



PROJECT MEMO

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FROM:	Bart Brynestad, PE Tacoma - (253) 383-2422	PROJECT NO.:	2200867.10
		PROJECT NAME:	Camas Business Center
SUBJECT:	Revised Project Narrative		

This Project Narrative is provided to support our applications for SEPA, Boundary Line Adjustment, Site Plan Review, Design Review, Critical Area Review, and Archeological Review for the Camas Business Center project. Below is a narrative of the proposed project and how the project meets all relevant requirements of the Camas Municipal Code (CMC).

Items noted below with **“Request:”** are areas where the project is requesting relief from the standards and is proposing an alternate method to meet the intent of the standard.

Project Description

The development site includes two tax parcels and is approximately 74 acres. The majority of the parcel is currently used as farmland and the remainder is undeveloped. One home exists on the property. The property is zoned Light Industrial/Business Park.

Panattoni Development plans to demolish the existing buildings and redevelop the site with three buildings, associated loading/truck yards, parking, and landscaping for a speculative industrial-type use. While the tenant(s) are not identified at this time, industry norms assume that 95 percent of the buildings will be warehouse and 5 percent will be associated office space.

The buildings are proposed to be one-story, Type III-B construction that are approximately 722,397 square feet (Building A), 93,351 square feet (Building B), and 127,191 square feet (Building C). The project will be constructed in up to three phases. Phase 1 will include development of Building A, along with all roads and utilities. Phase 2 will be Building B and Phase 3 will be Building C.

Site Plan Review (CMC18.18)

The criteria for approval from CMC 18.18.060 are listed below.

A. Compatibility with the city's comprehensive plan.

The site's comprehensive plan designation is Industrial, which is consistent with the LI/BP zoning and the proposed use.

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

The project will comply with City of Camas design and development standards, including, but not limited to, the Camas Zoning Code, LI/BP Park Standards, and the Camas Design Standards Manual. As allowed by code, the project is requesting relief from the noted standards in the sections below.



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

The project provides connections to public roadways, including cross connection from NW Lake Road to NW Camas Meadows Drive and a new east-west road for future connectivity. Additionally, sanitary sewer, storm sewer, and water utilities are provided to support the proposed development.

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

The project will provide a new public road connection for use by the public. The project will also accommodate private utilities such as telephone and communications.

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

All proposed public improvements will be located within public right-of-way or public easements and will be accessible for maintenance.

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

The project meets all relevant statutory codes, regulations, and ordinances.

Roadway and Frontage Improvements

The project proposes two new roads onsite to meet project needs and satisfy city transportation requirements. The new Road A will be oriented north-south and will connect NW Lake Road to NW Camas Meadows Drive. The new Road B will be oriented east-west and will connect from the project's western boundary to the new Road A.

These proposed roads and alignments are in accordance with the City's Six-Year Transportation Comprehensive Plan. Please refer to Sheets SPR2 and SPR3 for the proposed roadway plan and sections.

Traffic Impact Analysis

A full Traffic Impact Analysis has been provided along with an Access Evaluation for the Lake Rd driveway.

Off-Street Parking

Parking is provided for each building at a ratio of 1 space per 250 SF of office use and 1 space per 1,000 SF of warehouse use. Parking calculations were made under the assumption that each building will be 5 percent office and 95 percent warehouse.

Building A provides 460 spaces (831 are required), Building B provides 123 spaces (107 are required), and Building C provides 192 spaces (146 are required).

Request:

While Building A does not meet the required parking count, we anticipate that the intended user will not require more parking than proposed. If a future tenant requires more vehicle parking, some of the trailer parking stalls can be converted to vehicle parking stalls.



Land Division/ Boundary Line Adjustment

The final configuration of the project will include two lots. Building A and C will be located on Lot 1 and Building B will be located on Lot 2. The lots will be created from the two existing lots from a Boundary Line Adjustment (BLA). A preliminary BLA exhibit has been provided to show the intended lot configuration. Once the City has approved the site plan and lot layout, we will prepare a formal BLA map for the application. Please refer to the separate BLA Narrative.

Density and Dimension Standards (CMC 18.09)

Front Yard

For Building A, the front yard will be toward NE Lake Road. The Building will be 50 feet tall and a 200-foot setback is provided. For Buildings B and C, the front yard will be toward the new Road A. The buildings will be up to 50 feet tall and a 200-foot setback is provided.

Request:

The project requests relief from the standards for front yard setback based on building height. The project proposes 200' front yard setbacks for all buildings for a building height of up to 50 feet. The floor elevation of Building A will be significantly lower than the adjacent frontages for NW Lake Road and the new Road A. This elevation difference of up to 30' will make the buildings appear relatively shorter and will lessen the apparent mass of the buildings as viewed by the travelling public. Please refer to the "Building Design" section below for a discussion of the façade design and how the building height will be mitigated.

Side and Rear Yards, Building

For Buildings A and C, side and rear yards of 100 feet are provided.

