

Chapter 18.XX Design Overlays

18.xx.010 Purpose and Applicability.

18.xx.020 Permitted Uses.

18.xx.030 Downtown Design Overlays

18.xx.040 General Overlay Design Standards.

18.xx.050 Tier 1 and Tier 2 Corridors Design Overlays

18.xx.060 Incentives.

18.xx.010 Purpose and Applicability.

A. Purpose and Intent

1. To encourage new development and business opportunities along identified corridors throughout the city;
2. To elevate the design standards beyond the base zoning requirements along the identified corridors that are arranged, scaled, and designed to create a unique sense of place that is complementary with surrounding land uses; and
3. To promote a mix of uses with a compact growth pattern to efficiently use the remaining developable land and to help support community and neighborhood businesses and residents.

B. Applicability.

1. Unless provided elsewhere in this title or in adopted manuals, this chapter applies to all new development and redevelopment (including change in use, e.g., residential to commercial) within the identified overlays, which are shown on the City's Design Overlays map as Tier 1 and Tier 2 corridors. The overlay applies to properties fronting on these corridors. The underlying zoning standards still apply along with the overlay requirements. New development and redevelopment shall submit a site plan review application in accordance with Camas Municipal Code (CMC) Chapter 18.18 Site Plan Review, unless otherwise exempted in this title.
2. All new developments and redevelopment shall be required to submit a design review application in accordance with CMC Chapter 18.19 Design Review of this title prior to applying for a building permit.
3. Unless noted elsewhere in this title or in adopted manuals, landscaping requirements shall be the same as landscaping standards in the underlying base zones.
4. Development and redevelopment of public and private properties fronting corridors in the Downtown Subarea shall comply with the standards found in the Downtown Design Manual.
5. Gateways are designated to distinguish areas of the city that offer a primary entrance into Camas or serve as an entrance to a particular part of the City (e.g., downtown Camas). To demonstrate arrival into the community, gateways along Tier 1 corridors shall feature public and private amenities in the form of public art and entry signage. Gateways in Camas are shown on the City's Design Overlays map and are located at the following intersections.
 - a. NE Ingle Road and the northern Urban Growth Boundary
 - b. NE Ingle Road and NE Goodwin Road

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- c. NE 28th Street and N Farrell Street
 - d. NW Lake Road and NW Friberg-Strunk Street
 - e. NW 38th Avenue and just west of NW Bybee Road
 - f. SE Payne Road and NW Pacific Rim Boulevard
 - g. NW Brady Road, approximately 950 feet east of SE Columbia Palisades Drive
 - h. NW 6th Avenue and NW Norwood Street
 - i. NE Everett Street and the northern Urban Growth Boundary
 - j. NE Everett Street and North Shore Boulevard
 - k. NE Everett Street and NE Lake Road
 - l. NE 3rd Avenue and SE Crown Road
 - m. NE 3rd Avenue and 6th Street/SE Lechner Street
 - n. SE 6th Avenue and SE 8th Avenue

18.xx.020 Permitted Uses.

The uses permitted in a Design Overlay shall be governed by Chapter 18.07 Use Authorization.

18.xx.030 Downtown Design Overlays

All development and redevelopment within the Downtown Subarea shall meet the minimum design standards in the Downtown Design Manual.

18.xx.040 General Overlay Design Standards.

Compliance with the general overlay design standards must be demonstrated in overall intent for an approval of a design review application to be granted. General standards shall apply to each design overlay.

General standards are developed with the intent of being applied throughout each design overlay regardless of the underlying land use. Public improvements applied within design overlays that transition between the Downtown Subarea and adjacent areas shall be consistent. Development/redevelopment within a design overlay must adhere to the applicable goals and policies of the Comprehensive Plan as well as applicable development regulations and other design review standards. Additionally, depending on the type of development (residential, commercial, industrial, mixed use, etc.) compliance with goals and policies for the applicable land use category is required.

1. Design overlay areas shall be devoid of freestanding signs. Pre-existing freestanding signs will be subject to removal at the time of any new development, redevelopment, or major rehabilitation on the site. Exemptions include approved directional or community information signage as approved by the approval authority.
2. Permanent wayfinding, historic, and/or interpretive signage within a Design Overlay shall be standardized in a manner that creates a consistent look within the Design Overlay area.
3. The surface of pedestrian walkways within intersections shall be accentuated, consistent with ADA standards, with a unique character, such as stamped or colored concrete or pavers.

