City of Camas
Comprehensive Plan

March 2004

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CITIZEN ADVISORY COMMITTEE (CAC)

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I. Introduction

I. Introduction

At the time of the passage of the Washington State Growth Management Act (GMA) in 1990, the City of Camas was a small community of about 6,800 people in Clark County, Washington, 12 miles east of Vancouver at the confluence of the Columbia and Washougal Rivers.

In the decade of the 1990's, Clark County experienced accelerated growth due to a number of factors, including improved accessibility promoted by the construction of the I-205 Bridge between Oregon and Washington and out of state industries choosing to locate in the county. During this same period, the population of the city grew substantially in size. The 2000 U.S. Census reported the Camas city population at 12,534, while the 2002 Washington State Office of Financial Management reported a city population of 15,401. Accommodating and absorbing an increase of 7.1% annualy in population over this short span of time reflects just how important proper planning can guide a city in its future goals.

Planning is choosing what to do, and how and when to do it. A good explanation of what a plan is comes from Michael Chandler in an article from the *Planning Commissioners Journal*:

> *"Whether we label our plan comprehensive, master, or general, we are, in most instances, describing the same thing. For most communities, a comprehensive plan is the physical manifestation of putting down on paper the hopes, dreams and goals a community holds for itself.*
>
> *Properly done, a comprehensive plan will describe how, and at what pace, the community desires to develop physically, economically, and socially. The plan functions much like a roadmap; it is a means to an end."*

The history of comprehensive planning for the City of Camas dates back to 1963 when the first plan was prepared. The 1984 Comprehensive Plan was a major update to the first plan. In 1988 and 1991, additional revisions to the city's plan were prepared for selected sections due to significant annexations.

The main goal of the Growth Management Act was predicated upon the ideal of reducing urban sprawl, based upon a number of sub-goals and criterion for cities and counties to measure themselves against. Clark County and the cities within were identified as "fast growing" under GMA, which required the City to incorporate these goals and the methods for achieving them into a Comprehensive Plan consistent with the provisions and guidelines of the GMA.

Revisions to the 1991 Comprehensive Plan for the Prune Hill subarea, including ecologically sensitive areas information, and revisions to the city's Comprehensive Parks Plan have been incorporated into this document. This latest plan updates the entire comprehensive planning document based on changes and revisions that have occurred over the last few years and incorporates the elements required by the Growth Management Act, which are described in greater detail further in this document.

The Comprehensive Plan for the City of Camas provides:

- Policies and recommendations to direct public and private decisions affecting future growth and development;
- A framework of goals and policies adaptable to the changing attitudes and resources of the region;
- A Long-range vision, based on community values and goals, of how citizens want Camas to look and function in the future as well as guidance for achieving that vision; and
- Guidelines for making decisions on growth, land use, transportation, public facilities and services, parks, and open space.

The Benefits of Planning

Planning is a part of our every day lives. We plan our vacations, our family budgets, and even our trips to the grocery store. Businesses discovered early on that without planning, mistakes showed up as production lines came to a halt because of missing or inadequate parts. The detailed planning we enact in our daily lives is derived from a set of overall goals that we want to accomplish—in a day, in the next 6 months, or the next 2 years.

The city's plan provides a basis for coordinated action by enabling public and private interests to undertake projects with a consistent understanding of community goals, policies, and objectives. The plan functions as a working frame of reference for government officials and administrators by establishing community policies and by specifying methods and standards for implementation of these policies. Public facilities and infrastructure (e.g. sewer, water, streets, parks, libraries, and fire stations) can be planned and a program for land acquisition and construction prepared in advance, so that the services will be available when and where they are needed.

The plan must also consider and blend the goals of the community with development needs and factors (economic, physical, governmental and the like) and devise a program, which will fulfill the goals. These same community policies help individual property owners and private interest groups as they make decisions in light of community objectives. Individuals and groups can determine how their own interests can best be served consistent with the plan. They are assured by the plan that once they commit their investment to the land, policies will provide reasonable continuity, which will protect their interests.

The Comprehensive Plan is an important tool to help the city identify problems and take steps to solve them before reasonable and desirable solutions are beyond the community's economic capabilities. Planning is a crucial step to avoiding the pitfalls of uncoordinated policies as the city adapts and changes from existing conditions to a long range, planned future.

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

- Long range—looks ahead as far as is practical to anticipate growth and resulting community needs.
- Comprehensive—relates and integrates all types of land uses and all 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—adjusts to changes of condition, unforeseen circumstances, or new local and regional trends through regular updates.

Organization of the Comprehensive Plan

The City of Camas Comprehensive Plan is organized into the following elements:

I. **Introduction**—Outlines the Camas Planning Area's physical location in Clark County and summarizes the plan, its purpose, and use. The larger context of the plan is also discussed: the State's Growth Management Act, the Urban Growth Area, and consistency with State, County and Local Plans.

II. **Public Involvement**—Describes citizen involvement in the planning process and relationship to the completed plan.

III. **Background Conditions**—Summarizes the history of Camas, physical environment, population and employment trends, and community vision. This background analysis illustrates how physical and environmental factors, and future growth trends will affect development of the Camas Comprehensive Plan.

IV. **Land Use**—Describes land use goals and policies and examines how land will be used: residential, commercial, industrial and open space land uses, as well as public facilities such as parks, schools, government and safety.

V. **Housing**—Examines the factors affecting the provision of housing, such as wages and income, housing costs and types, quality of housing, and social factors. Goals, policies, and strategies are outlined to ensure that citizens from a wide range of economic levels, age groups, and residential needs have a selection of housing available to them.

VI. **Environmental**—Identifies goals and policies for the designation and protection of five critical areas, as defined by GMA. These critical areas include wetlands, frequently flooded areas, aquifer recharge areas, geologically hazardous areas, and fish and wildlife habitat.

VII. **Transportation**—Examines the existing roadway system and plans for that system. Includes goals and policies for such things as balanced transportation, safety and livability, and freight mobility.

VIII. **Parks, Recreation, and Open Space**—Identifies the need and demands for park and recreation facilities and service. Develops a long-range plan and implementation program for the future. It also integrates the trails and bikeways plan with the parks and open space facilities.

IX. **Public Facilities, Utilities and Services**—Analyzes how these facilities and services, essential to accommodating growth, will need to grow and how they impact other Plan elements. Schools, city administrative facilities, city utilities and utility districts or companies are included.

X. **Capital Facilities Plan**—Contains the six-year capital facilities plans for the city (General, Equipment, Streets, Water, Sewer, Parks and Open Space) and Schools.

XI. **Economic Development**—Outlines the pursuit of a diversified economy and contains goals, policies, and implementation strategies for various economic development opportunities

Growth Management Act

The Washington Legislature adopted the Growth Management Act (GMA) in July 1990 and amended it in July 1991. This legislation comprises the primary guidelines that must be followed by communities that are required to plan under the act or choose to plan under the act. The legislation requires an inventory of sensitive areas; an update of comprehensive plans, including a number of specific elements; adoption of regulations to implement the plan; developing countywide planning policies to address issues of a regional nature; and establishing planning deadlines.

This comprehensive plan has three objectives:

- Build on the appropriate provisions of the City's existing plan and development regulations.
- Respond to local and county development trends and pressures.
- Address issues raised in the state Growth Management Acts and Clark County's Countywide Framework Plan.

CONSISTENCY WITH STATE, COUNTY, AND LOCAL GOALS

Washington's Growth Management Act sets out thirteen statutory goals. The development of a Comprehensive Plan is guided by these overall goals, with the detail outlined in five plan elements mandated by State Legislation—Land Use, Transportation, Housing, Capital Facilities, and Utilities.

For a community's plan to be valid, it must be consistent with the requirements of the GMA. In this context, consistency means that a plan must not conflict with state statutory goals, countywide policies, or the plans of adjacent jurisdictions. This section reviews the Comprehensive Plan for the City of Camas for consistency with these items.

STATE PLANNING GOALS

The fourteen statutory goals identified in the GMA are:

1. Guide urban growth to areas where urban services can be adequately provided
2. Reduce urban sprawl
3. Encourage efficient multi-modal transportation systems
4. Encourage the availability of affordable housing to all economic segments of the population
5. Encourage economic development throughout the state
6. Assure private property is not taken for public use without just compensation
7. Encourage predictable and timely permit processing
8. Maintain and enhance natural resource-based industries
9. Encourage retention of open space and development of recreational opportunities
10. Protect the environment and enhance the state's quality of life
11. Encourage the participation of citizens in the planning process
12. Ensure adequate public facilities and services necessary to support development
13. Identify and preserve lands and sites of historic and archaeological significance
14. Provide consistency between shoreline management and growth management by considering the goals and policies of a shoreline master program for a county or city, approved under Chapter 90.58 RCW, as an element of the county or city's comprehensive plan.

COUNTY PLANNING GOALS

Clark County's Community Framework Plan provides guidelines and policies for cities within the County in developing their Comprehensive Plans. As the County Community Framework Plan and the city's plan have been developed, representatives of the City of Camas have met with all cities and Clark County officials to coordinate this effort. This level of communication helps ensure that the plans and capital projects of these jurisdictions are consistent.

The Community Framework Plan also addresses thirteen topics:

1. Land use (hierarchy of centers, urban areas, and urban reserves)
2. Housing
3. Resource lands
4. Rural lands
5. Transportation
6. Capital facilities
7. Utilities
8. Parks, recreation, and open space
9. Annexation and incorporation
10. Economic development
11. Critical areas
12. Community design
13. Historic preservation

These topics are addressed by the Camas Compre-

hensive Plan in the appropriate sections. While differences exist over the inclusion of small areas to both the east and the west in the Urban Growth Boundary, the city and its neighbors communicate and share information. Water service, as well as school district boundaries, have been established for some time, and these extend beyond the city limits, reinforcing the need for coordinating services and land uses with the county and other cities.

Camas recognizes the need for on-going communication and discussion of ideas in a larger regional community where collective decisions are necessary to protect and enhance the quality of life we all enjoy. The city will continue to involve itself in regional issues and participate in their resolution.

URBAN GROWTH AREA AND ITS IDENTIFICATION

The Urban Growth Boundary is proposed by the cities and ultimately adopted by the Board of County Commissioners. Each community establishes a growth boundary that will: accommodate population and employment growth, allow adequate additional space for employment centers, shopping, parks, schools, open space, roads, and utilities, and set aside a certain amount of additional land to allow for a competitive real estate market for all of these uses.

GROWTH MANAGEMENT ACT REQUIREMENTS

The GMA defines the following terms:

"Urban Growth" refers to growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such degree as to be incompatible with the primary use of such land for the production of food, other agricultural products, or fiber, or the extraction of mineral resources. When allowed to spread over wide areas, urban growth typically requires urban governmental services.

"Characterized by urban growth" refers to land having urban growth located on it, or to land located in relationship to an area with urban growth on it as to be appropriate for urban growth.

Urban Growth Areas include:

1. Each county that is required or chooses to adopt a comprehensive land use plan under GMA must designate an urban growth area or areas within which urban growth is encouraged, and outside of which growth can occur only if it is not urban in nature. Each city located in such a county is to be included within an urban growth area. An urban growth area may include more than a single city. An urban growth area may include territory that is located outside of a city only if such territory already is characterized by urban growth or is adjacent to territory already characterized by urban growth.

2. Based on the growth management planning population projection made for the county by the state's Office of Financial Management, the urban growth areas in the county must include areas and densities sufficient to permit the urban growth projected to occur in the county for the succeeding 20-year period. Each urban growth area must permit urban densities, and include greenbelt and open space areas. Within one year of the effective date of this section of the GMA, each county was required to designate urban growth areas and begin consulting with each of its cities. Each city proposed the location of an urban growth area and worked to agree with the county on an urban growth area.

3. Urban growth is to be located in:

   1) Areas already characterized by urban growth that have existing public facility and service capacities to serve such development, and

   2) Areas already characterized by urban growth that will be served by a combi-

nation of existing public facilities and services and additional needed public facilities and services to be provided by either public or private sources. Cities should provide urban government services. Urban government ser-vices should not be provided in rural areas.

CLARK COUNTY REQUIREMENTS

Clark County has established the following criteria to be used in determining an Urban Growth Area (UGA):

- The UGA must provide sufficient vacant, buildable urban land to accommodate the 20-year population/employment projection. Land is considered vacant and buildable if it is privately owned, is not covered by 75% or more with environmentally sensitive areas, and if it has a structure valued at less than $10,000.

- The UGA must first encourage growth in areas with existing public services and facilities. Other parts of the UGA will be developed concurrently with or subsequent to the provision of public facilities and services.

- Cities must be located within UGA's and urban services must be provided within those areas. Urban levels of service will not be provided outside UGA's.

- Other lands included within UGA's must be either already characterized by urban growth or adjacent to such lands.

- Existing urban densities should be included within UGA's.

- Each UGA must include greenbelts and open space.

- The UGA must provide a local balance of industrial, commercial, and residential lands to minimize impacts upon the transportation network resulting in transportation and energy efficiency, less noise pollution, and improved air and water quality.

- The UGA must not contain areas designated for long-term resource-based industries (agriculture, forestry, or mineral production).

- The boundary of a city's UGA should use natural features such as drainage, steep slopes, open space, or riparian corridors and existing and proposed infrastructure such as public services and facility availability, limits and extensions, or jurisdictional and special district boundaries.

- Local jurisdictions must have the anticipated financial capability to provide infrastructure and services needed in the urban growth area over the planning period under adopted concurrency standards.

