

City of Camas

WASHINGTON



North Shore **Subarea Plan**

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City Council (Phase 1)

Barry McDonnell, Mayor
Greg Anderson
Ellen Burton
Bonnie Carter
Don Chaney
Steve Hogan
Shannon Roberts
Melissa Smith

Planning Commission (Phase 1)

Tim Hein, Chair
Mahsa Eshghi
Shawn High
Troy Hull
Warren Montgomery
Geoerl Niles
Jim Short

North Shore Steering Committee (Phase 2)

Tamara Allison, Camas School District - Transportation Supervisor
Michael Andreotti, AKS Engineering
Jennifer Baker, Columbia River Economic Development Council
Cory Bittner, Pahlisch Homes
Don Chaney, City Council
Lynda David, Southwest Washington Regional Transportation Commission
Jason Irving, Camas Parks & Recreation Commissioner
Lynn Johnston, Property Owner
Kimbal Logan, Property Owner
David Ripp, Port of Camas-Washougal
Shannon Roberts, City Council
Andy Swanson, HSR Capital

City Council (Phase 2)

Steve Hogan, Mayor
Greg Anderson
Marilyn Boerke
Bonnie Carter
Don Chaney
Tim Hein
Leslie Lewallen

Planning Commission (Phase 2)

Troy Hull, Chair
Geoerl Niles, Vice-Chair
Mahsa Eshghi
Shawn High
Marlo Maroon
Warren Montgomery
Joe Walsh

North Shore Community Advisory Committee (Phase 2)

Dan Foster
Kim Lottig
Marlo Maroon
John Svilarich
Vicky Wessling

Project Team (Phase 1)

City of Camas

Phil Bourquin, Community Development Director
Robert Maul, Planning Manager
Sarah Fox, Senior Planner
Steve Wall, Public Works Director
Alicia Brazington, Communications

Consultant Team

Don Hardy, Project Manager, WSP
Nicole McDermott, Deputy Project Manager, WSP
Emma Johnson, Planner, WSP
Steve Faust, Public Involvement, 3J Consulting
Brian Vanneman, Economist, Leland Consulting Group
Sam Brookham, Economist, Leland Consulting Group

Project Team (Phase 2)

City of Camas

Robert Maul, Interim Community Development Director
Madeline Sutherland, Planner
Bryan Rachal, Director of Communications
Steve Wall, Public Works Director
Trang Lam, Director of Parks and Recreation,
Jim Carothers, Engineering Manager

Consultant Team

Nicole McDermott, Project Manager, WSP
Sam Jones, Landscape Architect, WSP
Emma Johnson, Planner, WSP
Aliza Whalen, Planner, WSP
Sam Rubin, Planner, WSP
Reah Flisakowski, Transportation Engineer, DKS Associates
Brian Vanneman, Economist, Leland Consulting Group
Wally Hobson, Economist, Leland Consulting Group
Jennifer Shuch, Economist, Leland Consulting Group

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SECTION 1

INTRODUCTION

About the Subarea Plan

P 1

Planning Process

P 1





Figure 1. Vicinity Map

Introduction

The North Shore subarea consists of approximately 990 acres of land north of Lacamas Lake in Camas. The subarea is bounded to the south by the north shore of Lacamas Lake and generally extends to the city's urban growth area (UGA) boundaries to the north, east, and west (see Figure 1).

About the Subarea Plan

The city of Camas is growing. Between 2010 and 2020, the city's population grew from 18,355 to 25,140, a 30 percent increase. Looking ahead to 2040, population projections from the Washington Office of Financial Management estimate that the city will grow by another 30 percent, adding 11,500 new residents. The City's Housing Action Plan estimates that Camas will need over 4,500 new housing units by 2040 to accommodate the growing community.

Originally annexed in 2007, much of the North Shore consists of agricultural land and single-family residences. In 2019, the City of Camas began the planning process to create the North Shore subarea plan to establish development guidelines and a land use framework for the subarea. Most of the subarea is in private ownership and the area is anticipated to experience substantial growth over the next 20 years. Although the North Shore is largely undeveloped, the current zoning (established in 2013) allows property owners to develop their land according to the current zoning code and development standards, which would allow

residential, commercial, and light industrial development. Since annexing the area, the City has purchased over 160 acres in the North Shore along Lacamas Lake, referred to as the Legacy Lands, which total approximately 240 acres and will be preserved for open space and recreational use.

Many of the largest property owners in the North Shore have expressed a desire to develop their land. At the same time, other members of the community have expressed concerns that the city is growing too quickly and want to maintain Camas' small-town feel. The purpose of the subarea plan is to empower the City and community to guide future development in a way that is consistent with the community's values, and to strike a balance between preserving open space and making room for new members of the community.

The North Shore subarea plan establishes future land uses and identifies the appropriate intensity of development, as well as required transportation and utility infrastructure improvements.

Planning Process

The subarea plan was completed in two-phases, with Phase 1 focusing on community outreach to create a vision statement that captures how the community wants the area to develop. From August 2019 to September 2020, the City conducted public outreach activities and engaged with stakeholders, community members, and property owners at community events and through online surveys. Phase 1 concluded in September 2020 when City

Introduction

Council adopted the vision statement for the North Shore subarea (see Section 2 for the adopted vision statement).

After a hiatus due to COVID-19, Phase 2 kicked off in September 2021 and included discussions of a preferred land use and transportation concept that focused on the arrangement and intensity of land uses within the subarea, as well as the location and alignment of primary arterial roads. New recommended design guidelines were also developed to guide the look and feel of future development.

The subarea plan provides the City with a better understanding of the community vision and opportunities and constraints related to future development.

The project team developed a subarea plan that consisted of the following elements:

Visioning and Outreach

- Community surveys
- Stakeholder interviews
- Tabling events
- Visioning workshop
- Adoption of the vision statement

Analysis

Existing conditions analysis, including land use, transportation, utility, and environmental conditions

Market assessment and analysis

Trip generation and connectivity assessment

Conceptual Planning

Draft conceptual options for land use and transportation, consistent with the vision statement and feedback from the committees

Preferred concept plan, consistent with committee and community feedback on the draft options

Design guideline recommendations

Implementation

Action plan

Recommended updates to the city's comprehensive plan and development code

SECTION 2

VISIONING AND OUTREACH

Phase 1 Community and
Stakeholder Outreach

P 4

Phase 2 Community and
Stakeholder Outreach

P 5





Figure 2. Visioning Workshop

Visioning and Outreach

In order to develop a subarea plan that balances different perspectives within the community, extensive outreach efforts were made during both phases of the planning process.

Phase 1 Community and Stakeholder Outreach

The City of Camas began public outreach efforts in fall 2019 with community events hosted at local schools, Camas Farmers Market, and the Camas Youth Advisory Council. Attendees were shown a map of existing land uses in the North Shore and were asked to provide what changes they would make and why. Comments were focused on maintaining a small-town feel and prioritizing access to the lake and open space.

Attendees at all events were encouraged to sign up for the project email list and participate in an online survey. Two online surveys were available to the public during Phase 1 of project and were completed by a total of 1,261 community members. Survey results prioritized local-serving businesses, green space preservation, and bike and pedestrian infrastructure.

The City held two visioning workshops where participants could map future land uses. One was a student workshop at Discovery High School, and a second was held with the broader community. Responses to the exercise favored diverse housing options to serve residents of all income levels, as well as more trail connections and pedestrian access to local businesses.

The City conducted 21 interviews with local stakeholders, including representatives from the Camas School District and the Port of Camas-Washougal, and elected officials. Questions

focused on economic development, open space preservation, and future land uses.

A detailed summary of the outreach conducted in Phase 1 and a compilation of all comments received is included in Appendix A.

The vision statement for the North Shore subarea, provided below, was adopted by City Council in September 2020.

Vision Statement

- 1. Preserve the North Shore’s natural beauty and environmental health.** Policies, regulations and design rules must protect significant trees, tree groves, and surrounding lakes. Identify and preserve views to the treed hillside and the lake.
- 2. Plan a network of green spaces and recreational opportunities.** Integrate a variety of parks, playgrounds, trails and open spaces into residential and employment areas throughout the North Shore area. Create a “green corridor” along the lake that completes the Heritage Trail, provides lake access, and buffers the lake from adjacent development.
- 3. Cluster uses for a walkable community.** Concentrate homes close to schools and around commercial nodes so residents can meet daily needs without driving. Use sidewalks, pedestrian trails and bike paths to connect residents to neighborhood destinations.
- 4. Provide a variety of housing options.** Plan for diverse housing types appropriate for varying incomes, sizes, and life stages.
- 5. Locate industrial parks and commercial centers to the north.** Protect the environmental integrity of the lake and aesthetic quality of the area by siting light industrial and office uses away from the lake and adjacent to the airport.