Request:

For Building B, a side yard setback of 64 feet is proposed, which is less than the standard 100 feet. The project requests relief on this standard due to the limited space available for this building. The wetlands and buffers on the south side of Building B are being protected, but the remaining width is not sufficient for a typical industrial building. The 20-foot setback would be screened with landscape from the neighboring industrial/office development.

Side and Rear Yards, Parking

Side and rear yards of 25 feet for the parking area are provided for all buildings.

Lot Coverage

Request:

The proposed shell warehouse buildings are single-story but have enough height to add additional stories/mezzanines inside. The typical standard for Lot Coverage is 30 percent for one story, 40 percent for two stories, and 45 percent for three stories. The project proposes to account for the Lot Coverage across the entire site together, including the large wetland area to be retained. The proposed Lot Coverage is 30 percent.



Impervious Surface Coverage

The total impervious surface coverage is 2,107,500 square feet (48.38 acres) including roofs, pavements, sidewalks, and hardscapes.

Building Height

The buildings will be up to 50 feet tall. See notes in the “Front Yard” section above for the building height request.

Landscaping and Tree Retention (CMC 18.13)

A Landscape, Tree, and Vegetation Plan and a Tree Survey are provided with the submittal. A minimum 20-unit tree density per net acre is provided. Landscaping is proposed to meet the requirements of CMC 18.13.

Light Industrial/Business Park Standards (CMC 18.21)

Landscape Design

The project will provide a 50-foot wide landscape screening buffer along all road-facing sides of the project. Other sides will provide a 25-foot wide landscape screening buffer.

Request:

The project requests relief from the standards for building façade landscaping. The project will provide an effective screen within the 50-foot landscape screening buffers, and therefore additional screening at the building face would be less effective. Additionally, the large grade changes on the site allow the building to be generally located much lower than the adjacent roadways, thus making the screen along the roadside more effective and the building appear shorter. Required landscape buffers are placed on upper portions of the slope, where applicable or adjacent to parking, for the best screening in landscape areas sloping toward the street. Density of tree and shrub planting has been doubled and columnar trees have been added along building façades.

Building Design

The three buildings shall use a common creative aesthetic to create a consistent corporate park setting. While the buildings are up to 50 feet tall, the fact that they are set at a ground plane elevation several feet below the adjacent streets helps to alleviate the overall mass of the buildings from the traveling vehicular viewpoint. A deliberate rhythm of color and texture has been provided to reduce the scale and monotony of long, blank walls typical of other warehouses. Parapet elevations vary to coincide with the color variations to further enhance the aesthetic, and therefore provide visual interest where the buildings break the sky. These parapet variations correspond to clerestory glazing that provided natural daylight into the warehouse plus views of the sky from the warehouse interior, while also providing additional interest to the building elevations. The balance of transparency to solidity and of the lightness to the mass and the proportionality of elevations has been thoughtfully crafted to develop a strong sense of place in this corporate park. A concentrated expression of glass transparency at the proposed tenant entries adds strong visitor wayfinding at the main pedestrian entries. The required fire ingress doors along the truck loading dock face have been pulled upward at parapet and forward in elevation 5 feet from the plane of the dock doors as a means of providing visual interest to an otherwise overwhelmingly monotonous array of loading dock doors. We use these elements to break up the loading dock face and provide accentuated



color into the aesthetic. An orderly rhythm of truck and pedestrian doors, canopies, and parapets diminishes the overall scale, thereby establishing a hierarchical architectonic composition.

Wetlands

Four wetlands (Wetlands A, B, C, and D), as identified by Soundview Consultants (2021), are located onsite. Wetlands A and D are classified as Category III depressional wetlands. Wetland B is a Category III slope wetland and Wetland C is a small, locally exempt Category IV slope wetland. One Type F (fish habitat) stream is also located offsite to the west. Refer to the included *Wetland and Fish and Wildlife Habitat Assessment Report* by Soundview Consultants dated October 2021.

The development project will require work within 200 feet of the onsite wetlands, including administrative buffer averaging and restoration of temporary buffer impact areas. The complete fill of the small (3,167 square feet), locally exempt, Category IV Wetland C is also proposed. Refer to the included *Mitigation Bank Use and Conceptual Mitigation Plan* by Soundview Consultants dated October 2021.

Archeological Review

AINW conducted an archaeological survey of the project area (AINW Report No. 4672). The archaeological survey revealed that Archaeological Site 45CL405 previously identified to the north and northwest of the project area extends into the project area. Following the City's archaeological ordinance, areas where ground disturbance cannot be avoided during the construction will be evaluated to determine the significance of the site. Another resource, 45CL1476, was found (three artifacts found during shovel testing). AINW recommended Site 45CL1476 was not significant and avoidance would not be needed.

Utilities

The project proposes to connect to city systems for sewer and water. Water and sewer force mains will be constructed within new Roads A and B. Onsite STEP sewer systems will be provided, as well as onsite domestic and fire water services. Refer to the conceptual utility plan on Sheet SPR4.

A storm drainage system will be provided in accordance with the 2019 Department of Ecology *Stormwater Management Manual for Western Washington (SWMMWW)*. Please refer to the conceptual grading and drainage plan on Sheet SPR2 and the preliminary drainage report.

BEB/lsk

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