Clark County also has established an Urban Reserve as an additional element of Urban Growth Areas (land reserved for future development after 20 years). The Clark County Community Framework Plan defines urban reserve areas, where appropriate, to allow orderly conversion of land adjacent to designated urban growth areas to urban densities, as demonstrated by the need to expand the developable land supply or by regional industrial or public facility needs.

IDENTIFICATION CRITERIA

With these definitions and criteria as guidelines for formulating an urban growth area, the following items were evaluated with citizen input during the review process:

Population Projections: The county was supplied a range of estimated population growth over the next 20 years. The total, as chosen by the Board of County Commissioners, was then allocated to the various jurisdictions in the county based on historic growth patterns and their potential for future growth. The rationale behind this assumption is that location plays a large part in future growth. Vancouver, Camas, and Washougal are closer to the

Portland metropolitan area and people are more likely to settle there than in more remote areas.

The City of Camas was allocated 7,000 additional people for the next 20 years. The area may be increased for certain uses by a market factor to make sure there is a surplus of land available for employment needs. (Market factor is discussed in more detail below.) Combining the existing population located in Camas, the county's allotment, and an unallocated amount outside the current UGB, the city's Urban Growth Area should accommodate approximately 24,700 people. This total is roughly 10,000 more people than the current population.
Employment Projections: An adequate supply of jobs also must be provided for the citizens of Camas. Camas has made large investments in its infrastructure to ensure the existing industry can continue to operate profitably, while continuing to entice new high technology industries into the Business Park on Camas' western edge. This approach will permit Camas to maintain a ratio of at least 40 jobs for every 60 people, and ensure a strong and diversified economic base.

It is estimated that Camas would have the potential of adding approximately 9,205 jobs within the proposed Urban Growth Area.

Market Factor: A market factor makes sure the city does not create an artificial scarcity of housing by limiting the amount of land within the urban area, thus artificially driving up the cost of housing. It is important to have a surplus of land so that the housing market remains competitive and healthy. The County Community Framework Plan discusses a target market factor of 25% for commercial, 50% for industrial jobs, and no market factor for residential.

Housing: The city's plan results in a mix of single and multi family with an approximate split of 75% single family and 25% multi-family based on existing development, land suitability, and community goals. For the purposes of calculating family size, the city has included duplexes and townhouses in the definition of single family. With those housing types included, the city is consistent with the County Community Framework Plan objective of no more than 75% being one residential type. This results in an average density within the city at six dwelling units per acre. This density meets the County Community Framework Plan target density of six units per acre for major centers.

Open Space: The city requires that critical areas, as defined under the GMA, within a project site be set aside as open space. The Urban Growth Area takes this into account.

The Urban Growth Area also anticipates the retention of open space in the Fisher Swale corridor located between the Camas and Vancouver urban areas.

Parks: The city requires that approximately 30 acres per 1,000 population be set aside for open space purposes and five acres per 1,000 population for active park purposes. The Urban Growth Area contains the amount of acreage needed to support the park acreage to population ratio mentioned above.

Schools: Allocations of potential school sites have been made based on assumptions utilized in the overall plan and discussions with the Camas School District.

Capital Facilities: An integral part of the GMA is the ability of a jurisdiction to service those areas located within its Urban Growth Area. This requirement pertains to schools, transportation, water, sewer, police, and fire. The goal of the Capital Facilities Plan (CFP) is to demonstrate a city's ability to fund and meet the established levels of service, as well as identify the cost and timing of the improvements and infrastructure that will be required to promote the efficient use of resources.

In each section of the plan, the required capital facilities over the 20-year period have been identified based on the projected growth and plan standards.

The City of Camas' CFP, updated every two years, addresses the needs of the school district and city over a 6-year period. Studies also have been commissioned to address the city's long-term needs, which are then incorporated into the plan. The goals are to provide the most cost-efficient system possible, while maintaining continuity and logistics of the areas serviced. The city has the ability to serve the areas within the Urban Growth Area.

Natural Features: Finally, the Urban Growth Area considers such natural features as Lacamas Lake, the Fisher Swale corridor, streams and rivers, and topography.

Figure 1 *(Appendix F)* shows the final proposed Urban Growth Area based on the application of the identification criteria.

CONCLUSION

Camas is limited in its expansion potential to the south by the Columbia River and to the east by the City of Washougal, thus the areas to the north and west function as the primary expansion zones. These areas are desirable due to the potential development of large campus-style industrial facilities close to major interstate highways and the Portland International Airport. The goal of the Comprehensive Plan is to maintain and encourage a strong and diversified economic base and provide for housing and additional population, while balancing this growth with preservation of Camas' natural beauty and historic value. Vacant land is available for development due to recent annexations and the location of the Urban Growth Area. Existing commercial uses are convenient to the downtown and east Camas areas, but new residential development on Prune Hill and the western portions of the Urban Growth Area would be better served by new commercial development to the west of Prune Hill.

Amendments

ANNUAL REVIEW

This Comprehensive Plan 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 require changes or amendments to this plan. These changes may in turn trigger requests for zone changes from individual property owners. It is likely that this plan, designed to guide the City of Camas through the year 2023, will be amended before that time. Therefore, the following procedure will be used to amend this Comprehensive Plan.

The Comprehensive Plan shall be reviewed once a year with the following procedure:

- In January of each year, the City of Camas will announce that proposed amendments to the Comprehensive Plan will be received for 30 days. Applicants will be expected to show cause as to why their proposed change should be made.

- In February of each year, the city will evaluate all proposed changes (including any changes initiated by the City of Camas). If no amendments are received, the Chairman of the Planning Commission will report to the Mayor and City Council, and the Annual Review of the Comprehensive Plan will be considered complete. The city may take as much as 60 days from the closing of the application period to complete the initial review of proposals. Environmental determination requirements may lengthen this period.

PROCEDURE

Amendments to the Comprehensive Plan will be adopted in accordance with RCW 36A.70.130 as described below:

Each comprehensive land use plan and development regulation shall be subject to continuing review and evaluation by the county or city that adopted them. A county or city shall take legislative action to review and, if needed, revise its comprehensive land use plan and development regulations to ensure the plan and regulations comply with the requirements of this chapter every seven years, beginning December 1, 2004. Legislative action means the adoption of a resolution or ordinance following notice and a 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 therefore. The review and evaluation may be combined with the ten-year review of the urban growth area or areas. The review and evaluation required by this subsection shall include, but is not limited to, consideration of critical area ordinances and, if planning under RCW 36.70A.040 an analysis of the population allocated to a city or county from the most recent ten-year population forecast by the office of financial management.

After preparing any amendment, modification, or alteration to the Comprehensive Plan, the Planning Commission will hold at least one public hearing on the proposed amendment. Notice of the time, place, and purpose of such public hearing will be published in the official newspaper of the city at least ten days prior to the date of the hearing. The hearing may be continued from time to time at the discretion of the Planning Commission, but no additional notices need be published.

Any amendment of or revision to a comprehensive land use plan shall conform to RCW 36.70A. Any amendment of or revision to development regulations shall be consistent with and implement the comprehensive plan.

Each county and city shall establish and broadly disseminate to the public a public participation program consistent with RCW 36.70A.035 and 36.70A.140 that identifies procedures and schedules whereby updates, proposed amendments, or revisions of the comprehensive plan are considered by the governing body of the county or city no more frequently than once every year. Amendments may be considered more frequently than once per year under the following circumstances:

(i) The initial adoption of a subarea plan that does not modify the comprehensive plan policies and designations applicable to the subarea;

(ii) The adoption or amendment of a shoreline master program under the procedures set forth in chapter 90.58 RCW; and

(iii) 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.

Except as otherwise provided above, all proposals shall be considered by the governing body concurrently so the cumulative effect of the various proposals can be ascertained. However, after appropriate public participation, a county or city may adopt amendments or revisions to its comprehensive plan that conform with this chapter whenever an emergency exists, or to resolve an appeal of a comprehensive plan filed with a growth management hearings board or with the court.

Each county that designates urban growth areas under RCW 36.70A.110 shall review, at least every ten years, its designated urban growth area or areas, and the densities permitted within both the incorporated and unincorporated portions of each urban growth area. In conjunction with this review by the county, each city located within an urban growth area shall review the densities permitted within its boundaries, and the extent to which the urban growth occurring within the county has located within each city and the unincorporated portions of the urban growth areas. The county comprehensive plan designating urban growth areas, and the densities permitted in the urban growth areas by the comprehensive plans of the county and each city located within the urban growth areas, shall be revised to accommodate the urban growth projected to occur in the county for the succeeding twenty-year period. The review required by this subsection may be combined with the review and evaluation required by RCW 36.70A.215.

EMERGENCY AMENDMENTS

The Growth Management Act (GMA) precludes considering amendments to the 20-Year Plan more than once a year. However, emergency amendments may be considered at any time if the following situations arise:

- To attract a large employer of more than 50 workers or retain an existing large employer. Applications of this type requesting an industrial amendment shall include the reasons the amendment needs to be considered outside the annual review process.
- To provide a regional facility/service that is needed to protect the public health, safety or welfare including waste disposal transfer sites, sewer treatment plants, port or airport facilities or significant state or local government facilities that cannot be reviewed through another process.
- In the development of a citywide plan and implementing zoning map it is possible that technical errors in mapping or obvious errors in applying plan map or zoning map designations may occur. These mistakes can be corrected by making an application at any time during the first year following adoption of the *20-Year Plan Map* or zoning map. The applicant needs to demonstrate that an obvious error occurred. The application can be initiated by the city, property owner or interested person(s). After the first year these applications shall be:

  a. Considered once a year.

  b. Limited to correcting an error.

REVIEW

In conjunction with the county review of the population and employment projections, and the Urban Growth Area, the city will review its comprehensive plan at least every seven years.

Criteria for Annexing Territory

The basic criteria for annexations will be established in an Intergovernmental Agreement between the city and Clark County. It will establish the framework for ongoing and consistent responses to annexing future residential, commercial, and/or industrial properties within the Urban Growth Area. Criteria will be developed regarding applicable regulations and development standards; extension of streets and utilities; provision of services; public information; and administration.

II. Public Involvement

II. Public Involvement

Citizen Participation & Growth Management

The citizen participation process is an essential component of the development of a comprehensive plan, and the City of Camas values the participation of the citizens of the city and surrounding area in the plan's formulation.

Without the input and support of the community, a plan would not be as effective. The requirements for public involvement in state law and the Growth Management Act (GMA) allow each community to determine the public involvement process most suitable to its needs. However, the GMA does require that cities establish procedures for providing early and continuous public participation in the development and amendment of comprehensive land use plans and the development regulations implementing such plans.

The procedures should provide for broad dissemination of proposals and alternatives, public meetings after effective notice, provision for open discussion, opportunity for written comments, communication programs, information services, and consideration of response to public comments.

The Process

For this Comprehensive Plan update, the public participation process has included:

- A Citizen Advisory Committee (CAC) made up of representatives of citizens, the City Council, Planning Commission, School District, business, United Camas Association of Neighborhoods, and city staff.
- Community and property owner meetings.
- Widely distributed notices, newsletters, and other printed materials.
- Newspaper advertisements, stories, and other resources.
- Outreach at community events and public locations.
- Meetings and discussions with individuals and agency coordination.
- Official public process before the Planning Commission and City Council for hearing and adoption.

Starting in fall 2001, the CAC—along with a smaller Technical Advisory Committee (TAC) comprising three Council members and staff—reviewed and commented on the goals and policies of the Housing, Land Use, Economic Development, Transportation, and Environmental Comprehensive Plan Elements, and a draft Mixed-Use Ordinance.

The CAC identified the vacant and underutilized land available for development and determined how many people (and housing units per acre) could be located on this land if developed under current zoning. The CAC further compared this data to the countywide planning goals (six units/acre, 25% of new housing to be multi-family, and 20-year population increase of an additional 6,500 people).

The results revealed that the city needed to do two things in order to serve future population growth and be compliant with countywide planning goals:

- Find ways to increase the amount of housing per acre.

- Increase the amount of new multi-family housing.

Several scenarios for serving future growth were developed and presented for TAC, CAC, and public input in April and May 2002.

People who came to the update meetings used maps to identify potential locations for new multi-family housing and mixed-use development, and commented on alternatives for ensuring that new housing would be compatible with existing neighborhoods. This input was used to develop a map of lands proposed for rezoning that was analyzed by the project team and underwent extensive public review through summer and fall of 2002, and was reviewed by City Council in January 2003.

Input on the rezoning map was solicited at CAC meetings, public open houses, meetings with owners and neighbors of areas proposed for rezoning, and small group meetings with industry and citizens. Areas proposed for multi-family development were revised as a result of input received at meetings.

The CAC and public reviewed the resultant rezoning map for final public refinements in February 2003. Additional CAC and public open house meetings were held at the beginning of April 2003 to review rezone proposals submitted by property owners. Final TAC refinements were made to the zoning map, which were presented to the Planning Commission and City Council.

The following sections describe individual components of the public involvement process for the Camas GMA update.

CITIZEN ADVISORY COMMITTEE

So that the Comprehensive Plan would reflect the community's vision and values and be supported, the Mayor appointed the broad-based CAC, whose members were confirmed by the City Council. This group was established to oversee the Comprehensive Plan update process. The 21-member CAC consisted of three (3) City Council members, three (3) Planning Commission members, representatives of three (3) large industrial employers, two (2) United Camas Association of Neighborhoods members, seven (7) citizens-at-large, one (1) Camas School District representative, and two (2) landowner/developer representatives. The CAC concept functioned well and continued from 2001 to 2003 during the update proceedings.