Visioning and Outreach

Encourage commercial activities along high traffic corridors, such as NE Everett Street.

6. Favor local-serving businesses. Encourage small, local businesses such as restaurants, cafes and grocers that serve North Shore residents and businesses, while complementing downtown Camas.

7. Plan for needed schools and infrastructure. Ensure adequate roads, schools and utilities are in place before development occurs. Invest in transportation improvements such as a new roadway through the North Shore and NE Everett improvements to minimize traffic impacts and maximize safety.

8. Strive to maintain Camas' small town feel. Sustain the city's quality of life through phased and sustainable growth that contributes to community character.

Phase 2 Community and Stakeholder Outreach

In Phase 2, guidance and input from the community and stakeholders were sought to inform the development of a preferred land use and transportation concept plan and design guidelines and standards for the North Shore. The City convened a North Shore Steering Committee and a North Shore Community Advisory Committee (CAC) in addition to conducting broad outreach to the Camas community.

A detailed summary of the outreach conducted in Phase 2 and a compilation of all comments received during the open houses is included in Appendix A.

Steering Committee

The Steering Committee was established to advise the City and provide technical guidance throughout the subarea planning process. The committee consisted of property owners and their representatives, as well as representatives from the Camas Planning Commission, Camas City Council, Camas Parks & Recreation Commission, the Port of Camas-Washougal, the Camas School District, the Columbia River Economic Development Council, and the Southwest Washington Regional Transportation Council. The Steering Committee met with the City four times during the public outreach phase. During the first meeting, the committee reviewed community input and background from Phase 1. The second meeting was held to review the first draft of the land use and transportation options. Following the open house,

the City held a two-part workshop with the Steering Committee to begin refining the location of land uses, proposed densities, and transportation networks.

Community Advisory Committee (CAC)

After a citywide application process, the North Shore CAC was established in December 2021. The CAC consisted of community representatives with a variety of backgrounds and experiences. The committee advised the City and provided community perspective prior to broader community outreach efforts. The first CAC meeting was held to review community feedback from Phase 1, input from the Steering Committee, and to discuss the revised draft land use and transportation options. The second CAC meeting was held in June 2022 to discuss feedback from the first open house and the Steering Committee, to review a draft preferred concept, and to discuss design guidelines and standards for the North Shore.

We want to hear from you!

Join a virtual open house to help plan the future of the North Shore Subarea!

Scan the QR code or visit engagecamas.com/north-shore-subarea-plan

February 16—March 2, 2022

Promote Planned Growth | Provide Employment Options | Protect Natural Resources

The North Shore Subarea Plan is an opportunity for the Camas community to help shape the future of the area north of Lacamas Lake.

In partnership with the North Shore Steering Committee and Community Advisory Committee, the City has developed draft land use options based on the Phase 1 Vision Statement. We need your help to create a preferred plan for land use and transportation in the North Shore.

City of Camas WASHINGTON

North Shore Subarea Plan
Imagine the Possibilities

Questions? Contact Robert Maul, City of Camas | 360.817.1568 | rmaul@cityofcamas.us

Figure 3. Open House Poster

Community Open Houses

The City held two open houses to conduct broad community outreach. The first virtual open house for Phase 2 took place in February and March 2022 to obtain community feedback on draft land use and transportation options for the North Shore. After reviewing the project background and draft options, participants were asked to respond to a survey to give feedback on how well the options meet the goals of the adopted Vision Statement. Overall, the majority of survey participants agreed that the various elements in both options met the intent of the Vision Statement. For Option A, participants felt that the plan best addressed the Vision Statement by identifying sensitive areas to be preserved, creating a series of connected trails throughout the subarea, and the creation of a central plaza for community events. For Option B, participants felt that the option best addressed the Vision Statement by creating a series of trails and pathways to connect residential areas to commercial centers, identifying sensitive areas to be preserved, and allowing for a mix of housing types throughout the North Shore. Open-ended responses generally expressed concerns about the cost of the proposed elements, lack of natural areas or environmental concerns, and any new development occurring. Many public comments expressed a desire to retain as much open space as possible.

A second open house took place in August 2022 to present a draft of the preferred concept where attendees were encouraged to provide further feedback on the revised concept. The second open house involved both in-person and online events to increase opportunities for engagement. Participants in the online open house were prompted to provide feedback on how well the concept met the community's vision for the North Shore, as well as on the design guidelines for the look and feel of future development. Participants expressed concerns about the need to expand public infrastructure and connectivity, address water quality, preserve natural beauty and environmental health, and general concern about any new development. Input received during the open house informed the final preferred concept plan and design guidelines.



Figure 4. Community Open House



Figure 5. Community Open House

SECTION 3

PHASE 1 ANALYSIS

Existing Conditions

P 8

Market Analysis

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Phase 1 Analyses

The Phase 1 analysis included an existing conditions analysis of the built and natural environment and a market analysis. These analyses are summarized below and provided as Appendix B.

Existing Conditions

The existing conditions analysis identified existing land uses and zoning; parks, trails, and open spaces; critical areas; utility infrastructure and capacity (water and sewer); and the current transportation network and planned improvements. The subarea is currently characterized primarily by agricultural land, single-family residences with large acreages, smaller lot residential development along State Route 500 (SR 500), and some commercial uses at the southern end of Lacamas Lake. Zoning includes single-family residential (R-7.5, R-10, R-12) and multifamily residential (MF-10, MF-18), business park (BP), community commercial (CC), and open space (OS), as well as a Gateway/Corridor overlay zone and multiple Airport overlay zones. A portion of the subarea falls outside the city limits and is designated as urban holding (UH) by the County (Figure 6).

