

**From:** Randal Friedman <randalfriedman@gmail.com>  
**Sent:** Tuesday, May 4, 2021 3:16 PM  
**To:** Melissa Mailloux <melissa@mosaiccommunityplanning.com>  
**Cc:** Sarah Fox <SFox@cityofcamas.us>  
**Subject:** DRAFT HOUSING STUDY

Melissa — I'm very disappointed in this draft.

I took the time to participate in two focus groups.

Nothing of the two main points I made is acknowledged even though both are quite valid. My primary point about Georgia Pacific's property is even more relevant as I watch the 27 acre lab property demolished to the ground. Surrounded on three sides by residential, but still zoned Heavy Industry, it alone could support 500 units at an M-18 designation. That's 11% of our total 2040 need! Yet it doesn't exist for purposes of this draft Study. Nor does any other part of their property which is in the process of the issuance of a cleanup order. Why not make it clear the City of Camas would support a rezoning? At least on the lab property now being demolished?

In case you haven't seen it, our community has come together to ask the State of Washington to ensure a cleanup beyond heavy industrial standards. If nothing else, so that property could be available to meet housing mandates they are imposing. <https://www.camaspostrecord.com/news/2021/apr/29/camas-residents-officials-weigh-in-on-paper-mill-cleanup-plan/>

You seem intent on pushing state-mandated density further out, spreading it out, and reducing parking needs. Why don't you speak to the obvious: Downtown and mill property can be a significant part of a 2040 solution.

I find it classist and disrespectful to lower-income households, seniors, and others you "assume" won't have a car. Are you suggesting they can't find a better job that needs personal transportation? Are you suggesting their medical needs are limited to bus lines or expensive Uber drives for cancer treatment in Portland? Are you suggesting they can't have the same options for education, and recreation as their fellow citizens with cars? Are you suggesting they can't shop and dine where they would like? You are taking all this freedom away with your assumption.

The truth is many will have cars, and those cars will be parked further out in neighborhoods. Great to think of a senior having to negotiate groceries for several blocks. The truth is you are creating the Portland reality where Districts like Division and Hawthorne, with their high density units without parking, are impacting adjoining neighborhoods. I hear it from Portland folks loud and clear.

I suggested an in-lieu fee to build efficient parking downtown and allow more units instead of costly on-site parking. All part of my suggestion to focus on Downtown. Not a word I could find this considered by this draft Study.

I am glad you recognize that city fees make a difference, and a small unit shouldn't pay the same fees as a 5,000 sq ft McMansion. We agree on that.

You seem to have come in with an agenda to push inclusionary housing requirements. Great...make housing more expensive for everyone else. This in part to make up for the things you could have done if your goal was to actually make housing more affordable and accessible. Quite simply, if for purposes of discussion you could build 2,000 units in the greater downtown by 2040, that's 2,000 units that don't have to be built via inclusionary requirements, among others, that either raise the price of housing or impact surrounding neighborhoods.

If you really want to build a walkable and accessible Camas, cramming more units in outlying residential areas is not the way. Building downtown is. This is our path to meet housing and climate change mandates coming from Olympia.

You are putting Camas on the way to becoming Portland. Pretending people don't have cars in areas where they are needed, Pretending only wealthier people have cars, etc. You are perpetuating classism. Why don't you ask some of the recent households that have moved from Portland why they left?

Camas deserves better from this critically needed study. Our housing market is out of control. Frankly, I'm wondering why I bothered to participate?

I will be sharing this via social media.

Randal Friedman

**From:** Sarah Fox  
**Sent:** Tuesday, May 4, 2021 5:19 PM  
**To:** 'Randal Friedman'  
**Cc:** Melissa Mailloux  
**Subject:** RE: DRAFT HOUSING STUDY  
**Attachments:** Camas\_HAP\_-\_Draft\_HAP\_Ver\_7\_Housing\_Strategies.pdf

Randal,  
Your comments will be added to the record and provided to the Planning Commission.

In reading your comments, I interpreted that an important aspect was misunderstood.

The draft HAP provides a suite of strategies from a multitude of options to achieve the city's goals. The plan will focus on lands within the city limits, not outside the city limits. Each strategy (if the HAP is approved) must in turn be further developed, analyzed, vetted and brought back to council for adoption. For example, a density standard or change to the zoning map, would be brought through the legislative process after the HAP is approved.

It seems as if you may have missed that the downtown housing strategy is the first in priority (Version 7 attached). The second strategy in priority is focused on upzoning and rezoning **targeted areas**. One of the targeted areas *could be* the heavy industrial properties. In short, there is much more work ahead of us once the strategies of this plan are accepted by Council. The scope of the HAP does not include narrowing its focus to the block level, as that is work for the next phase.

And finally, Camas has strategies for shared parking and reductions for mixed use buildings already in our code, and so this isn't a new concept, but could be refined further based on the strategy. The rate of car ownership is a well-studied subject in relation to the total cost of housing. Meaning that if the goal is to provide housing for those whose income is below the median, then any additional factor that could lower their rent should be considered. Car ownership has been declining among certain populations, and has become a matter of choice for others. There is a body of research devoted to what they call "right sized parking", which seeks to avoid overbuilding parking. The project team can provide more context and information on this aspect at upcoming meetings.



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**From:** Randal Friedman <randalfriedman@gmail.com>  
**Sent:** Tuesday, May 4, 2021 6:35 PM  
**To:** Sarah Fox <SFox@cityofcamas.us>  
**Cc:** Melissa Mailloux <melissa@mosaiccommunityplanning.com>  
**Subject:** Re: DRAFT HOUSING STUDY

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Sarah — I don't think you fully understand me as well

Of course these are an array of strategies that are just proposals. They still have a process to go through. My point is this array would be different if, for example, this Study show specific to the mill property, the ability to accommodate 2,000 housing units of various types. That's 2,000 units that now off the table.

You and I both know when you say ""downtown"" in Camas you are talking about our historic downtown and not the mill. Just like being the only Clark County property not in Clark Public Utility's jurisdiction, it seems treated as its own entity barred from anything planned over it but heavy industry.

Certainly makes the cleanup cheaper.

A growing number of people believe the mill should be on the table for conversation, especially when critical cleanup issues, such as land use, are being made. Unlike our Port, the City of Camas has been conspicuously silent about the draft clean up order and Public Participation Plan. This needs to change.

This Housing Study could easily provide the conceptual road map for the Port. How about "Strategy X: working with the Port of Camas-Washougal on a conceptual plan for future reuse, such reuse to provide at least 2,000 units of housing to meet State mandates."

It defies logic the 27 acres being demolished cannot be considered for state-mandated housing, but someone's next-door lot sporting a tri-plex by right can. That is on the table.

If your response is saying the mill property is a "targeted area" then say so directly. Moreover, assign a planning goal to it for 2040 housing. Then back off some of these potentially intrusive other strategies.

I think our community needs to understand that choice, and be presented with it for discussion.

That was the point I made at two focus group discussions quite clearly. Obviously it wasn't heard.

As to "careless" people, there's a real difference between the real world and studies. Basic to your cited assumption is the resident of that unit doesn't deserve the same entitlement as everyone else: the provision of a parking spot. Why? Because the City refused to consider state-mandated housing at the mill, but instead took away your parking spot to help a developer save money to make up units that should have gone to the mill property. Whew!