The CAC held ten meetings from March 2002 to March 2003. Meetings were held in City Council chambers at City Hall and in the Community Room at the Camas Police Department. Typical CAC agenda topics included discussion of alternatives, population changes, planing for meetings with property owners and other citizens, and revisions to draft elements of the update.

Each meeting was announced by a letter to the project mailing list and a news release sent in advance to area media. All CAC meetings were open to the public; the meetings were intentionally structured so that members of the public who attended could provide comments in writing on the agenda items and discussions on the comment forms provided. Attendees who signed in were added to the project mailing list.

Members of the CAC, city staff, and project staff were available after the meetings to answer citizens' questions and provide information.

COMMUNITY & PROPERTY OWNER MEETINGS

This portion of the public involvement program included public open houses and meetings with property owners to review plan recommendations and components.

Open houses held in April, May, and July 2002 and February 2003 allowed the public to meet CAC members and project team members, examine maps of potential changes, discuss the changes, and present issues and concerns in an informal setting.

City and project team representatives met with property owners at five meetings from August to October 2002. The meetings were set up to correspond with areas of Camas that could potentially be affected by rezoning and by the development of multi-family housing.

Before each meeting, letters of invitation were sent to all property owners in the affected area. Approximately 140 invitations were sent to the meetings, and a total of approximately 55 property owners and neighbors (39%) attended. The meetings were designed to address questions from property owners about residential density goals, alternatives for potential rezoning, and the possible impact on properties and the surrounding neighborhoods. Requests by property owners for rezoning also were discussed at these meetings.

Each meeting was facilitated and followed the same ground rules: everyone had an equal opportunity to participate, and—because the sessions dealt with some hot button issues—attendees were encouraged to focus on the issue or concern at hand, and to provide solution-oriented comments.

The meetings also followed the same format. They opened with city staff explaining growth management and the update process to date. Project staff then explained options for rezoning. Attendees then examined maps of potential changes in zoning, asked questions, and aired their concerns. Issues included potential land uses—for both large sections of Camas and specific parcels—to setbacks and buffers. The locations and extent of multi-family housing were a particular concern. Supporting informational materials were distributed at meetings so that attendees could study the alternatives at leisure.

In addition, city staff and project staff discussed the GMA update and potential rezoning with concerned residents in person and via mail, e-mail, and telephone.

NEWSPAPERS & PRINTED MATERIALS

Public notice of participation opportunities included notices placed in utility bills mailed to area subscribers, as well as project update newsletters. Two issues of the newsletter were developed—June 2002 and January 2003—and approximately 8,000 copies of each issue were distributed citywide.

The first issue described the purpose of a Comprehensive Plan and the reason for its update. It outlined how citizens might be affected by the update. The newsletter discussed the annual population growth rate of 1.5%, which drove much of the GMA update, and the required densities for both single-family and multi-family housing. This first issue also sketched the work of the CAC, suggested ways interested people might get involved in future decision making, outlined next steps in the update process, and provided a schedule of public meetings.

The second issue of the project newsletter described the options being considered to accommodate forecast population growth and the necessary additional development. The city was especially interested in citizen input on two questions: where new housing should be located, and what should be done to make sure new development fit in with existing neighborhoods. This issue of the newsletter also highlighted two key recommendations heard from the public regarding growth:

- New multi-family and mixed-use development (housing above commercial) should be considered for the downtown area.
- Multi-family development should be dispersed throughout the city, rather than concentrated in a particular area. The exception is the downtown core and two connecting corridors, which should have more multi-family housing.

Many community members wanted housing zones to transition gradually, with a maximum change of one or two designations between adjacent zones. Recognizing the approach of increased density, others supported more drastic changes.

The newsletter also provided helpful information for Camas residents about potential rezoning, master planning, overlay zones, and general questions about changing land use, as well as photographs of

housing units on typical lot sizes at urban densities. A project schedule was included in this issue of the newsletter.

NEWSPAPER ADVERTISEMENTS, STORIES, AND OTHER RESOURCES

Meeting dates and times, hearing dates, progress updates, and schedule information were distributed in various forms and published in the local newspapers. The city made a special effort to get the public involved, using the *Checking in on Our Future: Where Do We Grow From Here?* program created by Clark County to get information out on the GMA process. Several newspaper articles were generated as a result of the news releases mentioned above. Information also was available on the project web site.

OUTREACH AT COMMUNITY EVENTS AND LOCATIONS

In addition to the meetings and publications described above, the project team staffed a booth at Camas Days in the summer of 2002. Printed materials about the update process were placed at locations throughout the city for convenient pick up by interested residents.

MEETINGS AND DISCUSSIONS WITH INDIVIDUALS AND AGENCY COORDINATION

Throughout the process there were extensive telephone, e-mail and one-on-one discussions with individuals (citizens, businesses, and developers). Coordination with agency representatives (County, Cities, and Camas School District) was ongoing to ensure plan compliance and coordination with interdependent capital facilities plans.

OFFICIAL PUBLIC PROCESS

The proposed GMA update was presented to the Camas Planning Commission for hearing in April and May of 2003, with emphasis on the plan policies and text, proposed land uses, and companion zoning code changes. The Planning Commission held a hearing on the capital facilities plan (CFP) in June of 2003. After a deliberation in May of 2003, the Planning Commission recommended that a preliminary final draft be forwarded to City Council for its review, hearing opportunity and adoption. The Planning Commission repeated this effort in June of 2003 regarding the CFP.

The City Council held multiple hearings in May, June, and July of 2003 regarding all elements of the plan update. The Council twice held public hearings specifically on the CFP element of the plan—once in July and the other in August of 2003—to ensure adequacy of serving the projected growth. As small adjustments were pointed out and considered, the City Council held two final hearings—in October and December of 2003—to advance the preliminary final draft to a final draft stage. Refinements to improve the overall plan, especially to the land use proposal and zoning code changes, were made based on public input. All hearings and meetings provided express opportunity for the public to review and comment on any number of issues. The City Council directed staff to make final adjustments before considering adoption of the final draft plan.

Summary

The city satisfied the requirements of the GMA for public participation. The public had multiple opportunities throughout the project to participate in a variety of ways and to play a significant role in the city's GMA process. The input received during public meetings, as well as during meetings of the Citizen Advisory Committee, Planning Commission, and City Council, was invaluable to the city.

III. Background Conditions

III. Background Conditions

Historical Setting

The following history is provided as a foundation for the Comprehensive Plan. The history is intended to represent a context for future planning from familiarity with the past. It is a summary of some of the events of the city and area that formed its character and physical shape, but it is not the intent of this document to provide a complete history of the city.

Early Camas History

As the oldest county in Washington State, Clark County has a long history. Of course, the history of the Camas area does not begin with its exploration by Europeans. Native Americans are thought to have occupied the Columbia River Valley for 10,000 years. For the tribes located along the Columbia River, Camas and Washougal were important gathering places and burial grounds. In the late 1800's, Native Americans by the hundreds still camped along the Washougal and Columbia Rivers, though the tribes had been decimated by disease brought by white traders. The Parkersville Archaeological site along the Columbia River is one of the last remaining relatively undisturbed areas. It is on both the state and national Register of Historic Places.

In fact, the name for the City of Camas comes from the lily-like *Camassia esculenta*, an important part of the Native American diet in the Northwest. The botanical and town names were derived from the Nootka word *chamass*, meaning fruit or sweet, which was adopted into the Chinook jargon as *camas* or *lacamass*.

White explorers first saw the Camas area in 1792, followed by the Lewis and Clark expedition which camped here in 1806. The location in Vancouver of the Hudson's Bay Company fur-trading post and supply depot in 1824 made the camp known throughout the 19th century international commercial world. Several decades later, in 1844, a party of prospective Oregon settlers spent the winter along the Columbia River, but ultimately settled at Tumwater. The treaty recognizing the 49th parallel as the boundary between the United States and British territories in 1846 made the area more attractive and peaceful. By 1870, Vancouver's international fame had declined due to the US/British treaty and the rise of the American settlement in the Willamette Valley of Oregon, making Vancouver a satellite of Portland.

The first settler, David Parker, came to Camas in 1845, and the next year settlers built the first saw mill on the south end of Lacamas Lake; however, fire destroyed this mill and subsequent mills built in the early 1850's. Starting in the 1860's, American pioneers staked their claims in Fisher Basin and the area, including the founders of Washougal, at Parker's Landing, in 1849 and the first settlers in Fern Prairie in 1852. By 1880, Clark County had more farms than any other county in the state except Spokane County.

In many ways the history of Camas begins in 1883 when the La Camas Colony Company of Portland purchased 2,600 acres encompassing Lacamas, Round, and Dead Lakes, the stream connecting them to the Columbia River, and Columbia River frontage. The company constructed dams to provide water power for new flour and paper mills, and a sawmill and a furniture factory in the area. The paper mill was the largest west of the Rocky Mountains. Formed by Henry Pittock, publisher of the *Oregonian*, the purpose was to produce newsprint for that newspaper and others in the region. In the same year, Camas was platted by the mill owners, Aeneas MacMaster opened the first store at Third and Division Streets which is now part of the paper mill, his daughter started the first school above the store, and telegraph service was provided.

In 1884, Chinese laborers cleared land and dug a tunnel for the paper mill's water system and the

paper mill opened. When the articles of incorporation were filed in 1884, the paper mill was named the Columbia River Paper Company. Growth in the city by that same year required the first addition to the town site (Cowan's Addition) and the establishment of a post office. Other improvements in the following years were the first school building (1886), church, and grange. This growth was in spite of a setback at the mill. It burned in 1886 and was not reopened until 1888. In 1889, the Washington Territory became a state.

Residential development began to creep toward Prune Hill from present-day Camas when Forest Home was platted for five- and ten-acre lots in 1891. In 1894, the La Camas post office changed its name to Camas to eliminate confusion with other Washington towns.

A New Century

As Camas entered the 20th century with a new name and heading towards incorporation, other changes were arriving. The first phone was installed at MacMaster's store in 1897 or '98, and a toll line to Vancouver was in place by 1902. In 1905, the Columbia River Paper Company merged with Crown Paper Company to become the Crown-Columbia Paper Company. (This was brought about by Fred Leadbetter, son-in-law of Henry Pittock.) On June 2, 1906 Camas was incorporated and residents officially changed the name of the town by petition from La Camas to Camas. By 1907, the Spokane, Portland, and Seattle Railroad had been completed through Camas. In 1908 the *Lacamas Post*, the forerunner of *The Post Record* began operation. In 1911, the first Camas resident purchased an automobile; a Ford dealership opened the next year. Garfield Building (junior and senior high school), a creamery, and motion picture house were constructed, and an electric franchise was formed in 1913. Another paper company merger in 1914 resulted in the formation of the Crown Willamette Paper Company. In 1915, the Columbia River Highway opened, and two years later the highway between Vancouver and Camas/Washougal was paved. In 1916, Oak Park Elementary School opened.

Two additional elementary schools were constructed in the 1920's, Central (1924) and Forest Home (1927). This was the extent of construction of school buildings until after the World War II, though consolidation of school districts continued during this period: Prune Hill and Camas, 1926; Camas and Fisher Basin, 1936; Woodburn and Camas, 1943; Fern Prairie and Camas, 1950; Ireland and Camas, 1953.

Technological and transportation achievements were not the only ties Camas had to the surrounding area and the world. By the early 1900's, Clark County was known as the "prune capital" of the world. Though many crops were raised, including apples, cherries, and pears along with dairy, livestock, and general farming, prunes brought international fame to the region. Beginning in the 1880's, farmers had planted prune trees throughout the county, including the west slopes and top of what would become known as Prune Hill. Prune Hill was one of the first areas to be planted with a significant orchard. Clark County's, and thus Prune Hill's, international status continued until the Great Depression when the prune market declined. Only a few trees on Prune Hill remain today.

As prune growing relocated to California, the prune orchards disappeared in Clark County. However, in 1930, field and orchard crops and vegetables represented the greatest value for any particular group of agricultural products in the county, followed by livestock, dairy products, and poultry, though the increase in turkey production changed poultry's ranking by the late 1930's. As it had been in 1880, 47% of the county was being farmed in 1930, but the number of farms had increased from 589 farms in 1880 to 4,591 in 1930 with the average size decreasing from 196 acres in 1880 to 49 in 1930.

The Depression did not affect this area as substantially as many regions of the country were. Following the merger of Crown Willamette Paper Company and Zellerbach Corporation in 1928, the plant was expanded considerably in 1929-30, increasing the work force by one-third. Furthermore, reductions in the length of the work day and the work week led to the employment of the maximum number of people possible. The plant ceased to manu-

facture newsprint in 1930, and with the expansion, swung into its new role as the "largest specialty mill in the world."

Employment at the mill and the self-containment of the agricultural community cushioned the Camas-Washougal area economy from the most drastic effects of the Depression.

In 1938, Crown Zellerbach presented the city with Crown Park. Another park donated by Crown Zellerbach was named for Louis Bloch, who was vice-president of the Crown Willamette Paper Company and became chairman of the board of the newly formed Crown Zellerbach Corporation.