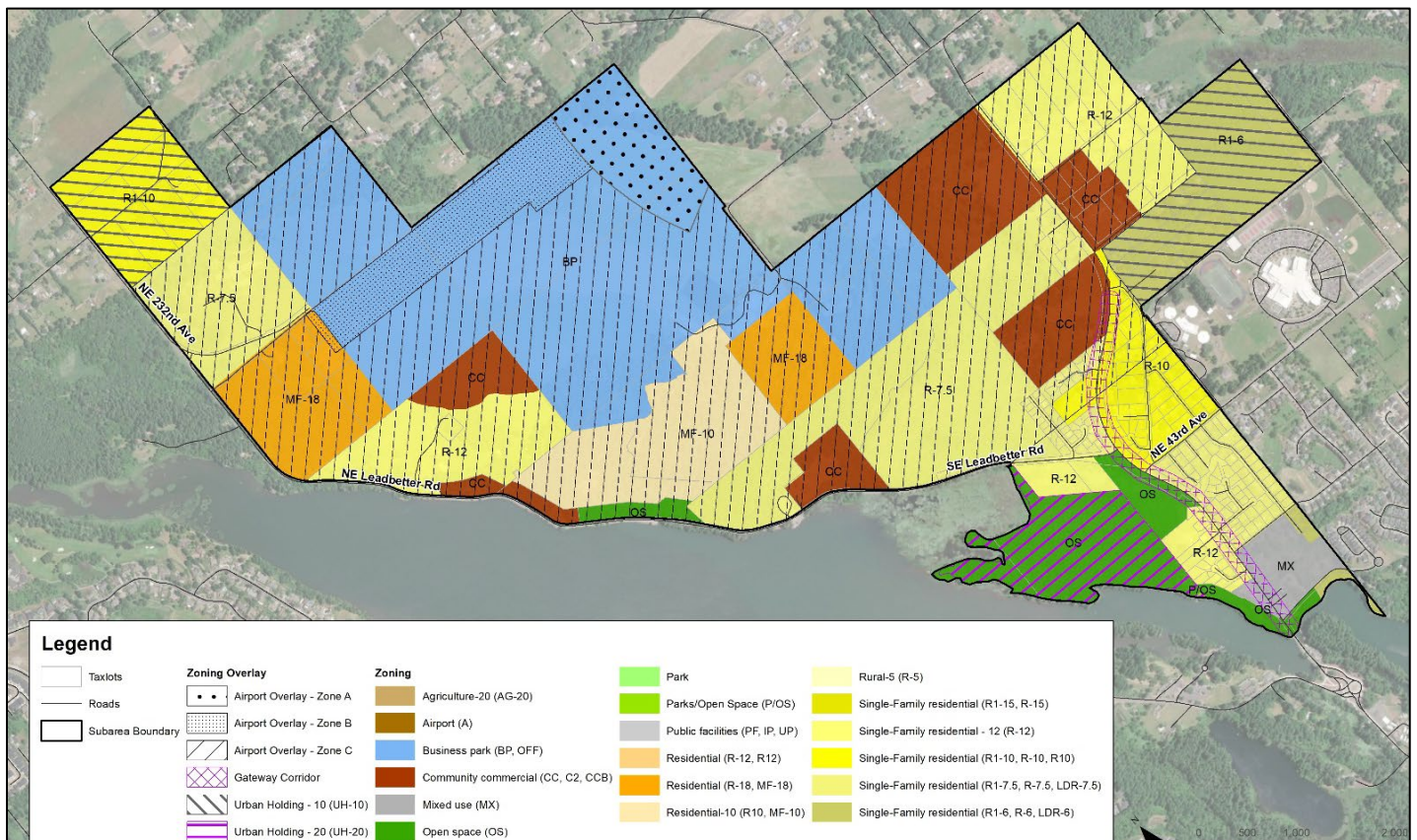


Figure 6. Existing Zoning

Portions of the subarea are within shoreline jurisdiction along Lacamas Lake and Round Lake and, therefore, will be subject to the City’s Shoreline Master Program. This jurisdiction includes land extending 200 feet in all directions from the ordinary high water mark, floodways, and contiguous floodplain areas landward 200 feet from such floodways, associated wetlands, critical areas with associated buffer areas, river deltas associated with the streams, and lakes and tidal waters that are subject to the provisions of this program. The shoreline designation in this subarea is mostly Urban Conservancy, with two stretches of shoreline designated as Medium Intensity.

There are several limitations to development in the subarea, including protected critical areas and the Legacy Lands, which will be preserved for open space and recreation (Figure 7). Approximately half of subarea contains critical areas, including wetlands, fish and wildlife habitat conservation areas, geologically hazardous areas, critical aquifer recharge areas, and frequently flooded areas. These areas are protected and regulated by the City’s critical areas ordinance, and development may be limited in these areas.

Most of the subarea is currently undeveloped or served by septic tanks. Sanitary sewer service within the subarea can be provided by the City of Camas through extension of the existing primary sewer line in Leadbetter Road in conjunction with future development. The City will need to continue to develop its potable water supply, and treatment and storage capacities in order to accommodate long-term growth. For potable water, local transmission and distribution lines can be extended from the City's existing utility backbone and transmission system within Leadbetter Road.

The existing transportation network in the North Shore is limited, with a lack of east-west roadways and little to no bicycle or pedestrian facilities. Leadbetter Road and Everett Street/SR 500 serve as the major north-south facilities. The Transportation System Plan identifies a proposed two- or three-lane arterial connecting Everett Street/SR 500 to the northwest corner of the subarea, which would provide some additional connectivity.

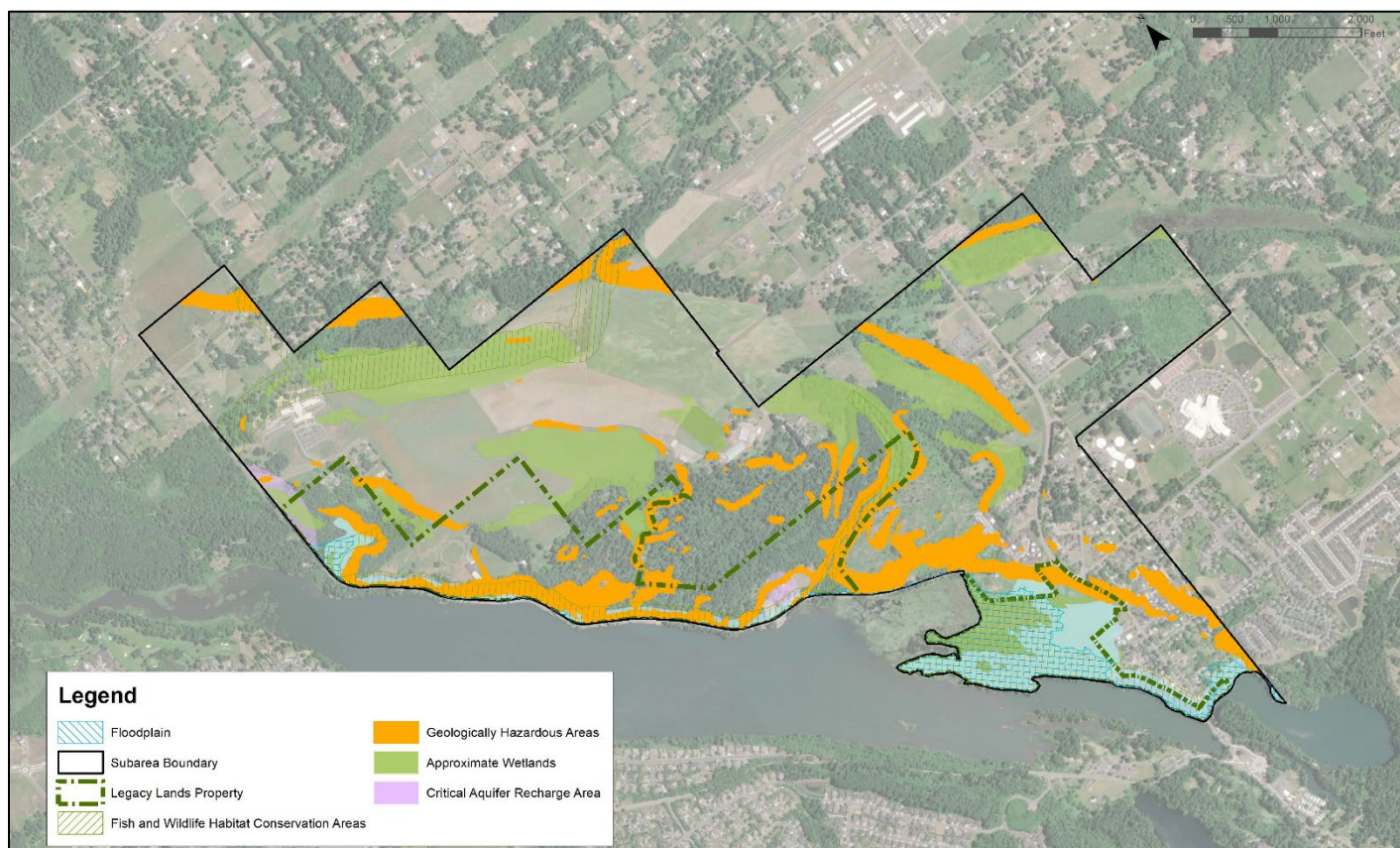


Figure 7. Critical Areas and Legacy Lands

Market Analysis

A preliminary market analysis was prepared during Phase 1 to identify opportunities and constraints in the North Shore area and to ensure that the strategies identified in the subarea plan are grounded in market realities. The analysis identified several opportunities and strengths in the North Shore, including highly educated, high-income, and large-sized households, a strong regional market for housing, a high demand for office space, large developable land tracts, and supportive property owners. Constraints and weaknesses identified included limited transportation access, amenities and infrastructure, physical and regulatory development impediments (including protected critical areas), potential challenges for attracting retailers, and high-construction costs.

A detailed market assessment was later prepared to assess the preferred concept plan, which is described in Section 4.

SECTION 4

CONCEPTUAL PLANNING

Draft Concept Plan - Option A	P 11
Draft Concept Plan - Option B	P 12
Preferred Concept Plan	P 13
Design Guidelines	P 22



Conceptual Planning

Working with the Steering Committee, the Project Team developed two concept plan options based on the vision statement, existing conditions analysis, market assessment, and community outreach in Phase 1. The draft plan options were presented to the CAC for their feedback before being brought to the community at the first virtual open house for Phase 2. Each plan identified the location of different land uses within the North Shore, the potential alignment of different roadways, and some potential recreational features. Some features were the same in each option, including placement of parks and open space on the City-owned Legacy Lands; commercial development focused on roundabouts and along major roadways to create commercial corridors; a mixed-use area at Bridge Village to provide a gateway to the North Shore; and business park areas located to the north to take advantage of flatter land and avoid residential land in the airport overlays.

The draft options and their distinguishing features are provided below. A preferred concept (as described in Section 4) was later developed to reflect feedback on these options.

Draft Concept Plan – Option A

- Estimated capacity: 3,680 dwelling units, 9,930 residents, and 2,560 jobs
- Trails located throughout the subarea provide opportunities for recreation and promote walkability.
- Areas for single-family and multifamily housing located near the schools and throughout the subarea provide an opportunity for housing choices, including a variety of sizes and types.
- A mixed-use and commercial core, connected to surrounding residential areas with on-and off-street trails, can increase walkability.
- A central plaza, located near the Legacy Lands, provides a gateway from the recreational areas to the commercial core and could provide a venue for community events.



