP) (2025)
~~J.~~M. Camas Water System Plan (2019, update forthcoming, anticipated adoption end of 2026)
~~K.~~N. Camas General Sewer Plan (2022, update forthcoming, anticipated adoption end of 2026)
~~L.~~O. Camas Stormwater Management Program (2026)
~~M.~~P. 2025-2026 Capital Improvement Project List
~~N.~~Q. Economic Opportunity Analysis (2024)
~~O.~~R. 6-Year Street Plan
~~P.~~S. Camas School District Capital Facilities Plan (2022)