World War II brought an influx of people to the Vancouver shipyards, and the loss of many mill employees as they left to serve their country. They were replaced by recruits from southern states. The mill operated at top speed to meet the needs of a nation at war, and its machine shop was pressed into use to build giant 17-ton ship rudders. This effort continued in spite of the 1941 flood, the worst in 54 years.

Post-War Camas

The construction of the One-Stop Shopping Center and the Auto-Vue Drive-In around 1950 are characteristic of the changes that were coming to Camas. Both were constructed in outlying areas, though the Camas-Washougal boundary location of the One-Stop Shopping Center was already developed as a suburban residential area. The drive-in was one of the few developments on Prune Hill. The Helen Baller School, constructed in 1948, also indicates the growth that was coming to the city.

Camas and Washougal attempted to consolidate for the first time in 1955, followed by several attempts in the 1960's and early 70's. None was successful. In the late 1950's, the paper mill employed 25% to 30% of the Camas population and about 10% of the Washougal populace. Half the mill's employees lived in Camas, 40% in Camas and Washougal RFDs and other outlying areas, and the balance in Washougal.

The late 1950's and 1960's saw the provision of additional public facilities. A new City Hall and downtown beautification project accommodated the changing needs of the citizens. Camas High School (1957), J.D. Zellerbach Middle School (1967; named after the grandson of an owner of Crown Zellerbach Corporation), and Lacamas Heights Elementary School (1963) were built, indicating the growth that the community was experiencing. (The Lacamas Heights Elementary School and J.D. Zellerbach Middle School were built in a new cluster style with retractable classroom dividers so teachers could combine their classes.) The county also benefited when Crown Zellerbach presented 300 acres for Lacamas Park. A series of strikes at the mill-the first in 45 years-began in 1964.

In 1972, the push to build Interstate 205 began; it opened a decade later in 1982. In 1977, the Portland International Airport undertook a significant expansion. The airport had been located on the Columbia River in 1940, and had moved to its current location in 1957. The construction of I-205 and the expansion of the airport created an area with increased access and attractions on both sides of the River.

In 1971, two new reservoirs, and water and sewer improvements were made on Prune Hill. These accommodated the new residential development being constructed on the east side of the hill, although berry farms and other agricultural uses still operated on the west side and top. That year was also notable for the grand opening of View Ridge Estates, west of Camas. With more residential development near the top of the hill, Dorothy Fox Elementary School was opened by the Camas School District in 1982.

On the other hand, strikes and other uncertainties in the ability of Crown Zellerbach to continue to be the primary economic foundation for the city caused Camas concern. That single industry, the paper mill, comprised over 78% of the total assessed valuation of the city. This dependence on a single industry and the resulting lack of control prompted the city to undertake an annexation program in 1985. This annexation took in the lands

north and west of Prune Hill—almost surrounding it on all sides. The annexed land was zoned for light industry and high technology uses. The areas that were annexed are desirable due to their appropriateness for large campus-style industrial developments in proximity to major interstate highways and the Portland International Airport. Sharp Microelectronics purchased 120 acres in the newly annexed area, and opened a laboratory on the lower western slopes of Prune Hill in early 1990. Underwriter Laboratories also purchased approximately 75 acres along NW Lake Road for construction of a testing facility.

In 1987, James River Corporation bought Crown Zellerbach paper mill. James River was the most significant employer in Camas.

In 1990, approximately 1,500 acres of Prune Hill were still part of unincorporated Clark County, although it was nearly surrounded by the City of Camas. The beautiful views, proximity to Vancouver and Portland, and availability of large parcels of land made Prune Hill attractive for development. The city recognized this, and as part of the 1984 agreement with the Boundary Review Board permitting Camas to annex the 1,200 acres for high technology, Camas agreed to annex Prune Hill. In 1990; the City of Camas annexed Prune Hill.

Camas experienced significant growth in the decade of the 1990's. Residential and industrial development fueled the use of land at a rate not seen by the community before. Many subdivisions developed on the top and flanks of Prune Hill. In the western part of Camas in the Cascade Business Park, industrial development began to take hold. A number of technology and manufacturing based industries—including Hereaus Shin Etsu, Linear Technology, Furuno, Landa, and Bodycote IMT—located in this area in the middle to late 1990's. Another industrial development—Taiwan Semiconductor Manufacturing Corporation (TSMC), later called WaferTech—occurred in 1996 and 1997. This industrial, state of the art development alone was one of the largest one-time capital investments ($1.2 billion) in the State of Washington's history. All of this growth substantially increased the total assessed valuation and diversified the economic base of the City of Camas.

Also in the 1990's, the paper mill went through mergers and acquisitions resulting in a change in total employment. Currently, Georgia Pacific owns the paper mill and employs approximately 1,100 people.

Physical Form

This section describes two aspects of the Camas area that form the basic underpinnings of the study area, physical constraints and critical areas.

Physical constraints include topography, geology, soils, hydrology, and climate. *Critical areas* include streams and watercourses, wetlands, frequently flooded areas, aquifer recharge areas, geologically hazardous areas, wildlife habitat conservation areas, and resource lands, as well as lands designated for mining and agriculture.

Physical Constraints

The City of Camas is located in southeastern Clark County. It is bordered by the Columbia River to the south, the City of Washougal and Woodburn Hill to the east, Lacamas Lake and Lacamas Park to the north, and Grass Valley to the west.

Topography: The topography of Camas and the study area is dominated by water. The Columbia River is a major influence directly and indirectly on Camas, its residents, and employers. The river has significantly shaped the land either by laying down sediments or by cutting through areas. To a lesser extent, the Washougal River also has shaped the topography.

The existing flat core of the City of Camas is surrounded by steep hills. The downtown and older parts of the City are nearly flat and are on almost the same level as the Columbia River. These areas are surrounded by Prune Hill and other steep slopes on three sides. The river forms the other boundary. For the City of Camas to grow significantly, it must

break out of the bowl it is located in and expand significant distances to reach relatively flat lands to the west and north.

Residential areas to the west and north of downtown are built on slopes ranging from 5% to 15%. Slopes increase to over 20% on Prune Hill to the west and Woodburn Hill to the northeast.

Topography is an important element in the character of the city, especially the older portions. The steep slopes provide a backdrop for the older sections of town, open up views, and finally define sections of the town.

Implications: Most types of industrial and commercial uses in typical American cities do not lend themselves to steep terrain. Steeply sloped areas are suitable only for residential uses. West of Prune Hill to the study boundary is a flat plain. Topography permits the many existing uses, such as aggregate extraction and farming, as well as the development of industrial, commercial, and residential uses. To the north of the existing city limits, topography again is limiting. Though some relatively flat areas do exist along SE Everett Road, particularly in the vicinity of the airfield.

Figures 2 and 3 *(Appendix F)* show the area's contours and steep slopes, respectively.

Geology: Generally, from the northern tip of Lacamas Lake westward, the geology is characterized by alluvial fan and associated deposits. This includes fine-grained sand and silt and some sand and gravel. (Generally, the significant sand and gravel deposits are north of SE 29th Street and west of 202nd Avenue, Sand and Gravel Resources, DNR, 1975). The only exception to the alluvial fan deposits is an outcropping of Boring Lava on the west side of Prune Hill. This strata is basalt rock and, in addition to being resistant to weathering, is extremely stable.

Prune Hill is underlain with the Troutdale Formation, a formation of seem-consolidated clay, silt, sand and gravel that was deposited by glacial action. The area to the northeast of Lacamas Lake to Green Mountain and Brunner Hill is also underlain with the Troutdale Formation. However, Green Mountain and Brunner Hill themselves are outcroppings of the Boring Lava. The areas south and east of Prune Hill and Lacamas Lake are characterized by the oldest geologic elements in the county; a combination of andesite, basalt, pyroclastics, agglomerates, and sedimentary rocks.

Finally, the geology underlying the developed areas of downtown and Oak Park are alluvial deposits (generally finer grain particles than the alluvial fan deposits). Along the banks of the Washougal River, an alluvium has been deposited in relatively recent times which is a mix of gravel, sand, and silt.

Implications: Excavations for sewer lines and other below-ground improvements will be difficult in volcanic deposits and areas of moderately cemented sands and gravels. Alluvial deposits are more easily excavated.

Soils: Their characteristics, such as shrink-swell potential, corrosivity, and other factors can help or inhibit development. Soils in the Camas area occur in what has been identified as the Hillsboro-Dollar-Cove association, which is described in the *Clark County Soil Survey* as: "deep, dominantly nearly level to sloping, well-drained to very poorly drained, medium textured soils of the terraces." This association occupies about 12% of the county. Hillsboro soils make up about 40% of the association; Dollar soils, 20%; and Cove soils, 10%. Small acreages of Hockinson soils and McBee, coarse variant, soils make up the rest. *Figure* 4 *(Appendix F)* depicts all soil classifications in the area.

Three soil classifications are most common: the Powell silt loam, the Hesson clay loam, and the Lauren gravely loam series.

The Lauren series is primarily in the flat lands from 202nd Avenue westward. It has a low shrink-swell factor and presents few problems for foundations. The Powell and Hesson series are east of the Lauren series. The Powell series has a low shrink-swell potential, while the Hesson series has a moderate shrink-swell potential.

Implications: Soil characteristics can prove to be limiting to certain uses, particularly industrial uses which may require good load bearing and little shrink-swell potential. In general, these types of soils are located in the western part of the study

area, approximately 202nd Avenue and the drainage swale westward, scattered areas between 202nd Avenue and Prune Hill, and scattered areas north and east of Lacamas Lake.

Along with soils types, another important characteristic is soil drainage. This characteristic impacts sewage disposal, indicates potential wetlands, and generally informs possible uses of the land. This information is based on 1922 Soil Conservation Service data. The characteristics and their definitions area as follows:

Poorly and very poorly drained soils—these soils are commonly wet at or near the surface for a duration ranging from most to all of the year. Soils are wet enough that artificial drainage may be required for most land uses. These areas typically support vegetation indicative of wetlands that may be regulated under federal, state and/or local regulations.

Somewhat excessively drained soils—These soils have a low water holding capacity. It is highly unlikely that these soils could support vegetation indicative of saturated soil conditions. Excessively drained soils may pose some limitations on on-site wastewater disposal because of their rapidly draining character and the potential for contamination of groundwater supplies.

Hydrology: Most of the Camas planning area is in the Washougal River drainage basin, which drains into the Columbia River between the cities of Camas and Washougal. The remainder of the city drains directly into the Columbia. The city's water supply originates primarily in Jones and Boulder Creeks; there are also seven wells to supplement this supply.

Water in the Lower Washougal sub-basin is unsuitable for most uses due to water quality problems arising from mill discharges, urban runoff, and septic drain field effluent. It is vital that the water quality be checked before acquiring parkland and shorelines that will be used as public swimming areas.

Climate: Camas' climate is influenced by the Coast and Cascade mountain ranges. Prevailing winds are from the northeast from April through September, and from the east-southeast for the rest of the year. Occasional high easterly winds occur year-around through the Columbia Gorge.

Annual average precipitation is 51 inches. The month of December receives the most, with an average of 6.5 inches, and July receives the least, with a half-inch. The average mid-winter temperature is 40°, the summer average is 65°, and the annual average temperature is 53°.

Critical Areas

The Growth Management Act defines critical areas as wetlands, frequently flooded areas, critical aquifer recharge areas, geologically hazardous areas, and fish and wildlife habitat conservation areas. Amendments to the GMA in 1995 clarify the state's goals and policies for protecting critical areas functions and values. These amendments require local government to include the "best available science" (BAS) in developing policies and development regulations to the protect the functions and values of critical areas and further required local government to give special consideration to preserving and enhancing anadromous fisheries. In addition to the Critical Areas listed above the City of Camas also includes stream and watercourses in their Critical Areas Ordinance. Critical Areas are protected since they support unique, fragile, or valuable natural resources or are subject to natural hazards.

Streams and Watercourses: The wet climate and steep topography of portions of the study area have resulted in many streams. These drain into the major water bodies that define the Camas area: Columbia and Washougal Rivers; Lacamas, Jones, and Boulder Creeks; Lacamas, Dead or Fallen Leaf, and Round Lakes. Streams are protected to preserve water quality, fish, and wildlife habitat.

Wetlands: The Growth Management Act defines wetlands as areas that have surface or ground water that supports vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetlands intentionally created from non-wetland sites, such as irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater

treatment facilities, farm ponds, and landscape amenities.

The wetlands in the area are located on Lady Island, along the Washougal River and Fallen Leaf, Round, and Lacamas Lakes, as well as Fisher Basin. This information was derived from the 1988 National Wetlands Inventory, information from Clark County, and the Fisher Basin Stormwater/Wetlands Study. It is general and does not indicate the type or quality of the information. *Figure 5 (Appendix F)* shows where wetlands may potentially exist in the area

Frequently Flooded Areas: The Federal Emergency Management Agency (FEMA) has prepared maps showing the extent of the 100-year flood boundary. Frequently flooded areas are lands in the flood plain subject to a one percent (1%) or greater chance of flooding in any given year.

To avoid probable hazardous situations, emergency (hospital, fire, police) and some public (schools) facilities should not be located within these areas. Instead, these areas should have minimal development, such as agriculture, golf courses, open space, and very low density residential uses.

Critical Aquifer Recharge Areas: Critical aquifer recharge areas (CARA) are those areas with a critical recharging effect on aquifers used for potable water as defined by WAC 365-190-030(2). CARA have prevailing geologic conditions associated with infiltration rates that create a high potential for contamination of ground water resources or contribute significantly to the replenishment of ground water. These areas include the following:

- Wellhead protection areas. Wellhead protection areas shall be defined by the boundaries of the ten (10) year time of ground water travel, or boundaries established using alternate criteria approved by the Department of Health in those settings where ground water time of travel is not a reasonable delineation criterion, in accordance with WAC 246-290-135.