Figure 8. Draft Concept Plan – Option A

Conceptual Planning

Draft Concept Plan – Option B

- Estimated capacity: 4,735 dwelling units, 12,785 residents, and 2,170 jobs
- Trails located throughout the subarea provide opportunities for recreation and promote walkability.
- A mixed use and commercial core along a new major roadway allows for a commercial center to the subarea with commercial nodes providing "neighborhood-scale" commercial uses.
- Trails and pathways connecting residential and commercial/mixed-use areas can increase walkability to neighborhood commercial centers and throughout the subarea.
- Business park and commercial areas are located to the north to take advantage of flatter land and avoid residential land in the airport overlays.
- A business park area located near the high school could provide opportunities for campus connections and job-training.
- A mix of single-family and multifamily areas centrally located and throughout the subarea provide opportunities to encourage a variety of housing types and sizes.



Figure 9. Draft Concept Plan – Option B

Conceptual Planning

Preferred Concept Plan

The Project Team worked closely with the Steering Committee to develop a preferred plan based on community feedback from the first virtual open house, as well as input from the CAC. Figures 10 through 12 show the preferred concept plan and conceptual renderings.



Figure 10. Preferred Concept Plan



Figure 11. Conceptual Aerial Rendering

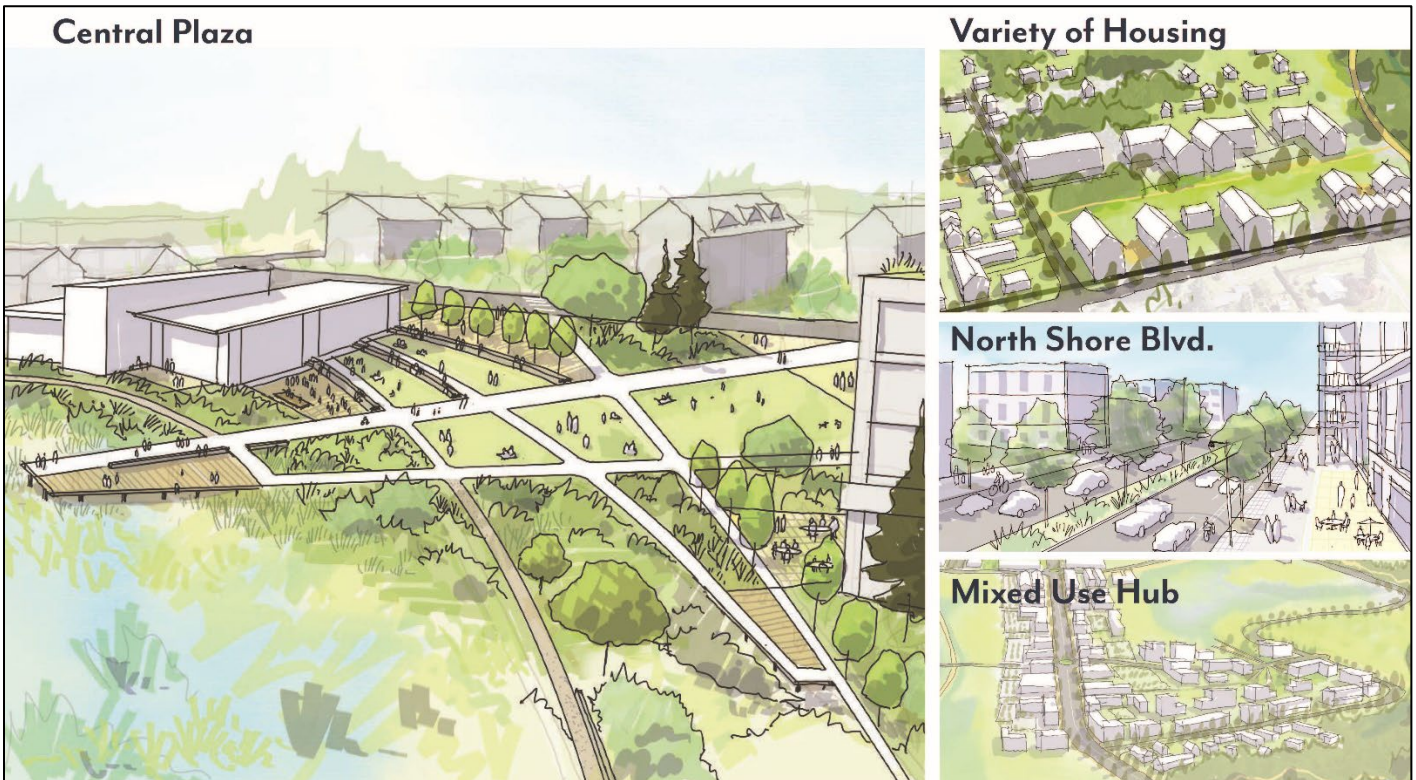


Figure 12. Conceptual Site Renderings

Conceptual Planning

The table below summarizes the key messages heard from the community, Steering Committee and CAC and identifies how this feedback is reflected in the preferred concept plan and design guidelines.

Table 1. Incorporation of Community Feedback

Community Feedback (What we heard)	Key Feature(s) of the Plan (What we did)
Create walkable neighborhoods	Compatible land uses are located next to each other in order to encourage walking (e.g., mixed use and commercial). The street cross sections include pedestrian facilities on all roads. The City also conducted a walkshed analysis to estimate how long it would take for a pedestrian to reach a park/open space. While a half-mile (10-minute walk) is a common standard used in walkshed analyses, the City used a quarter mile (5-minute walk) to increase walkability in the North Shore. Based on this analysis, a potential park was added so that all of the subarea is within a quarter mile of a park/open space.
Create a central plaza for community events	The central plaza from Option A was carried forward to the concept plan. The plaza would be adjacent to the Legacy Lands and mixed use/commercial hub, which will create an active public space.
Identify and preserve sensitive areas	Working with the Steering Committee, the City evaluated spatial data for critical areas (e.g., wetlands) and made refinements to the concept plan and development assumptions to better reflect on-the-ground conditions. The potential road alignment through the Legacy Lands from Options A and B was not carried forward in order to preserve this area for recreation. Many of the design guidelines include measures to protect natural resources, including landscaping with native plants and incorporating sustainable design principles (e.g., green roofs, habitat creation).
Connect commercial centers and natural areas by series of trails	A series of potential primary and secondary trails are identified on the concept plan, which connect commercial areas to the Legacy Lands, as well as residential areas. The City conducted a walkshed analysis to confirm all of the subarea is within a quarter mile (5-minute walk) of a park/open space.
Allow for a mix of housing types	The concept plan incorporates mixed-use and higher and lower density residential designations. Both residential zones would allow a range of housing densities to increase flexibility. The design guidelines and standards will further shape the housing typologies and encourage a variety of sizes and styles.
Consider the traffic impacts of increased density	The City prepared a trip generation and roadway connectivity assessment based on the concept plan (see Appendix C). The assessment concluded that the proposed roadway connections are expected to provide adequate roadway capacity to support the land use designations.
Build flexibility into the requirements for Mixed-Use zones to encourage creativity and to not be overly prescriptive	The design guidelines were drafted to reflect this feedback. The intent is for the standards and code to be prescriptive enough to ensure development meets the intent of the vision statement, but also to have some flexibility in how developers can meet that intent.
Ensure that Business Park areas are right-sized for the	The City conducted a spatial analysis to confirm that the proposed Mixed Employment areas (formerly called Business Park) will provide 10 to 15 contiguous acres of unconstrained land.

Conceptual Planning

types of businesses Camas might attract	
Increase jobs and housing in Camas while also recognizing that the North Shore cannot address all housing and jobs needs for the city	The estimates for jobs and dwelling units have been refined throughout the planning process to reflect feedback from the community and committees. This includes refinements to the mix of land uses, as well as changes to the proposed densities. The estimated capacities for Option A, Option B, and the Draft Preferred Concept can be found in Section 4. These capacities reflect full buildout of the North Shore, which would occur gradually over time.
Consider critical areas and other factors, like market conditions, when estimating development capacity	The assumptions for estimating dwelling units and jobs have been refined over time. The current assumptions reflect the development potential of different critical areas and market conditions. A memorandum detailing the assumptions and estimated capacity is available in Appendix C and on the project website.
Create design guidelines that encourage sustainability and consider stormwater management, landscaping, and dark skies	When drafting the design guidelines, the City reviewed and incorporated community feedback from Phase 1 and Phase 2, as well as specific recommendations from the CAC and Steering Committee. The guidelines incorporate these items and many other sustainability best practices.