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4. Bike lanes shall be incorporated into the public right of way where feasible as determined by the City Engineer and approval authority.
 5. A consistent iconic streetscape lighting scheme shall be used.
 6. Layered landscaping must be provided as a transition to properties adjacent to the public right of way, including a mix of trees, shrubs, rockeries, and ground cover.
 7. Sidewalks shall be separated from the roadway through the use of planter strips (minimum 4-foot wide), 6-foot diameter tree wells, or if feasible, raingardens/bioswales.
 8. Street trees of no less than two inches in diameter shall be planted within planter strips or tree wells at a spacing that creates the appearance of a continuous canopy at tree maturation. Street trees must be replaced (with an appropriate species) if they are removed due to a hazardous condition or other reasons that are first verified by a certified arborist.

18.xx.050 Tier 1 and Tier 2 Corridors Design Overlays

Specific overlay design standards are required for all development and redevelopment within Tier 1 and Tier 2 corridors.

- A. The following list of streets and street segments are referred to as Tier 1 corridors to which other standards below apply.
 - a. NE Ingle Road Corridor: The extent runs from just north of N 92nd Avenue to NE Goodwin Road.
 - b. NE Goodwin Road Corridor: The extent runs between Camas Meadows Drive to N Boxwood Street.
 - c. North Shore Boulevard Corridor: The extent runs between NE Everett Street to NE 28th Street along the future alignment of North Shore Boulevard.
 - d. NE Everett Corridor: The extent runs between NE 15th Avenue to the northern Urban Growth Boundary along NE Everett Street.
 - e. NW Lake Road Corridor: The extent runs between NW Friberg-Strunk Street to NW Leadbetter Drive along NW Lake Road.
 - f. NW Brady/Parker Corridor: The extent runs between SE 192nd Avenue to NW Lake Road along NW Brady Road and NW Parker Street.
 - g. NW 38th Ave Corridor: The extent runs between SE 192nd Avenue to NW Parker Street along NW 38th Avenue.
 - h. NW Pacific Rim Blvd Corridor: The extent runs Payne Road to NW Parker Street.
 - i. NW 6th Avenue Corridor: The extent runs between the NW 6th Ave/Hwy 14 roundabout to NE Division Street along NW 6th Avenue.
 - j. NE 3rd Avenue Corridor: The extent runs between 6th Street/Lechner to NE Joy Street.
- B. The following list of streets and street segments are referred to as Tier 2 corridors to which other standards below apply.
 - a. NE Ingle Road Corridor: The extent runs between the northern Urban Growth Boundary to N 92nd Avenue.
 - b. Green Mountain Corridor: The extent runs between NE 92 Avenue to N Boxwood Street along NE 28th Street and NE 232nd Avenue.

- c. NW Camas Meadows Drive Corridor: The extent runs between NE Goodwin Road to NW Lake Road.
- d. NW Friberg-Strunk Street Corridor: The extent runs between NE Goodwin Road to and NW Lake Road along NW Friberg-Strunk Street.
- e. NW Lake Road Corridor: The extent runs between NW Leadbetter Drive to NE Everett Street along NW Lake Road.
- f. NW 38th Avenue Corridor: The extent runs between NW 38th Avenue to NW Lake Road along NW Astor Street and NW 43rd Avenue and NW Sierra Street.
- g. NW Sierra Street Corridor: The extent runs between NW Brady Road to NW 43rd Avenue along NW Hood Street, NW 18th Avenue, NW Astor Street, NW 23rd Avenue, and NW Sierra Street.
- h. NW McIntosh Road Corridor: The extent runs between NW Brady Road to NW 18th Avenue along NW McIntosh Road, NW 11th Avenue, and NW Astor Street.
- i. Division Street Corridor: The extent runs between NE 6th Avenue to NW Sierra Street along Division Street, NW 18th Avenue, NW 18th Loop, NW Fargo Street, and NW 28th Avenue.
- j. NE Dallas Street Corridor: The extent runs between NE 5th Avenue and NE 15th Avenue along NE Dallas Street.
- k. NE Garfield Street Corridor: The extent runs between NE 5th Avenue and NE 15th Avenue along NE Garfield Street.
- l. SE Crown Road Corridor: The extent runs between NE 3rd Avenue to SE 15th Street along SE Crown Road and SE 283rd Avenue.
- m. SE 15th Street Corridor: The extent runs between NE Everett Street and SE 283rd Avenue along NE 43rd Avenue, SE 15th Street, and SE Nourse Road.