- Sole source aquifers. Sole source aquifers are areas that have been designated by the U.S. Environmental Protection Agency pursuant to the Federal Safe Water Drinking Act.

- Susceptible ground water management areas. Susceptible ground water management areas are areas that have been designated as moderately or highly vulnerable or susceptible in an adopted ground water management program developed pursuant to Chapters 173-100 WAC.

- Special protection areas. Special protection areas are those areas defined by WAC 173-200-090.

Geologically Hazardous Areas: The Critical Areas Ordinance required by Growth Management defines geologically hazardous areas as areas that because of their susceptibility to erosion, sliding, earthquake, or other geological events, are not suited to the siting of development due to public health and safety concerns.

The report *Slope Stability of Clark County* investigates slope stability and landslide hazards in Clark County.[2] Three types of concerns are indicated; geologic and engineering studies are recommended before development:

- *Areas of potential instability*–these areas are potentially unstable because of underlying geologic conditions and physical characteristics associated with steepness.

- *Historic or active landslide areas*—these areas are unstable at the present time. Development of these areas may cause additional movement.

- *Older landslide debris*—areas of older landslide debris are believed to be stable, but may become unstable with development. Water from development (septic systems, watering of lawns, and redirection of surface water) could saturate otherwise stable materials, and cause a loss of internal strength. In addition, an earthquake of low or middle magnitude could cause problems within these areas also. Therefore, regardless of the type, the report recommends geologic and engineering studies be conducted before development.

[2] Washington State Department of Natural Resources, Division of Geology and Earth Resources [DNR]

Another consideration for development is the potential for earthquake hazard. The DNR has completed *Earthquake Hazards of Clark County*. Areas of potential hazard are designated on a map. According to the report, an engineering geologist should investigate the potential problem before development within the designated areas.

It also has been inferred from geologic data in *Geology and Groundwater Conditions in Clark County* (Mundorff) that two faults in the shape of an "X" are centered on Round Lake. One fault runs northwest-southeast along the northern boundary of Lacamas Lake; the other northeast-southwest almost to the Columbia River. The existence of these faults has not been proven, and it is generally considered that even if they do exist, that no significant level of hazard exists (DNR).

A map has also been prepared which shows steep slopes. These include those which are between 15-40% slope; and those 40% slope and above. Over half of the areas with slope in excess of 40% are included in the Areas of Potential Instability shown on the Slope Stability map. As the slopes become increasingly steep, the more care which must be taken as development occurs upon them or adjacent to them.

Implications: It is prudent to avoid locating emergency or other critical facilities in proximity to these faults, and restricting development.

Resource Lands: The Growth Management Act defines resource lands as those lands used for agricultural purposes, commercial forestry, or mining. The resource lands that are of particular concern with reference to the Growth Management Act are those designated as long-term commercially-significant agriculture, forestry, and mining. Long-term commercially significant includes the growing capacity, productivity, and soil composition of the land for long-term commercial production, in consideration of the land's proximity to population areas, and the possibility of more intense uses of the land. These lands are not generally included within Urban Growth Areas.

There are no resource lands within the Urban Growth Area.

Fish and Wildlife Habitat Conservation Areas: Fish and wildlife habitat is identified and protected in Camas by the protection of other critical areas such as wetlands, streams, watercourses, steep and unstable slopes, and their buffers. The location of these areas are shown in the appropriate sections. Also the Permanent Open Space Network ties the steep and unstable slopes together to provide a more continuous natural area. Continuity is important in maintaining the viability of the wildlife habitat and in some cases vegetation. Another objective is to preserve areas with which endangered, threatened, sensitive species, and species of local importance have a primary association. These forested areas provide visual impact and are a backdrop to the city; they also contribute significantly to wildlife habitat.

Vacant Lands Inventory

This analysis of vacant land was done for each Traffic Analysis Zone (TAZ) based on data provided by Clark County. It assumed the criteria and methodology used by the Clark County and concludes with a number of categories of land, including but not limited to the following:

- Vacant
- Underutilized
- Vacant with Critical
- Underutilized with Critical
- Critical Lands > 50%

The city used the results of the Vacant Lands Inventory to determine the alternatives in accommodating the 20-year population and employment growth.

Existing Land Uses

In order to project proposed land uses, the need for different land uses should be considered. In addition, and sometimes more importantly, the development potential of the land must be evaluated. The following table shows the land zoned for generalized zones, based on Clark County Assessor's Information. This is not the same as the existing land use, but does provide information on the potential of the land under current zoning.

Table 1 – Existing Zoning Districts

Zoning District	Acres
R-7.5	811.5
R-10	81.3
R-12	849.5
R-15	1,215.4
R-20	150.9
Sum	3,108.6
MF-10	141.7
MF-18	1.9
MF-24	73.5
Sum	231.5
Neighborhood Commercial (NC)	99.7
Community Commercial (CC)	38.2
Regional Commercial (RC)	152.2
Sum	290.1
Light Industrial (LI)	20.4
Heavy Industrial (HI)	954.3
Sum	974.7
Light Industrial/Business Park (LI/BP)	1,785.6
Total	6,401

The following discussion examines how land is being used, and in some cases where there is the possibility of different uses.

Residential: Camas has many well-established residential neighborhoods that have developed over many periods. The oldest neighborhoods are those in and adjacent to downtown. One direction that residential developed from downtown was toward Washougal, with Oak Park being constructed early last century, and the neighborhood between One Stop and Goot Park being built after World War II. From the neighborhood surrounding downtown, the residential areas go up the benches of land towards Prune Hill. The oldest areas are closest to downtown, with the top bench before Prune Hill built after World War II, and the construction on Prune Hill built mostly in the last 20 years. The third residential area is along SR 14. Some of this is older such as the pocket near the intersection with Lewis and Clark Highway, others such as those built on the slopes above the highway are more recent. Recent areas of construction are along Lacamas Lake, on top of and on the flanks of Prune Hill, and on the flat lands in Grass Valley.

All of Camas' residential neighborhoods are predominately single family. Multi-family construction has taken place east of the downtown area and some of the areas north of it, Oak Park, the area south of SR 14, and in occasional pockets on Prune Hill.

The period in which the residential areas were constructed generally coincides with the economic class to whom the homes were targeted. The oldest areas near downtown are small homes built for mill workers. The construction of I-205 and the airport expansion in the 1970's attracted many people to Camas who did not necessarily work there. Thus the newest homes on Prune Hill, above SR 14, and along Lacamas Lake take advantage of the views and appeal to managers and professionals who may commute to Vancouver, Portland, or even further away via the Portland International Airport.

Outside the city limits, but within the proposed UGB, are areas of residential development to the west of Brady Road and Payne Road and in the Lacamas Heights area just north of Round Lake. There is a wide variety of types and periods of construction in this area. This use is consistent with the zoning.

Implications: Most of these neighborhoods are quite stable and are consistent with their residential zoning. There are few vacant lots within these areas. However, there are residential areas surrounding downtown that are zoned for commercial uses; these have begun to convert to non-residential uses through use changes as opposed to reconstruction. As the demand for space downtown increases these areas will look less and less residential over time. Also the areas mentioned above that already have some multi-family construction will continue to convert over time due to the pressure for different configurations and price ranges. Though if new undeveloped areas are identified, these will most

likely provide multi-family housing before these areas are redeveloped.

Commercial: Commercial uses include retail, office, and other service-providing businesses. The primary area of commercial in the City of Camas is downtown. This includes traditional commercial uses as well as governmental functions. The second most significant area of commercial extends along Third Ave east of downtown to the boundary with Washougal. There are additional retail uses in the shopping centers adjacent to Washougal. Finally, there are several small commercial area scattered around the city and beyond: west of the mill, near Crown park, and along Everett Road near Round Lake. Present zoning supports these uses continuing.

There are several areas proposed for commercial use that have yet to develop, or are not fully developed. Two areas are in the western part of Camas. One area straddles NW Parker Street along NW 38th Avenue. The other site is along NW Brady Road near NW 16th Avenue. These newer additions are intended to provide commercially zoned land for the needs of basic goods and services to residents on Prune Hill and in west Camas.

Other sites zoned for commercial are: top of Prune Hill discussed above, additional lands near Dead or Fallen Leaf Lake, and a site south of SR 14. While these offer substantial potential commercial development, it must be examined in light of the potential population and distribution of land uses anticipated in the next 20 years.

Industrial: Camas has sizable acreages of industrial land. Heavy industrial uses are located along the Columbia and Washougal Rivers, and the railroad tracks. The paper mill has the lands west of downtown as well as Lady Island. Additional industrial uses are south of downtown and east of Oak Park. Currently light industrial and business park uses are primarily located west of Prune Hill.

Light industrial and business park land surround Prune Hill to the west and north, and have just begun to be developed for that use.

Transportation & Circulation

The basic system providing circulation to Camas and the study area is the Federal Highway System—Interstate 5 and Interstate 205. These highways link the area to Portland to the south and with Olympia and Seattle to the north. I-205 has made Camas and the study area much more convenient to Portland and the Portland International Airport. Because it better connects Camas and Portland, Camas will find that growth will occur at a faster pace than in the past.

The State Highway system is also very important to Camas and the study area. State Route 14 along the Columbia River provides a large capacity east-west route linking Camas with Vancouver and points to the east of Camas. The access points of this east-west highway are, therefore, major factors for Camas. The 192nd Avenue, NW 6th Avenue, Union (SR-500), and SE 2nd Avenue intersections provide the main access points to Camas.

The NW 6th Avenue interchange, although now adequate in terms of capacity and safety, does not easily allow access to the north. For many years improvement of the connection between NW 6th Avenue and NE Everett Street has been proposed. However, because of the cost, nothing has been constructed. NW 6th Avenue also is severely restricted in capacity as it forces through-traffic to make as many as three stops while going through the downtown area and continuing eastward on NE 3rd Avenue.

The third level of circulation is those provided by local governments—Camas and the County. These roads—primary and secondary arterials, collector streets and residential streets—form the network of streets and provide access for the various land uses: residential, commercial, industrial and other.

The arterials provide the circulation and access as well as link with the State and Federal systems. The collectors do just as their name implies, they collect traffic from the residential areas and bring it to the arterials. The residential streets are also aptly named. They provide access to residential areas.

The local street system is built in ways that help insure that the street does what is intended. First, residential streets are relatively narrow and do not require a thick base because they do not need to carry heavy volumes and heavy truck traffic. The collectors are wider and somewhat more heavily constructed. The arterials are the widest streets, have the strongest bases to carry heavy loads and are as straight and level as possible to insure high traffic capacities. Arterials also should have limitations placed upon access so that the expensive investment in capacity is not greatly diminished by too frequent, and sometimes dangerous, access.

The local system can also be described in terms of the traffic generators or major destinations that need to be served. Obvious large attractors are the paper mill and downtown, Prune Hill, and employers in the Cascade Business Park. However, the connections to these destinations is frustrated by topography.

The downtown is at one level or elevation, there are then two levels to the west: one plateau midway up Prune Hill, and the other at the top of Prune Hill. Circulation on these levels or plateaus is satisfactory , but when going from one level to another, steep grades are encountered.

Prune Hill has four access points (Forest Home Road, Fargo Street, NW 16th Ave., and NW McIntosh Road), but they are all from the south. If one wants to go to Prune Hill from the north or vice versa, a great deal of backtracking must be done. Then, too, many of the streets and roads have sharp turns and bends in them which reduce speed and capacity. Some of these are due to topography, but a great many are not. The links with Prune Hill from the existing city limits, NW Fargo Road and Forest Home Road, have many sharp bends which should be realigned to the extent possible. This would help tie Prune Hill more closely with the existing City, as well as improve access.

Figure 6 *(Appendix F)* displays the existing and planned transportation network that provides access and circulation for Camas.

Employment & the Economy

In describing the economics of the city, several important factors should be considered: the basic job providers, population growth, and commercial development. The first of these is, in many ways, the most important. The job base provides for the growth of the community. It can also provide much of the tax base for needed public services (such as, streets, sewer, water, police, and fire).

The two most predominant employment types are from the technology sector and the manufacturing sector. Prior to the middle 1990's, the manufacturing sector employed more workers than any other sector. The paper mill and a manufacturer of pneumatic shafts for the mill industry employed upwards of 2,000 people. As mentioned earlier, the paper mill experienced mergers and acquisitions in the 1990's. A series of capital investments, efficiency improvements, and business decisions lead to a reduction in workforce such that the paper mill now employs approximately 1,100.

In the early 1990's, Sharp and Underwriters Laboratories built facilities in a newly annexed area of Camas, which was planned and zoned for light industrial uses, known as the Cascade Business Park. These two technology based industries were the first of several others that followed during the balance of the 1990's. By the year 2000, there were nine larger technology based facilities in Camas employing upwards of 2,000 people.

Whether the employment is in the manufacturing or technology sectors, many of the jobs provide competitive family wages. In turn, the community has enjoyed the support of many of these families. The resulting strong tax base has provided the framework for a quality of life and level of service enjoyed by few similarly sized communities. The quality of the Camas School District and the level of municipal services—police, fire, and parks/open space to name a few—have partly been the result of the economy of this community.