Conceptual Planning

Land Use Capacity

The estimated number of jobs, dwelling units and potential population under the existing and proposed zoning designations are outlined in Table 1. A memorandum detailing the proposed land uses in the preferred concept plan, development assumptions, and estimated capacity is included in Appendix C.

Table 2. Land Use Capacity Comparison

Proposed Zoning Designation	Developable Acres	Permitted Density ²	Estimated Jobs	Estimated Dwelling Units	Estimated Residents
Mixed Employment	41	n/a	817	n/a	n/a
Commercial	9	n/a	177	n/a	n/a
North Shore Mixed Use	67	24	405	1,133	3,060
North Shore Higher Density Residential	81	10 - 18	n/a	1,136	3,067
North Shore Lower Density Residential	121	4 - 5.8	n/a	700	1,890
Parks/Open Space ¹	77	n/a	n/a	n/a	n/a
School ¹	13	n/a	n/a	n/a	n/a
Draft Preferred Concept			1,399	2,969	8,017
Comparison to Existing Zoning					
Existing Zoning			2,829	1,820	4,915
Draft Preferred Concept Compared to Existing Zoning			- 1,430	+ 1,149	+ 3,102

¹ Additional lands designated as parks/open space and school would be added within the other zoning designations as development occurs.

² Dwelling units per acre.

Conceptual Planning

Connectivity Improvements

An assessment of the anticipated trip generation and road connectivity assessment was prepared to evaluate the land uses and transportation alignments shown on the preferred concept (Appendix C). To address connectivity to, from and within the subarea, which was identified as a concern during community outreach, the preferred concept recommends several transportation improvements. The subarea concept plan includes multiple connections to the surrounding public street network. These roadway connections are described below and identified in Figure 13 with a red asterisk. The road alignments and intersection locations are conceptual and will be refined through future design and capital facilities planning efforts.

- No. 1 – NE 232nd Avenue extending to the east as North Shore Boulevard was recently constructed along the frontage of Lacamas Lake Elementary School. The existing North Shore Boulevard is planned to extend east to provide a Major Road connection through the subarea.
- No. 2 – The extension of NE Third Street (North Shore Boulevard) to the west is planned as a Major Road connection between the central portion of the subarea and SR 500.
- No. 3 – A new Minor Road connection to SR 500 is planned to connect through the subarea.
- No. 4 – The extension of SE Eighth Street east of SR 500 as a Minor Road is planned to connect the east side of the subarea.
- No. 5 – The existing Leadbetter Road, which connects to SR 500 today, is planned for limited vehicle access to serve the park area and Lacamas Lake boat launch in the subarea.



Figure 13. Proposed Roadway Connections

Trip generation is the method used to estimate the number of vehicles that would be added to the surrounding roadway network if development occurred consistent with the preferred plan. The trip generation and roadway connectivity assessment estimated that the total number of net new trips in and out of the subarea would be 2,937 trips during weekday peak hours. The estimated number of vehicle trips generated per land use is outlined in Table 2. A detailed report of the method used to estimate these trips is included in Appendix C. With buildout of the subarea, the proposed roadway connections are expected to provide adequate roadway capacity to support the land use designations. Future development applications will require site-specific traffic studies to determine the final alignment and construction timing of the proposed transportation improvements.

Conceptual Planning

Table 3. Trip Generation Estimate

Zone	ITE Land Use ¹	Size ²	PM Peak Hour		
			In	Out	Total
Mixed Employment	Industrial Park	817 EMP	68	275	343
Commercial	Shopping Plaza with Supermarket	116 KSF	502	545	1,047
	<i>Passby Trips (40%)</i>		-201	-218	-419
North Shore Mixed Use	Shopping Plaza	264 KSF	671	699	1,370
	<i>Passby Trips (30%)</i>		-201	-210	-411
	Multifamily Housing (Low-Rise)	566 DU	182	107	289
	Multifamily Housing (Mid-Rise)	566 DU	135	86	221
North Shore Residential (Higher Density)	Single-Family Detached Housing	114 DU	67	40	107
	Single-Family Attached Housing	341 DU	110	84	194
	Multifamily Housing (Low-Rise)	341 DU	110	64	174
	Multifamily Housing (Mid-Rise)	341 DU	81	52	133
North Shore Residential (Lower Density)	Single-Family Detached Housing	700 DU	415	243	658
Parks/Open Space	Public Park	77 AC	4	4	8
School	Elementary School	330 STU	24	29	53
INITIAL NEW TRIPS			1,967	1,800	3,767
PASSBY TRIP REDUCTION			-402	-428	-830
NET NEW TRIPS			1,565	1,373	2,937

¹ ITE (Institute of Transportation Engineers) manual, Trip Generation, 11th Edition.

² KSF= 1,000 square feet, EMP = employees, DU = dwelling units, AC = acres, STU = students

North Shore Cross Sections

To ensure the look and feel of these roadways align with the community’s vision for multimodal connections, conceptual cross sections were developed for collectors (connector roads) and arterials (main roads), including North Shore Boulevard (No. 1) and the “ridgeline road” adjacent to the Legacy Lands (No. 3). These cross-sections will be refined during the development and adoption of the North Shore design standards.

North Shore Boulevard would be the primary east-to-west arterial road serving the mixed use and commercial hub in the north, as well as the central plaza. The cross section (Figure 14) is an example of a road that balances the need for vehicle access with a street that is walkable, bike friendly, and includes traffic calming design standards.

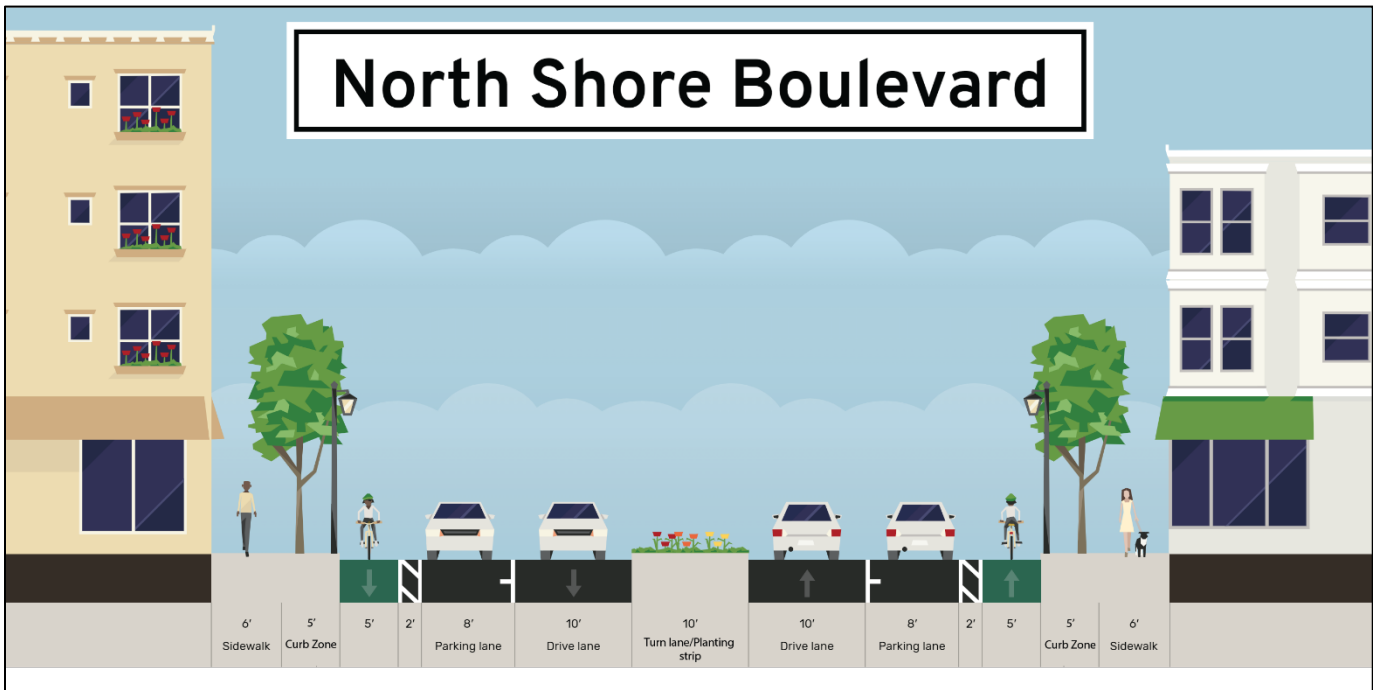


Figure 14. North Shore Boulevard – Conceptual Cross Section

The ridgeline road would be adjacent to the Legacy Lands and run through the central higher density residential area. The conceptual cross section (Figure 15) includes on-street parking to facilitate access to nearby businesses, recreational areas, and residences, as well as a wide shared use path (for pedestrians, bicycles, etc.) adjacent to the Legacy Lands. Like North Shore Boulevard, the design of this cross section will be refined during the development and adoption of the North Shore design standards.