Table 18.XX-1. Design Overlay Specific Standards

<u>Design Standards</u>	<u>Tier 1 Design Overlay</u>	<u>Tier 2 Design Overlay</u>
<u>Landscaping and Screening Standards</u>		
<u>Landscaping adjacent to the public right-of-way shall provide multiple layers of plantings, including canopy trees, understory trees, shrubs and groundcover.</u>	<u>S</u>	<u>S</u>
<u>Hanging baskets should be used along building frontages to add visual interest, and must be installed so that the bottom of the basket is a minimum of 80 inches above the finished grade of the sidewalk.</u>	<u>S</u>	<u>N/A</u>
<u>Median planting design/plant selection shall create a unique and cohesive streetscape design.</u>	<u>S</u>	<u>S</u>
<u>Use Standards</u>		
<u>If allowed in the underlying zone, drive throughs are allowed in a Tier 1 Design Overlay and shall be screened with landscaping or architectural features that integrate them into the building. Freestanding drive throughs are not allowed.</u>	<u>S/C (if allowed in underlying zone, see Chapter 18.07 Use Authorization)</u>	<u>N/A</u>
<u>Limited Neighborhood Commercial uses are allowed within residential zones on corner lots at intersections with collector or arterial streets. The neighborhood commercial use must be pedestrian oriented with a maximum building footprint of 2,500 sf and require no additional off-street parking.</u>	<u>S</u>	<u>S</u>

<u>Design Standards</u>	<u>Tier 1 Design Overlay</u>	<u>Tier 2 Design Overlay</u>
<u>Architecture Standards</u>		
<u>Freestanding signs are not allowed to be erected within Design Overlays.</u>	<u>S</u>	<u>S/C (see Chapter 18.15 Signs for signs controlled by zoning district)</u>
<u>Permanent signage within Design Overlays shall be standardized in terms of size, color, and materials.</u>	<u>S</u>	<u>N/A</u>
<u>Massing and Setback Standards</u>		
<u>New construction shall include a maximum setback of 20 feet. Main entrances to the buildings must be oriented to the street.</u>	<u>S</u>	<u>N/A</u>
<u>On-site parking areas shall be located to the rear or the side of a building.</u>	<u>S</u>	<u>N/A</u>
<u>Setbacks should include landscaping, hardscaping, and public art to enhance the pedestrian experience.</u>	<u>S</u>	<u>N/A</u>
<u>Historic and Heritage Preservation Standards</u>		
<u>The use of historic markers, information kiosks, project names, architectural features, or other elements of the project should promote the historic heritage of the site or surrounding area.</u>	<u>S</u>	<u>N/A</u>
<u>Circulation and Connections Standards</u>		
<u>Orient the main public entrance toward the public right-of-way. Pedestrian walkways shall connect each building's front entry with the sidewalk.</u>	<u>S</u>	<u>S</u>
<u>New developments should include plans for alternative transportation, such as providing attractive bus stop shelters, bicycle parking, etc.</u>	<u>S</u>	<u>S</u>
<u>Trees and planting strips or raingardens/bioswales shall be used for separating vehicles and pedestrian movements, as well as provide a secure and pedestrian friendly environment.</u>	<u>S</u>	<u>S</u>
<u>Public Realm Standards</u>		
<u>Where applicable (as determined by the City), and when corridors intersect with an existing street, provide modular, movable, and durable seating in public spaces and ensure seating areas are shaded and accessible.</u>	<u>S/C (see Chapter 18.07 Use Authorization)</u>	<u>S/C (see Chapter 18.07 Use Authorization)</u>

NA – Not Applicable

S – Standard

S/C – Standard under certain conditions

C. Design Overlay Features

In addition to specific design standards for Tier 1 and Tier 2 Design Overlays, gateways shall include public and private design features to demonstrate arrival into the community. Gateways should include the following unique features:

- a. Gateways along Tier 1 Design Overlay areas should include two additional design features from Table 2.

- b. Gateways along Tier 2 Design Overlay areas should include one additional design feature from Table 2.

Table XX-2. List of unique gateway features.

<u>Sidewalks</u>	<ul style="list-style-type: none"> • <u>Wide sidewalk (minimum of 8 feet)</u> • <u>Bus stop improvements (shelter, lighting, bench) – develop consistent bus stop standards to be implemented throughout the city</u>
<u>Roadway Right-of-way</u>	<ul style="list-style-type: none"> • <u>Roundabouts at gateway intersections</u> • <u>Public art in center of roundabout</u> • <u>Protected or buffered bike lanes to provide a horizontal separation of 1 to 3 feet between the bike lane and motor vehicle lane</u>
<u>Other Public Realm amenities and features</u>	<ul style="list-style-type: none"> • <u>Install posts/poles for community pride banners (less than 4 square feet) such as school pendants</u> • <u>Identify locations for public green spaces and pedestrian access through campus style development</u> • <u>Iconic guardrails (e.g., Columbia River Highway)</u> • <u>Limit lighting to allow for views of the night sky (motion sensors, or other technology to limit excessive light)</u> • <u>Deep/wide frontage landscaping areas should match the natural areas along the DNR property that is west of Ingle Road.</u>

18.xx.060 Incentives.

- A. Public Art. A five percent increase in lot coverage area may be granted upon staff approval for providing public art within a proposed project.

(Ord. No. 2545, § III, 5-4-2009; Ord. No. 2547, § I(Exh. A), 5-18-2009)