Commercial and Industrial Opportunities

For decades Camas was relatively self-sustaining with essential commercial and industrial opportunities in the community. These opportunities ranged from employment to the purchasing of goods and services that are the basic needs of residents in the community. With a stable population, reliable and local employment, and the lack of competitive goods and services elsewhere, Camas seemingly had sufficient commercial and industrial land for its basic needs. The opening of the I-205 bridge and regional population and employment growth were catalysts for significant change to east Clark County and Camas. The amount of available commercial and industrial land simply was not enough for an increasing population. Larger employers and commercial centers began to locate outside the community. Just west of Camas, development of Hewlett-Packard and the SE 164th Avenue corridor occurred in the 1980's and 1990's. Camas began to experience the "leakage" of jobs and commercial/retail sales to other areas. Simply put the one time mill town, with its historic downtown and corridor commercial areas, began to see a decline of commercial and employment opportunities.

In the early and middle 1980's, these changing circumstances led Camas city leaders to look at its vision for the future. This vision included annexing large areas to the north and west of Camas that were later planned for light industrial and commercial uses. In fact, three large-scale annexations occurred from 1983 to 1990 that more than doubled the physical size of Camas. These new areas provided for a mix of light industrial, commercial and residential uses that were later developed in the latter part of the 1980's into the 1990's. One such annexation (known as the MacKay and MacDonald annexation) was the cornerstone of the new Light Industrial/Country Tech zone. This zone targeted technology-based businesses and office campuses for primary uses, limited commercial and retail for secondary uses, and residential for tertiary uses. As it turned out, the development in the best locations was the technology-based businesses. During the same period of time, residential development occurred on land planned for residential uses and also on some of the land that had once been considered for commercial uses. The result for Camas was a boom of residential and technology-based industrial development in the 1990's without the accompanying, proportionate commercial development.

Projected Employment

A local economy can grow in a number of ways. It can bring outside dollars into the community (primarily through tourism); it can increase its industrial base; and it can better provide for its own needs (local service or commercial activities).

Tourism currently has a minimal base in Camas. Although the Columbia River, the scenic forested hills, and lakes and streams attract some tourism, no attempts have successfully been made to make tourism a part of the community. Any efforts to do this would probably have to effect mill operations, since odors from the mill are a deterrent. The significance of the mill to the economy of Camas makes this alternative unlikely. Potential job growth can be expected primarily in industrial jobs. And this industrial expansion is expected to occur as a result of high technology growth. While many of the anticipated jobs will come from companies that have not yet located in Camas, looking at the companies that are already here is also informative.[3]

Georgia Pacific (2003 paper mill owner)—probably will not experience a significant change from 1,100, the employment reduction they have reached.

[3] Camas-Washougal Chamber of Commerce, 2003

Tidland Corporation—employment will remain stable at about 160.

Sharp Labs of America and Sharp Microelectronics of the Americas—employ approximately 185 and 175 respectively. The two companies are located in separate buildings but share the same property. There exists sufficient land to provide for additional facilities and employment.

Hereaus Shin-Etsu—currently has 37 employees, an optimum level for their production in Camas.

Underwriters Laboratories—employs approximately 200 people with enough land to employ several hundred more. If future plans to locate its Pacific Rim testing facility in Camas materialize, employment could increase to over 1,000.

Furuno, USA—distributor of marine radar and sonar, employs approximately 65.

Linear Technology—a manufacturer of digital/analog circuits, employs approximately 260 people. This company holds surplus land that provides expansion opportunity in the future.

C-Tech—maker of water quality devices and pressure washers, currently employs approximately 250 and has no surplus land on which to expand.

WaferTech—a semiconductor and chip manufacturer, employs roughly 950 people. The company has enough land to expand its manufacturing capability to employ between 2,500 and 3,000 workers.

Downtown

Camas was originally established as the prime location for the Crown Zellerbach mill (now Georgia Pacific) in 1883. Downtown and the rest of Camas grew as a result of the mill through about the 1960's. However over the next 40 years (1962-2000), the downtown began to decline as a result of broader regional changes such as the construction of Highway 14 (which allowed pass-through traffic to bypass the downtown) and development of Vancouver Mall (now Westfield Shopping Center). As shopping opportunities and patterns changed, the city and its business community were faced with the need to make the downtown more competitive, convenient, and attractive.

In 1962, community leaders from the Camas-Washougal Chamber of Commerce began "Operation-4 Sight", which included promoting the modernization of the downtown with literature, a slide show, and construction of a full-scale model of the improvements to be made. This effort resulted in the completion of Phase I of the downtown Camas Shopping Park in 1966.

The subsequent phases of the Camas Shopping Park (Phases II-IV) were never completed. However, the downtown core area has always maintained a certain level of business activity, going through several economic cycles. Evaluating the history of the downtown reveals several factors that will always play a role in shaping downtown activity:

- The downtown will always have a certain level of business activity because of its proximity to the paper mill and governmental services, as well as ability to provide commercial services to most of Camas' older established neighborhoods;

- Providing adequate parking will be essential for the downtown to grow and become more economically and socially vital;

- Further enhancement of the general downtown aesthetics will attract both local and regional consumers;

- Improving access to downtown as well as creating a variety of unique shopping opportunities is the primary means to luring residents living on the Westside of Camas to the downtown; and

- Creating a vital core requires partnerships and cooperation between all major stakeholders in the community including the City, merchants, property owners, Camas-Washougal Chamber of Commerce, Camas School District, the mill, residents, and local service organizations.

A New Beginning

Starting in January 2001, the *Downtown Camas Vision and Implementation Plan* was developed over a nine-month period by a citizen-based Downtown Vision Committee (DVC). The 15 members of the DVC, appointed by Camas City Council, represented a variety of downtown and community interests. The Committee's charge included the following elements:

- Develop a Downtown Vision Statement (see full statement in Appendix) describing the way citizens want downtown Camas to look, feel and operate in the future.

- Identify a series of focus areas, strategies and actions necessary to facilitate Vision implementation.

- Maintain contact with the community, and proactively seek feedback on work products.

- Develop a unique identity for the effort, through the creation of a Downtown Vision logo (depicted below).

- Produce a final Downtown Vision report for presentation to the Camas City Council.

In addition to the *Vision Statement and Implementation Plan*, the Committee developed a series of conceptual drawings and a *Market and Financial Feasibility Analysis* provided in separate reports. Both the drawings and market report were made available to the Downtown Vision Coalition to aid in implementation of the proposed actions described in a subsequent section of this document. The market report is particularly helpful in showing how the downtown has missed out on the recent prosperity enjoyed by other parts of the region, and shows what opportunities lie in store.

The Downtown Camas Vision project was proposed in response to concerns that businesses would continue to depart the City's core if conditions did not improve. During the first phase of the project, citizens and downtown stakeholders were asked to provide both a structure and guiding principles for the visioning process during a series of interviews and at a public workshop held at the Liberty Theatre. These individuals also identified a set of goals to drive the overall visioning process:

- Lower business vacancy rates
- Increase patronage, flow of people downtown
- Create reasons for people to stay downtown longer
- Increase access to capital and other resources for businesses and property development
- Establish a successful business recruitment/retention program
- Attract anchor tenant(s)
- Expand the variety of business-types located downtown
- Market downtown to greater Camas and neighboring communities
- Enhance aesthetics throughout the core and corridors
- Establish new, improved public amenities
- Develop a theme or message to market downtown as the first choice for doing business
- Promote mixed-use, including an element of housing
- Create accessible and adequate parking opportunities
- Improve traffic flow and access

- Preserve the small town feel of downtown
- Maintain a balance between functionality and aesthetics
- Instill a sense of value and relevance for those visiting, locating their business downtown
- Establishing downtown Camas as a unique, special place to visit, shop and/or live

Each of these elements are captured and addressed in the Vision and Implementation Plan.

Population

Historical & Existing Population

Population growth is another important consideration to the economic analysis of the community. Below is a table showing Camas' historical growth. As can be seen, population growth has been erratic-growing by leaps and bounds during some periods and very slowly during other periods. Many increases have been due to national economic policies causing a large amount of in-migration. The decline in the period between 1970 and 1980 is most likely attributed to the general aging of the population and, perhaps, some out-migration of younger people.

Population growth in the City of Camas has not been occurring at the same rate as that in the remainder of Clark County. Between 1960 and 1975, the portion of the county's population residing in Camas had dropped from 6% to only 4.4%. The 1980 Census showed that this figure dropped further to 2.9%, and the 1990 Census showed it at 2.7%.

Though the population froze in the 1960's at a level of about 5,700 people, the subsequent growth by and in the 1990's has not kept pace with the growth in the county. Until the I-205 bridge was opened across the Columbia River, most of the county's growth could have been expected to occur on the outskirts of Vancouver. Upon the completion of the bridge in 1983, however, access from Camas to Portland improved dramatically. Though this has substantially impacted growth in Camas, it has also impacted growth in the County between Vancouver and Camas.

With the physical growth of the City of Camas from 1983 to 1990, residential development began to increase. Land planned and zoned for residential uses was developed at unprecedented levels in the 1990's and into the new millennium. Many view properties, the amenities of the community, and easy access to employment in Camas and points beyond fueled the residential boom for the past decade plus.

Table 2. – Historical Population Growth, 1920 –2002

	1920	1930	1940	1950	1960	1970	1980	1990	2000	2002
Camas	1,843	4,239	4,433	4,725	5,666	5,790	5,681	6,798	12,534	15,401
% Increase	+64%	+230%	+5%	+7%	+20%*	+2%	-2%	+19.6%	+84.4%	+22.9%
Clark County	32,805	40,316	49,852	85,307	93,809	128,454	192,227	238,053	345,238	370,463
% of Clark County	5.6%	10.5%	8.9%	5.5%	6.0%	4.5%	2.9%	2.9%	3.6%	4.2%

- *Source: Clark County Population and Economic Handbook (1970 -1990 population); U.S. Bureau of the Census (2000 population); WA State Office of Financial Management, 2002 Population Trends for Washington State, September 2002 (2001 population estimate);*
- ** Includes a portion of the City of Woodland located within Clark County*

Population Age Distribution

Another reflection of the population and its needs is indicated by the following chart, showing the age distribution of the Camas population. The most basic distinction between the areas is that the downtown and area west of Camas (containing census tracts 415 and 414) contain more older persons without young children; this is especially true of 413.11, while the other two areas are more family-oriented. The Prune Hill/ Lacamas Lake area has between 30%-31% of the population between 0 and 20 years of age.

Table 3. – Age of Camas Population: City & Surrounding Area*

			Census Tracts							
	City of Camas		413.24		413.25		406.05		406.06	
	Persons	%	Persons	%	Persons	%	Persons	%	Persons	%
Total	**12,534**		**6,951**		**2,944**		**2,445**		**5,797**	
Under 5	1105	8.8%	801	11.5%	265	9%	120	4.9%	570	9.8%
5-9 years	1159	9.2%	653	9.4%	281	9.5%	166	6.8%	605	10.4%
10-14 years	1109	8.8%	445	6.4%	221	7.5%	184	7.5%	532	9.2%
15-19 years	835	6.6%	284	4.1%	164	5.6%	194	7.9%	352	6.1%
20-24 years	481	3.8%	418	6%	65	2.2%	84	3.4%	103	1.8%
25-34 years	1750	14%	1761	25.3%	383	13%	242	9.9%	787	13.6%
35-44 years	2326	18.6%	1349	19.4%	523	17.8%	409	16.7%	1232	21.3%
45-54 years	1686	13.5%	672	9.7%	416	14.1%	419	17.1%	853	14.7%
55-59 years	584	4.7%	185	2.7%	143	4.9%	161	6.6%	313	5.4%
60-64 years	416	3.3%	121	1.7%	97	3.3%	126	5.2%	182	3.1%
65-74 years	561	4.5%	169	2.4%	198	6.7%	203	8.3%	181	3.1%
75-84 years	387	3.1%	81	1.2%	148	5%	105	4.3%	72	1.2%
84 years +	145	1.2%	12	0.2%	40	1.4%	32	1.3%	15	0.3%
Median Age (years)	34.2		30.3		36.6		40.9		34.6	

* 2000 U.S. Census

Projected Population

A major objective of the Growth Management Act and the County Community Framework Plan is to concentrate growth in urban areas. The state has formulated population projections for each county. In Clark County, it is supposed that 80% of the forecast 20-year growth will occur in urban areas.

Based on the county plan, Camas' share of the forecast population increase is 7,000 people within the current Urban Growth Area. The area may be increased by a market factor to ensure there is a surplus of land available for employment needs. The Community Framework Plan suggests a market factor of 25% for commercial and 50% for industrial. Combining the existing population located in the city, the allotment from the county, and the amount that could be accommodated in an expanded Urban Growth Boundary, the Camas Urban Growth Area could accommodate approximately 24,700 people.

Governmental Jurisdictions

Washington has many levels of governmental jurisdictions. The city is impacted not just by its own decisions, but by the decisions of these other governmental jurisdictions. Growth management requires the city to coordinate with Clark County and nearby cities, and with special purpose districts, such as schools. The following discussion outlines the jurisdictions that are significant to Camas.

CLARK COUNTY

The City of Camas is located in Clark County. In terms of growth management, many city decisions must be coordinated with the county or are

affirmed at the county level. The Urban Growth Area encompasses an area larger than the city. Therefore, the Comprehensive Plan will serve as the basis for negotiations with the county on land uses within the Urban Growth Area, but outside the Camas city limits.