Figure 15. Ridgeline Road – Conceptual Cross Section

Conceptual Planning

Collector roads (Figure 16) would include sidewalks and buffered bike lanes to reflect community feedback for walkable and bike-friendly roads throughout the subarea.

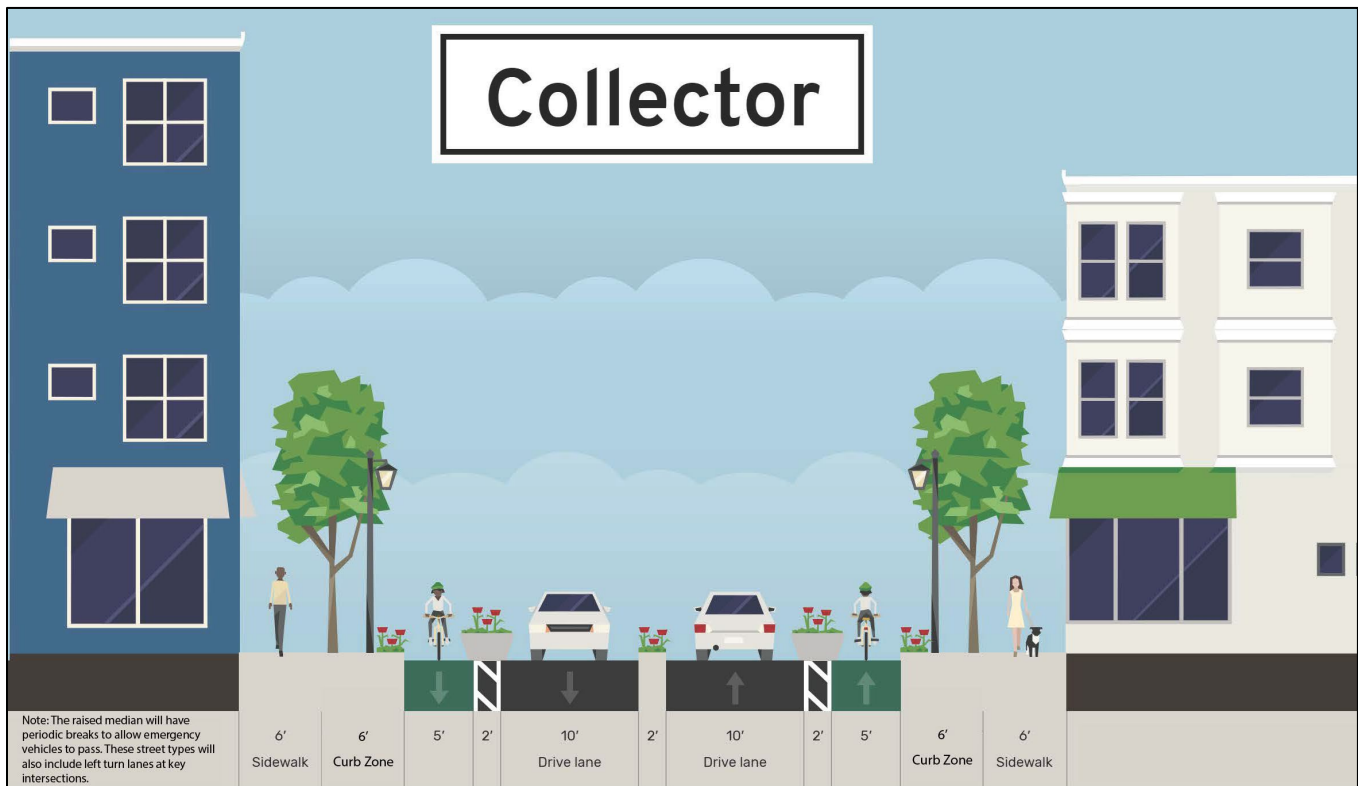


Figure 16. Collector Road – Conceptual Cross Section

Market Assessment

A market assessment was prepared based on the preferred concept plan (Appendix C). The assessment states that the market demand for all types of housing has been exceptional over the last few years, but demand for single-family and other types of lower density housing may have reached a historical high with a severely constrained supply.

The market assessment supports the plan to dedicate the majority of developable residential land to single-family and lower- to middle-density housing types over denser mixed-use development but notes that the market may not support building as much middle-density housing as the current plan allows. The City recognizes the results of the market assessment; however, the preferred concept plan balances several different needs and is not solely responsive to market conditions. The subarea plan must balance market conditions with the need for more housing units of different types and more affordable housing, as called for in the City's Housing Action Plan (2021).

Design Guidelines

A design guideline is a discretionary tool that the City will use to guide decision-making about the look and feel of development so that it is consistent with the vision statement adopted as part of the subarea plan.

The North Shore design guidelines were created to fulfill the vision statement and reflect feedback provided by the public. The CAC played a key role in the identification of design guidelines that could guide development in a way that aligns with the community's vision. The draft guidelines below were presented to the community at the second open house. These guidelines are recommendations; ultimately development and design standards must be adopted and implemented in the Camas Municipal Code (CMC).

The numbers below identify the vision statement element(s) that a guideline supports (see Section 2 for the adopted vision statement).

Development (Commercial, Residential, and Mixed-Use Buildings)

- Co-locate mixed-use and commercial uses near existing roads and new major roads and intersections where possible to create walkable centers. (3, 4)
- Focus the highest density residential uses in areas adjacent to major roads and/or mixed-use areas. (3, 4, 8)
- Locate higher-density residential uses (e.g., multifamily apartments) along arterials and adjacent to existing commercial areas. (3, 4)
- Use a stepped-transition in building height and mass to move from higher-density to lower-density and more intense mix-of-uses to single uses. (8)
- Locate lower density residential uses (e.g., townhouses) adjacent to single-family residential. (3, 4)
- Vary lot sizes for residential uses to avoid a “cookie cutter” and predictable suburban development patterns and better reflect the natural geography. (1, 8)
- Minimize the visibility of off-street surface parking, instead integrating structured and tuck-under parking in buildings or locating surface parking behind buildings. (3, 6)
- Orient the form and layout of buildings to retain or integrate with the existing topography, natural habitat, and respond to climatic or solar conditions. (1)
- Create smaller hardscaped and plaza areas within mixed-use/commercial areas to create spaces for gathering, waiting, discussion, and outdoor commercial activities. (3, 8)
- Organize residential units around common green space(s) that incorporate stormwater drainage, seating areas, play spaces, and internal pathways. (1, 2)
- Public-facing facades and building entries – regardless of land use – should provide weather protection from wind, rain, and sun and the occasional snow. (3, 6)
- Include multiple entries and windows on ground floor commercial uses facilitate business access, create visual interest, and promote safety. (3, 6)
- Preserve or feature historic architectural details or fenestration (e.g., windows or porch details) where they currently exist or are available for preservation. (8)
- Integrate sustainable design principles, such as passive building design, green roofs, permeable surfaces, stormwater management, and microhabitat creation. (1)
- Encourage an aesthetic that is complementary to the surroundings (such as the Pacific Northwest style) through site design, exterior building materials, landscaping and other features. (1)
- Use dark-sky friendly lighting for outdoor areas, such as full cutoff fixtures or limiting light trespass from buildings into the street. (1)

Public Spaces (Streetscapes, Trails, Plazas, Parks, and Landscaping)

- Encourage the preservation of native soils, existing tree canopy, and topography to the greatest extent possible. (1)
- Design trails and parks to accommodate the needs of all age groups and abilities. (2)

Conceptual Planning

- Design landscaped areas in streetscapes, parks, and plazas to reflect the natural character and ecology of the Pacific Northwest and use drought-tolerant native species that increase biodiversity. (1, 8)
- Provide landscaping on streetscapes to mimic rural character and use drought tolerant, native species that utilize stormwater runoff and increase infiltration. (1, 8)
- Provide a consistent theme and identity for streetscapes that reflect a small-town feel through signage, lighting, and pedestrian amenities (e.g., benches). (8)
- Locate trails and natural spaces throughout the area as well as on the edge of the subarea to create buffers for wildlife and provide recreation opportunities. (2, 8)
- Connect new trails to existing or planned regional or local trails where possible. (2)
- Use residential building setbacks for landscaping to mimic nearby, rural residential patterns and provide privacy and safety for ground floor residential units. (1, 8)
- Incorporate seating in public spaces (within mixed-use, commercial, and open spaces) to create passive recreation opportunities to pause or spend time. (2)
- Provide wayfinding and interpretive signage that directs people to historic, cultural, and natural resources throughout the area. (1)

Right-of-Way (Transportation, Mobility, and Streets)

- Provide a multimodal trail network along public rights-of-way to provide daily commute and recreation options and connect to the larger regional trail system. (2, 7)
- Balance the rural character of roadways with the addition of traffic calming features and upgraded pedestrian and bicycle facilities to support multimodal travel. (3, 8)
- Design streetscapes that are pedestrian-scaled, provide an intimate retailing and commercial environment and contribute to the small-town feel. (3, 8)
- Incorporate on-street parking in commercial and mixed-use areas to limit large surface parking areas and enhance walkability. (3, 8)
- Incorporate secure bicycle parking and storage to promote non-motorized travel and encourage mode-shift. (7)
- Encourage the preservation and enhancement of wildlife corridors across public rights-of-way through wildlife crossings (under and overpasses designed for wildlife). (1)

SECTION 5

IMPLEMENTATION

Implementation Measures P 25

Development Code Amendments P 27



Implementation

The following implementation measures establish the regulatory framework that will support development in the North Shore subarea compatible with the vision statement.

Table 4. Implementation Measures

Implementation Item	Action	Priority (short- or long-term)
Planning		
Subarea Plan Adoption	<ul style="list-style-type: none"> Adopt the North Shore subarea plan by reference into the Camas Comprehensive Plan. See Figure 17 for proposed comprehensive plan designations. Review existing comprehensive plan goals and policies to reflect the North Shore subarea vision. 	Short
Municipal Code Amendments	<ul style="list-style-type: none"> Amend the CMC to codify recommended zoning amendments (see Table 4, Development Code Amendments) and establish recommended overlay zones. See Figure 18 for proposed zoning designations. Implement recommended design standards to ensure future development reflects the North Shore subarea vision. 	Short
Infrastructure (Utilities and Transportation)		
Roadway Improvements	<ul style="list-style-type: none"> Ensure future roadway improvements are consistent with the North Shore subarea design standards and provide multimodal transportation options. Coordinate with Clark County and WSDOT on planned improvements, including NE 232nd Avenue and SR 500. 	Short to Long - based on timing of development proposals
Expanded Water and Sewer Service	<ul style="list-style-type: none"> Confirm planned infrastructure improvements will support subarea development and are financially viable based on planned densities. Review timing of infrastructure improvements in conjunction with annexation petitions and development applications. Expand franchise utilities in conjunction with development. 	Short to Long
Parks and Trails		
Park and Trail Improvements	<ul style="list-style-type: none"> Update the City Parks and Recreation Comprehensive Plan to incorporate park and trail locations proposed in the subarea plan and the Legacy Lands project. Refine park and trail locations in conjunction with future development proposals. 	Short to Long