CITY OF VANCOUVER

Although the core of the City of Vancouver is approximately 12 miles west of Camas; its city limits are adjacent to Camas on the west. Due to the close proximity of development in both cities, Vancouver and Camas have adjacent spheres of influence within the Urban Growth Area, and will need to be coordinate their plans and decisions.

CITY OF WASHOUGAL

The Cities of Washougal and Camas share a border on Camas' east edge along the Columbia River. As each city grows, issues of which city will provide services and what areas will be annexed will have to be resolved. As with Vancouver, plans and decisions will have to be consistent and coordinated.

CLARK PUBLIC UTILITIES

Clark Public Utilities is a customer-owned utility providing electric, water, and wastewater service in Clark County. It was formed by a vote of the people in 1938. Clark Public Utilities provides electric service to more than 112,000 customers and water to more than 16,000 customers. The wastewater utility serves about 200 customers. Operations of the three utilities are financially independent.

PORT OF CAMAS/WASHOUGAL

The Port of Camas/Washougal was established by a vote of the people in 1935. The Port's activities have created more than 600 jobs and $10 million in local annual payroll.

The Port operates three facilities in the Camas-Washougal area: the industrial park, marina, and Grove Field airport. The industrial park, southeast of the City of Washougal, includes over 400 acres of industrial property. The marina is at historic Parker's Landing and includes 320 slips for recreational boats in addition to moorage, several floating structures, and shoreside facilities. Grove Field is a general aviation airport located three miles north of Camas in the Fern Prairie area.

FIRE DISTRICTS

The City of Camas provides its own fire protection. It operates a full-service fire department from two locations—one in downtown Camas and the other in Grass Valley.

The study area is protected by two fire districts: District 9 northeast of Lacamas Lake, extending to Skamania County, and Fire District 5 west of Camas.

CAMAS SCHOOL DISTRICT

The Camas School District serves the City of Camas and the area east of Lacamas Lake up to Livingston Mountain and on to Skamania County. A small portion of the district extends past the western limits of the city. The eastern portions of the study area are served by the district, but some of its western portions are within the Evergreen School District, and a tiny portion of the eastern study area (Woodburn Hill) is within the Washougal School District.

IV. Land Use

IV. Land Use

PRIMARY GOAL 1: To support, maintain, and improve a community comprised largely of residential neighborhoods, industrial business parks, a downtown core and small commercial areas in an open and natural setting that serves the local community.

PRIMARY GOAL 2: To maintain the "small town" atmosphere and feel by preserving, protecting, and strengthening the vitality and stability of existing neighborhoods, while ensuring the compatibility of new developments.

PRIMARY GOAL 3: To offer a harmonious blend of opportunities for living, working, recreation, education, and cultural activities by protecting natural amenities, and balancing development of services with growth.

PRIMARY GOAL 4: To expand the existing permanent open space network and trails system throughout the City while preserving and protecting natural features, wildlife habitat, and critical areas from incompatible land uses.

Overview

The City of Camas has grown from a relatively small, single industry, mill town to a dynamic, vibrant city with diversified employment opportunities and services that cater to a variety of its residents' needs. The Land Use Element further supports this ideal by creating opportunities for current and future residents to live, work, recreate, educate, and enjoy cultural activities through the appropriate mix of land uses designated throughout the city.

The Land Use Element is an important part of the Comprehensive Plan; in fact, the Growth Management Act specifically identifies it as the foundation of the Plan. In that respect, the Land Use Element of the Plan is an explicit statement of the ultimate vision for the city. It outlines the framework by which the plan will be implemented and determines transportation needs, as well as other infrastructure necessary to serve the land uses.

Development of land, according to the adopted policies and land use designations, will result in an appropriate balance of public facilities, housing, employment, services, and recreational uses.

The physical setting, topography, and natural features of the city are the major organizing elements of the Plan. A series of maps identifies rivers, lakes, wetlands, steep and unstable slopes, wooded and natural habitat areas. Identifying these natural features and critical areas are essential elements of the Plan. Other maps also mark a network of built and planned pedestrian trails that loop throughout the city.

The City of Camas is home to several large, national and international firms in the Cascade Business Park. Major office development with associated retail uses is also underway in the master planned subarea of North Dwyer Creek. Completion of the SE 192nd Avenue transportation corridor will encourage and allow for further development in the northwestern areas of the city.

In terms of developable areas, land use designations are used to assign a variety of development uses and building densities throughout the city. The Plan also identifies special nodes that are designed to act as major areas that have a significant amount of concentrated activity, such as employment and mixed-use centers.

EXISTING DEVELOPMENT, FUTURE CAPACITY and ACCOMMODATING the GROWTH PROJECTION

In order to assess how the City of Camas will accommodate the future population and employment growth, it is first important to know how the community has developed over the years and to what degree there is capacity for this future growth. To answer the first two issues, the City of Camas relies on Clark County's Buildable Lands Report and Capacity Summary.

According to the Clark County Buildable Lands Report (1995-2000), residential development averaged 3.8 dwelling units per acre with a 90% single-family and 10% multi-family split. Also based on data provided in the Buildable Lands Report, 2000 Census data, and existing city policy of one job per every 1.9 persons eligible to work, Camas has an industrial job surplus of 1,179 and a commercial jobs deficit of 669. This information, coupled with the capacity analysis, factored into the overall approach to accommodating twenty years of population and employment growth.

As for future capacity of the land supply, the Buildable Lands Report Capacity Summary indicates that the City of Camas and current Urban Growth Area could accommodate approximately 6,500 people and just over 3,100 jobs (not including tertiary industrial land). The City of Camas and its Citizen Advisory Committee used these figures, and the assumptions connected with them, to craft a revised land use plan.

Table 4. – Comprehensive Plan Designations

Plan Designation	Acres
Single Family Residential	3,102.4
Low Density	494.8
Medium Density	2,599.5
High Density	8.1
Multi-Family	288.6
Low Density	115.3
High Density	173.3
Commercial	269.8
Industrial	974.7
Light Industrial	20.4
Heavy Industrial	954.3
Light Industrial/Business Park	1,717.9
Park *(not to total)*	626.3
Green Space *(not to total)*	379.2
Public Facility *(not to total)*	36.2
Total	6,401

The proposed Comprehensive Plan designations and zoning districts (shown above) are created to accommodate the projected population and employment forecast for twenty years. The end result of the proposal will yield just under 2,500 dwelling units at approximately 6.4 dwelling units per acre. On the employment side, approximately 4,000 additional jobs would result from the proposal, which includes industrial, commercial, retail and mixed-use opportunities.

Figure 7 (*Appendix* F) identifies the general land use designations and *Figure* 8 (*Appendix* F) identifies specific zoning districts that help in implementing the Plan. *Table* 4 details the amount of property with various land use designations and *Table* 5 the specific zoning designations.

A detailed summary of the structure of the land use plan (via a staff report), titled *Comprehensive Plan Update, Proposal to Serve Growth through 2023, Presentation to City Council, May 27, 2003*, is found in *Appendix* C.

Table 5. – Zoning Districts

Zoning District	Acres
R-5	8.1
R-7.5	1,004.2
R-10	835.4
R-12	759.9
R-15	432.4
R-20	62.4
Sum	3,102.4
MF-10	115.3
MF-18	41.0
MF-24	132.3
Sum	288.6
Neighborhood Commercial (NC)	99.7
Community Commercial (CC)	55.9
Regional Commercial (RC)	114.2
Sum	269.8
Light Industrial (LI)	20.4
Heavy Industrial (HI)	954.3
Sum	974.7
Light Industrial/Business Park (LI/BP)	1,717.9
Mixed Use Overlay (not to total)	128
Total	6,401

OBJECTIVES

Camas' Land Use Element will accomplish the following:

- Accommodate the projected growth through well-planned utilization of existing land and, as warranted, a judicious process of expansion of the Urban Growth Boundary (UGB);
- Create a balance between housing and employment that produces a more self-sustaining community;
- Preserve and enhance residential neighborhoods;
- Focus on continued growth of the Business Parks (Cascade Business Park and North Dwyer Creek Subarea) as employment centers;
- Facilitate revitalization of the downtown commercial core as the "heart of the city."
- Preserve and enhance properties of historical significance to the community.

Citywide Focus

Camas is a community in a setting of abundant natural beauty: mountainous terrain defined by the Columbia River at its southern border, interspersed with lakes and smaller rivers, forested hillsides, open space, parks, and a connected, looped trail system. A park-like setting, with detailed attention given to the built environment while protecting sensitive, natural features make Camas a special place to live and work. The goals and policies in the Comprehensive Plan provide direction to maintain the quality of life and working environment and ensure that the interests, economy, and welfare of the community are of primary concern as the city matures.

POLICIES

Policy LU-1. Support the continuation of a strong residential community rooted amid a blend of opportunities for commerce, industry, education, and recreation.

Policy LU-2. Support a diverse community in an open and natural setting comprised of stable neighborhoods with a variety of housing types and densities; a vibrant, robust downtown, which serves as a focal point for the community; the Business Parks; and other employment and commercial centers.

Policy LU-3. Ensure enough properly zoned land to provide for Camas' share of the regionally adopted forecasts for residential, commercial, industrial, and institutional uses for the next 20 years.

Policy LU-3-A: Coordinate with Clark County, the state and special districts to identify future needs for essential public facilities, such as airports, state education facilities, state or regional transportation facilities, state and local correctional facilities, solid waste handling facilities, and regional parks.

Policy LU-4. Maintain compatible use and design with the surrounding built and natural environment when considering new development or redevelopment.

Policy LU-5. Ensure that park and recreation opportunities are equitably distributed throughout the city.

Policy LU-6. Encourage redevelopment when and where appropriate.

STRATEGIES

Strategy LU-1. Balance consideration for community values, the neighborhoods, the natural environment, and the economic environment. (Policy LU-1 and Policy LU-6)

Strategy LU-2. Separate incompatible land uses with the use of zoning and development regulations, and ensure that commercial and industrial land uses are contained within carefully delineated areas with appropriate setbacks, landscaping buffers, and lighting. (Policy LU-2 and Policy LU-3)

Strategy LU-3. Support and encourage Planned Developments which can provide "cluster housing" (to protect sensitive lands), higher density, and mixed-use residential/commercial (where appropriately zoned), and where compatibility can be demonstrated. (Policy LU-3 and Policy LU-4)

Strategy LU-4. Locate high-traffic generating land uses along arterial streets whenever possible. (All Policies)

Strategy LU-4-A: Establish a local process for siting essential public facilities, based on land use and public service impacts as well as future needs and community vision. Facilities that generate substantial travel demand should be sited along or near major transportation and/or public transit corridors.

Strategy LU-5. Support the purchase, dedication, and preservation of open space and encourage careful consideration and integration of the natural environment in any planning activity to perpetuate the park-like setting of Camas. (All Policies)

Residential Focus

An essential goal of the Land Use Element is the protection and enhancement of Camas' residential neighborhoods and maintaining the "small town" atmosphere and feel. The quality and integrity of Camas' neighborhoods, and the people, who live, work, interact, and recreate within them make the city special. Ensuring that these neighborhoods remain connected, stable, and vibrant is of primary concern.

The Land Use Plan provides opportunity for a variety of housing choices, reflective of the desire to offer housing for those who work here.

POLICIES

Policy LU-7. Maintain stability and improve the vitality of residential neighborhoods.

Policy LU-8. Provide the opportunity for a broad range of housing choices to meet the changing needs of the community.

STRATEGIES

Strategy LU-5. Protect residential areas from the impacts of non-residential uses of a scale not appropriate to the neighborhood. (All Policies)

Strategy LU-6. Encourage and support adequate pedestrian connections with nearby neighborhoods and access to transit facilities citywide. (All Policies)

Industrial/Business Park Focus

The Business Park designation is characterized by strict development standards, which include well-designed buildings, generous landscaping, and limited outdoor operations. These standards assure development in a campus park-like setting, which will be a compatible, visual asset to the community, a regional employment center, and an economic base within the city.

POLICIES

Policy LU-9. Support the continued growth of industrial firms and development within the Cascade Business Park and North Dwyer Creek subarea to provide regional and local employment.

Policy LU-10. Support limited, appropriate and associated retail uses within the Business Parks.

Policy LU-11. Ensure compatibility with adjacent neighborhoods by using development, design review, and landscaping regulations.

STRATEGIES

Strategy LU-7. Maintain a commitment to work with existing and new businesses to process and facilitate their permit requests in a timely manner. (Policy LU-9)

Strategy LU-8. Foster and encourage an attitude of trust with new and existing businesses using clear, open communication and timely answers to their issues. (Policy LU-9)

Strategy LU-9. Participate in local and regional organizations (*e.g.,* Chamber of Commerce and Economic Development Council) which focus on attracting new business to the area. (Policy LU-9 and Policy LU-10)

Strategy LU-10. Support the enhancement of the Business Parks with emphasis on aesthetics and community compatibility. (Policy LU-11)

Downtown Core Commercial

As noted earlier, the *Downtown Camas Vision and Implementation Plan* was developed over a nine-month period by a citizen-based Downtown Vision Committee (DVC). The 15 members of the DVC, appointed by Camas City Council, represented a variety of downtown and community interests.