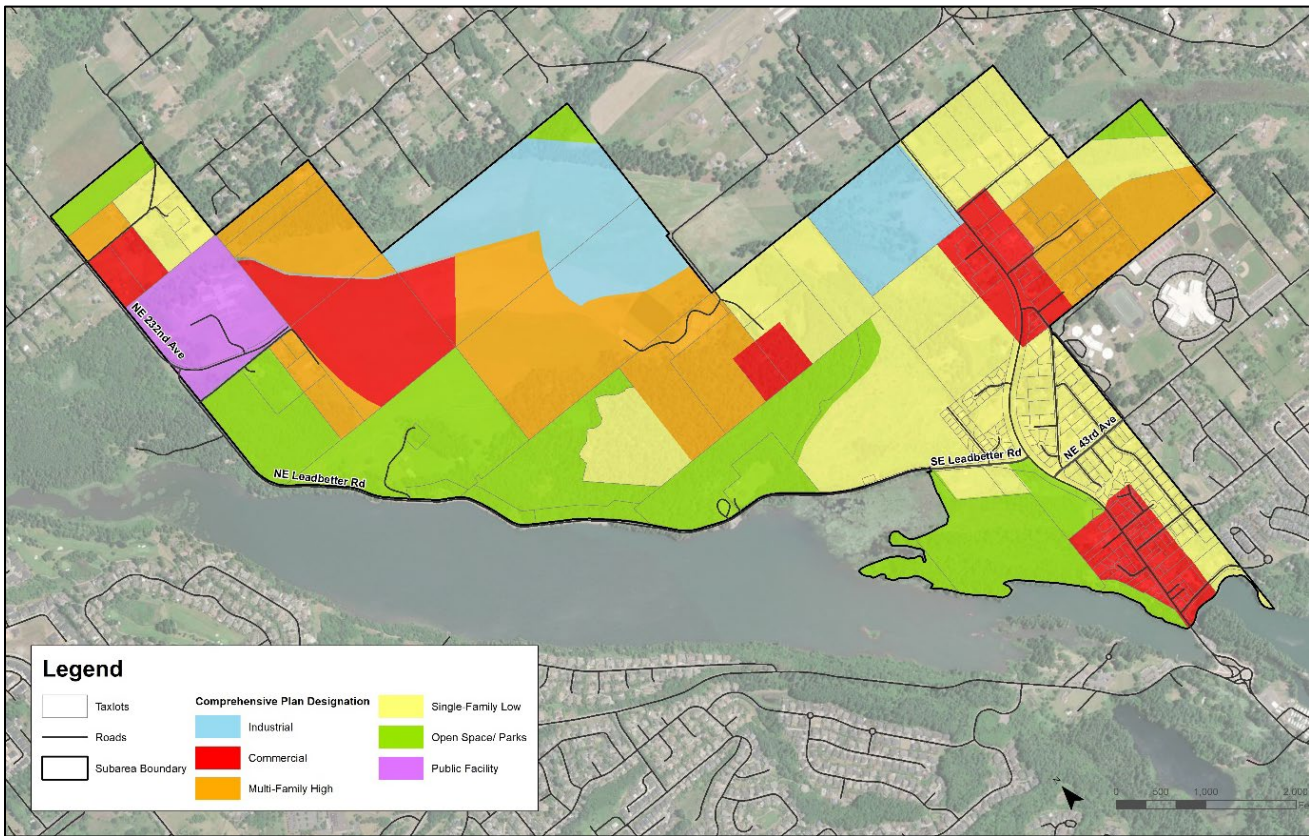


Figure 17. Proposed Comprehensive Plan Map

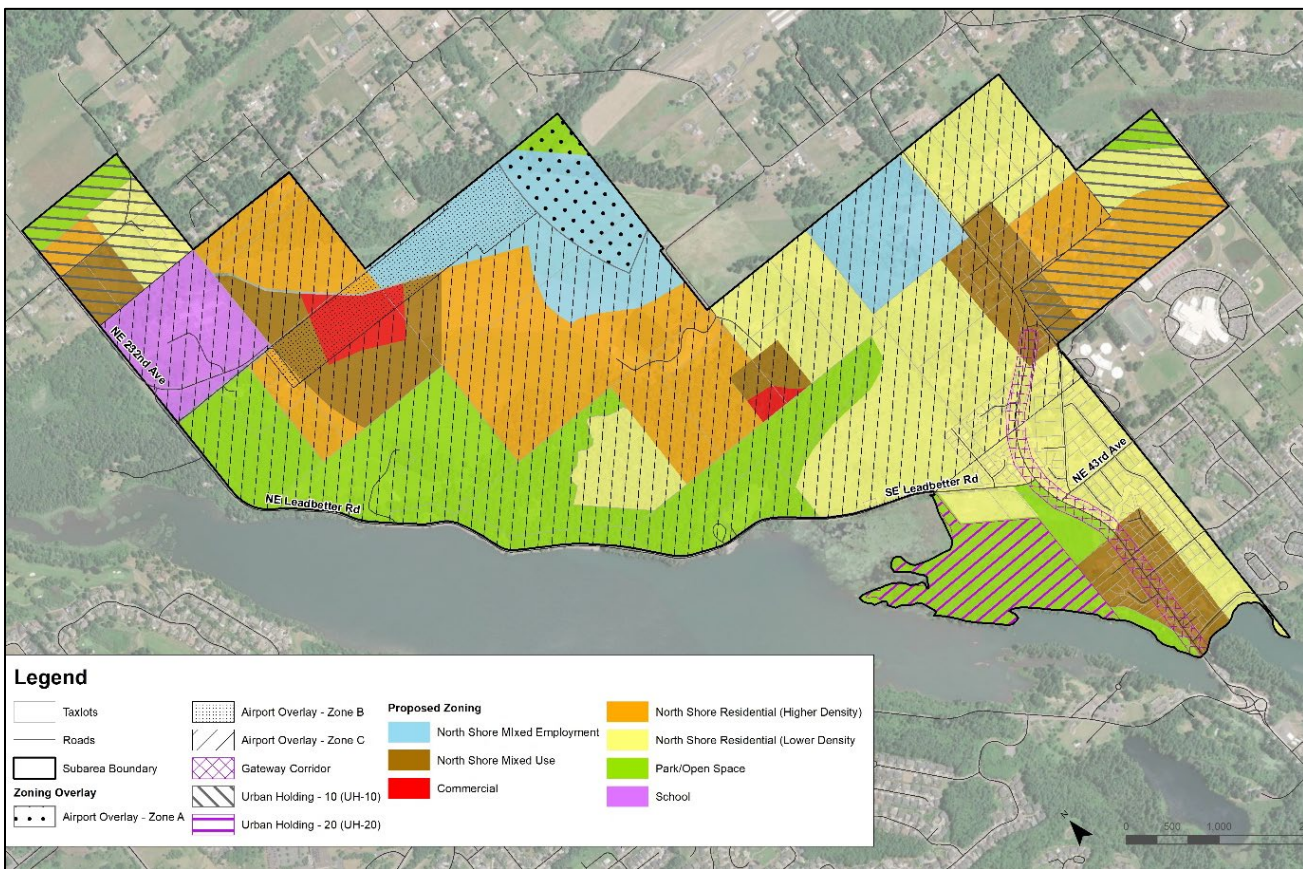


Figure 18. Proposed Zoning Map

Implementation

Development Code Amendments

The following development code amendments are recommended to implement the North Shore subarea plan.

Table 5. Development Code Amendments

Existing Code	Recommended Amendments
Title 18 - Zoning	<ul style="list-style-type: none"> Establish a North Shore overlay zone that specifies standards and uses that apply to the North Shore, such as North Shore specific design standards. The overlay would also allow event facilities to be a permitted use in certain areas within the North Shore.
Chapter 18.05.040 – Residential and multifamily zones	<ul style="list-style-type: none"> Amend the City’s residential and multifamily zones to add a new North Shore Residential – Lower Density zone. This zone is intended for residential dwellings in the North Shore subarea with a minimum density of 4 dwellings per acre and a maximum density of 5.8 dwellings per acre. This zone will reflect the rural character of a number of existing residences and can support transitions from existing uses to more dense zones. Amend the City’s residential and multifamily zones to add a new North Shore Residential – Higher Density zone. This zone is intended for residential dwellings in the North Shore subarea with a minimum density of 10 dwellings per acre and a maximum density of 18 dwelling units per acre. This zone provides for a diversity of dwellings and serves as a transition between commercial areas and residential uses.
Chapter 18.050 – Commercial and industrial zones	<ul style="list-style-type: none"> Amend the City’s commercial and industrial zones to include a new North Shore Mixed Use zone. This zone provides for a wide range of commercial and residential uses in the North Shore subarea. Compact development is encouraged that is supportive of transit and pedestrian travel. Mixed use areas should create spaces for community gathering, waiting, discussion, and outdoor commercial activities. Amend the City’s commercial and industrial zones to include a new North Shore Commercial zone. This zone is designated as a commercial area in the North Shore subarea, providing a range of goods and services.
Chapter 18.13 – Landscaping	<ul style="list-style-type: none"> Update landscaping standards as necessary to reflect the design guidelines. The standards of this chapter would apply to any development in the North Shore unless otherwise exempted.
Chapter 18.11.010 – Parking policy designated	<ul style="list-style-type: none"> Amend the City’s parking policy to incorporate parking standards unique to the North Shore districts.
Chapter 18.15.050 – Signs controlled by zoning district	<ul style="list-style-type: none"> Update Table 1 to include signs permitted, prohibited, or only allowed with a Conditional Use Permit for North Shore districts.

APPENDIX A

PUBLIC INVOLVEMENT SUMMARIES

Phase 1 Outreach Compilation

Phase 2 Open House Summaries

Project Advisory Committee Meeting Summaries

Lacamas Lake

Legend:
Parks Master Plan
Future Arterial Road
Draft Subarea Boundary
Urban Growth Area
Major Roads

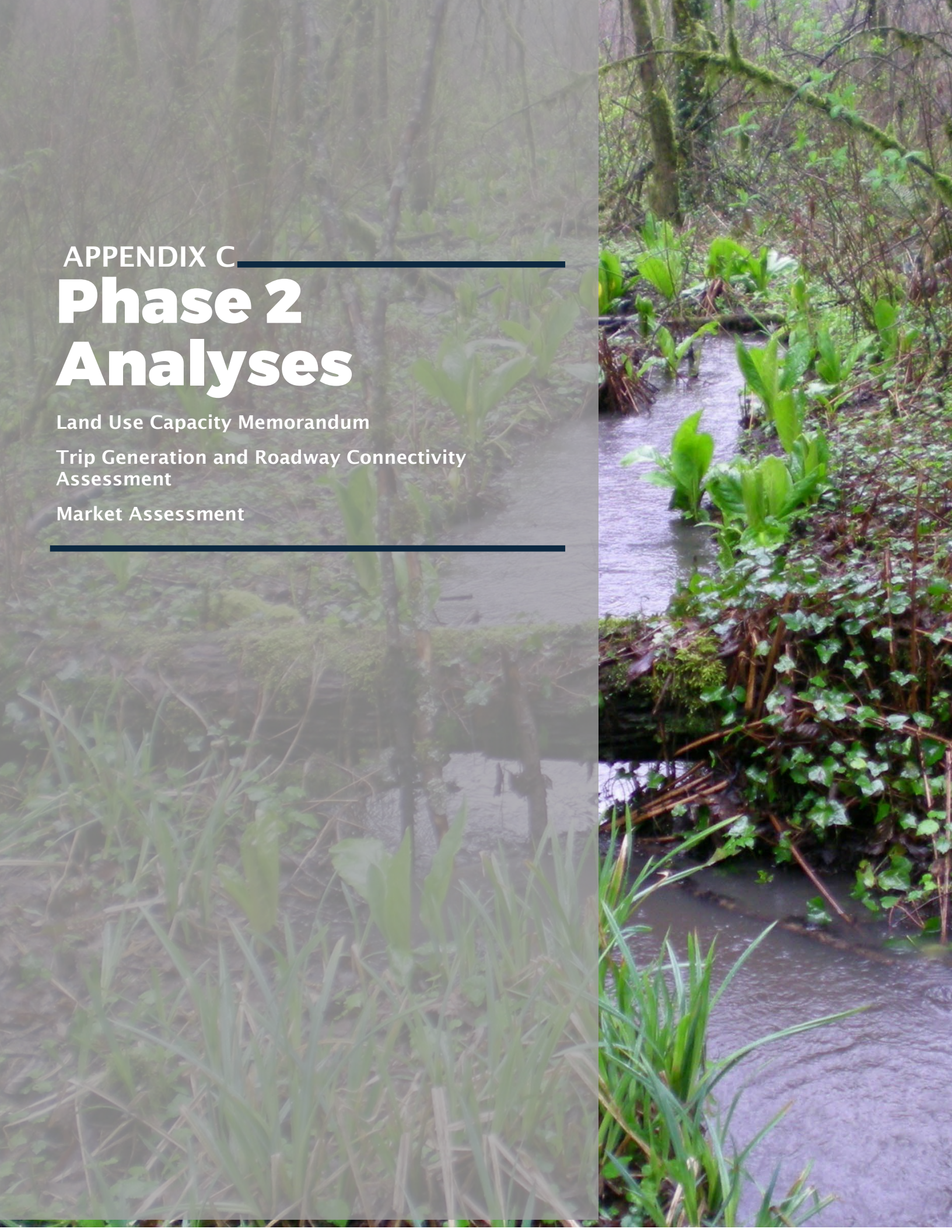
Scale:
0 0.125 0.25 0.5 Miles

APPENDIX B

Phase 1 Analyses

Existing Conditions, Opportunities, and Constraints
Market Analysis





APPENDIX C

Phase 2 Analyses

Land Use Capacity Memorandum

Trip Generation and Roadway Connectivity
Assessment

Market Assessment