The Downtown Camas Vision project was proposed in response to concerns that businesses would continue to depart the city's core if conditions did not improve. During the first phase of the project, citizens and downtown stakeholders were asked to provide both a structure and guiding principles for the visioning process during a series of interviews and at a public workshop held at the Liberty Theatre. These individuals also identified a set of goals to drive the overall visioning process:

- Lower business vacancy rates
- Increase patronage, flow of people downtown
- Create reasons for people to stay downtown longer
- Increase access to capital and other resources for businesses and property development
- Establish a successful business recruitment/ retention program
- Attract anchor tenant(s)

- Expand the variety of business-types located downtown
- Market downtown to greater Camas and neighboring communities
- Enhance aesthetics throughout the core and corridors
- Establish new, improved public amenities
- Develop a theme or message to market downtown as the first choice for doing business
- Promote mixed-use, including an element of housing
- Create accessible and adequate parking opportunities
- Improve traffic flow and access
- Preserve the small town feel of downtown
- Maintain a balance between functionality and aesthetics
- Instill a sense of value and relevance for those visiting, locating their business downtown
- Establishing downtown Camas as a unique, special place to visit, shop and/or live

Each of these elements are captured and addressed in the *Vision and Implementation Plan.*

Other Commercial Areas

The city recognizes the importance of a strong, vibrant, diverse economy. While the majority of commercial land use designations are located within the city's Downtown core, smaller commercial nodes of various sizes are scattered throughout the city.

For much of the city's existence, the Downtown area provided most of the amenities necessary for a small community, including a large grocery store, drugstores, dry cleaners, gift shops, *etc.* Both the cities of Vancouver to the west and Washougal to the east have experienced rapid growth in commercial development, which benefit Camas residents in the availability of choice and flexibility in their service and buying needs. With the completion of SE 192nd Avenue, new retail businesses will locate on this corridor, providing closer availability to services and reducing travel time for those residents who live on the west side of Prune Hill.

The existing commercial development along SE 164th Avenue provides the availability of "one-stop-shopping" chain stores, a number of large grocery stores, and many "mini-mall" areas, as well as the commercial growth along SE 192nd Avenue at Camas' border.

The city's land use philosophy supports the development of a diverse economy. With the city's expansion and growth, particularly on the west side of Prune Hill, providing opportunities for some neighborhood commercial development is both desirable and necessary.

POLICIES

Policy LU-12. Encourage and foster economic development in areas designated for commercial development.

Policy LU-13. Encourage the master planning of mixed-use developments that emphasize aesthetics and community and neighborhood compatibility.

Policy LU-14. Maintain a balance of commercial land uses within the city that consider the location, type, and availability of commercial service being planned in other jurisdictions.

Policy LU-15. Encourage neighborhood retail and personal services to locate at appropriate locations where local economic demand, local citizen acceptance, and design solutions demonstrate compatibility with the neighborhood. The following concepts should be considered

at a minimum when determining compatibility:

a. Retail and personal services should be encouraged to group together within planned centers to allow ease of pedestrian and vehicular movement.

b. Neighborhood business centers should consist of neighborhood scale retail and personal services.

STRATEGIES

Strategy LU-11. Encourage mixed residential/ commercial development using Planned Unit Developments in appropriately designated areas where compatibility with nearby uses can be demonstrated. (All Policies)

Strategy LU-12. Maintain and support compatibility of such uses within existing and new neighborhoods by the use of development, design review, and landscaping regulations. (All Policies)

Subarea Focus

In a spirit of collaboration, Camas, Vancouver, and Clark County have begun discussions regarding development proposals that will affect the contiguous city limits of both jurisdictions. This is important to future planning since much of the SE 192nd Avenue, where much of the development is slated to occur, will potentially have an impact on future transportation issues within the Cascade Business Park. Several retail and commercial sites are also being planned, which will prove beneficial for Camas residents. With open discussions, a "joint planning" effort between the cities, everyone will benefit, and a shared, harmonious existence will be achieved.

Another issue, which will become a matter of concern as the city's population grows, is development and requests for inclusion of land within the city's Urban Growth Boundaries. In keeping with the directives of the Growth Management Act to curb urban sprawl, the city has been judicious in granting requests for water and sewer service outside of its Urban Growth Boundary. However, several issues will be facing the City very shortly.

The primary issue is the request by the Camas School District for inclusion of two school sites, which lie outside the City's Urban Growth Boundary. The 52-acre high school site that has been purchased is adjacent to Lacamas Heights Elementary School. The other site is located at the end of Leonard Road.

Current population forecasts, coupled with available land indicate that the existing Urban Growth Boundary will require expansion at some point in order to provide additional commercial and residential land. This expansion will be done with the same careful analysis and planning that supports the community's vision and established long-range planning goals.

V. Housing

V. Housing

PRIMARY GOAL: To maintain the strength, vitality, and stability of all neighborhoods and to promote a variety of housing opportunities that meets the needs of all members of the community.

Overview

Camas provides a full range of housing opportunities to meet the needs of the people who call Camas "home." Strong neighborhoods in which residents participate in community affairs and who care about their community are important components of Camas' livability and quality of life. Stable neighborhoods are built on friendships, a sense of community, and freedom from encroachment by incompatible land uses.

Housing in Camas ranges from residential estates on acreage to higher density apartments with a variety of single-family and multi-family housing types in between. Consistent with adopted plans and policies, the city ensures opportunities for affordable housing and sufficient land for the overall housing supply; considers the special housing needs of individuals; seeks to preserve neighborhood quality; and does not tolerate discrimination in housing.

To meet the community's housing needs, the Housing Element includes:

- A statement of goals, objectives, and policies, for the preservation, improvement, and development of housing.
- An identification of sufficient land for housing, including, but not limited to government-assisted housing, housing for low-income families, manufactured housing, and group homes and foster care facilities.
- Adequate provisions for existing and projected housing needs of all economic segments of the community.
- Recognition of the character and vitality of established neighborhoods.

The State Growth Management Act's housing goal is to:

> *Encourage the availability of affordable housing 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.*

To accomplish this goal at the local level, Camas should preserve the existing housing stock in all residential neighborhoods while pursuing opportunities to increase the supply and diversity of housing. Regional cooperation is also essential to assure adequate housing opportunities. Camas participates with the Vancouver Housing Authority, a local intergovernmental non-profit housing agency to promote low and moderate-income housing throughout the city.

The City of Camas is committed to preserving and enhancing all of its neighborhoods. Camas' metamorphosis from a small, single-industry town to a growing, diversified community challenges it to seek innovative and creative ways to develop additional housing that is compatible with existing neighborhoods and the environment, as well as maintain the character and community values that make Camas unique.

OBJECTIVES

Camas' Housing Element will provide guidance in order to accomplish the following:

- The location, density, and design elements of housing will be evaluated with respect to other community objectives including housing affordability, environmental quality issues, and support for transit.

- Residential densities that support transit use should be located along major transit corridors and near activity centers. Site design should encourage pedestrian access to the transit system.

- Creative site planning will be encouraged to allow a development to achieve the maximum density allowed by the site's zoning, as well as encourage a mix of residential and commercial land uses, where appropriate. Specific site planning will also be encouraged as a focus to attain design elements, land use, and transportation goals.

- Maintain Neighborhood Quality, which recognizes the diversity and quality of Camas' neighborhoods. This objective also recognizes that neighborhoods are not static over time and that they evolve to meet the changing needs and lifestyles of the residents and community.

- Maintain and encourage Housing Diversity and Supply with policies that preserve the quality of existing neighborhoods.

- Provide opportunities for Affordable and Special Needs Housing to all segments of the population through regulatory and incentive approaches.

Neighborhood Quality

GOAL: To safeguard, through the enforcement of City codes, design review standards, and development regulations, that all residential neighborhoods provide an attractive living environment and that housing is compatible. Compatibility includes, but is not limited to, quality, design, and intensity within neighborhoods and surrounding land uses, traffic patterns, public facilities, and environmentally sensitive features.

Camas takes great pride in promoting neighborhood quality. The city's primary role in this endeavor is to protect residents from activities or uses, which are incompatible with a residential area. Development regulations, including landscaping and signage, design review, and other city codes are used to limit bulk and scale of buildings, to control noise and nuisances, to minimize the impact of non-residential uses, and to restrict other activities that adversely affect neighborhood quality. For example, the impacts of arterials that divide or border neighborhoods can be mitigated through the use of special landscaping treatments. While neighborhoods are expected to evolve over time, their nature as quality residential environments can be preserved.

The city encourages and supports neighborhood participation in projects that enhance neighborhood quality. Neighborhood groups and homeowner associations can enhance their areas with features such as landscape plantings, identification signage, planted medians, and sidewalks, to name a few. Through the United Camas Association of Neighborhoods (UCAN), a non-profit organization whose membership is comprised of many homeowner associations and neighborhood groups, the city offers monetary support in the form of grants and other incentives to support these activities.

POLICIES

Policy HO-1. Assure that site and building design guidelines create an effective transition between different land uses and densities.

Policy HO-2. Protect residential areas from illegal land use activities through enforcement of city codes.

Policy HO-3. Support the quality and enhancement of neighborhoods through improvements such as landscape plantings, sidewalks, identification signage, and other designated methods.

STRATEGIES

Strategy HO-1. Create design and development regulations that will provide effective integration of varying land uses, thus preserving the quality of neighborhoods. The impacts of arterial streets that divide or border neighborhoods can be mitigated through the use of special landscaping treatment or other design concepts. (Policy HO-1 and Policy HO-3)

Strategy HO-2. Initiate, encourage, and support community involvement to foster a positive civic and neighborhood image through the United Camas Association of Neighborhoods (UCAN). (Policy HO-2)

Strategy HO-3. Provide financial assistance to neighborhood groups and homeowner associations through the UCAN Grant application process. (Policy HO-3)

Housing Diversity and Supply

GOAL 1: To increase opportunities in housing diversity by promoting the creative and innovative use of land designated for residential and commercial use.

GOAL 2: To consider the impact of new regulations on the cost or supply of housing.

GOAL 3: To encourage a variety of residential site planning alternatives that increase housing opportunities on residential or commercial land (where appropriately zoned) in a manner that complements or enhances the character of existing development, protects sensitive environmental features, and considers transit corridors and land use patterns.

GOAL 4: To work in partnership with public, private, and non-profit groups, in the planning and development of housing.

As Camas continues to grow as a viable regional economic base and employment center, the demand for housing in and around the city will grow. The city promotes innovative use of residential and commercial land through different development choices.

The Planned Residential Development (PRD) emphasizes creativity, diversity, and compatible housing types in existing neighborhoods, and sensitivity towards environmental concerns. This type of Planned Development process allows for variations in site design and density from the strict

requirements of the Land Use Code. Specific design and development guidelines and early public review can assist in assuring compatibility with the setting.

A Planned Unit Development (PUD) is a mixed-use development that allows a combination of housing and commercial uses. Attention to design quality and character, building bulk, materials, arrangement of space, lighting, and intensity of use will ensure a project that enhances and contributes to the overall quality of the neighborhood.

Providing the opportunity for mixed-use development is another way to accommodate housing demand and expand the housing choices available. Planned Unit Developments in commercial areas throughout the city will enhance the vitality of these areas by providing neighborhood retail services, a diversity of housing choices, and a link to existing pedestrian corridors in near-by neighborhoods.

Camas is striving to ensure that adequate, appropriately zoned land is available to meet projected housing needs. Interspersed throughout some of the older neighborhoods of Camas are apartment buildings, townhouses, and other types of multi-family housing units. Although much of the topography and environmentally sensitive areas in Camas preclude large style apartment buildings, opportunities for innovative and creative design are encouraged in new development and areas under consideration for redevelopment.

County-wide Planning Policies require that cities ensure an adequate supply of land to meet projected population growth and that the land be used effectively, provide for housing opportunities, and support the efficient use of infrastructure. Camas encourages builders of all new residential developments to achieve the maximum allowable density.

New housing opportunities may also be found in established neighborhoods. Portions of a single-family house may be redesigned to accommodate a separate residence known as a "in-law apartment" or an "accessory dwelling unit." These separate units are subject to strict guidelines to protect the character of the single-family neighborhood. Accessory dwelling units may also provide affordable housing opportunities and help those on a limited income.

In-fill on vacant or under-utilized land, within existing neighborhoods, is another method of providing housing. In-fill development may provide transitional uses in appropriately zoned areas between different land use densities.

The City of Camas encourages and provides opportunities for innovative housing developments that integrate and combine the overall values and goals of the community. Camas' land use regulations and development standards are important for the community's welfare, as they are the basis from which the vision and goals of the community will be achieved. Any evaluation of these regulations should be based on their contribution to the public safety, provision of necessary infrastructure and community services and amenities, environmental protection, long-term maintenance costs, and compliance with state and federal mandates.

POLICIES

Policy HO-4. Encourage new residential development to achieve a substantial portion of the maximum density allowed on the net buildable acreage.

Policy HO-5. Provide opportunities and incentives through the Planned Residential Development (PRD) and Planned Unit Development (PUD) process for a variety of housing types and site planning techniques that can achieve the maximum housing potential of the site.

Policy HO-6. Encourage mixed-use housing opportunities in residential /commercial settings throughout the city.

Policy HO-7. Allow accessory dwelling units in single-family houses subject to specific development, design, and owner occupancy standards.

Policy HO-8. Encourage in-fill development on vacant or under-utilized sites, subject to design review guidelines, that have adequate urban services and ensure that the development is compatible with the surrounding neighborhoods.

STRATEGIES

Strategy HO-4. Allow a partial on-site transfer of density on sites that are constrained by sensitive environmental features such as wetlands, streams, and steep slopes to allow for greater use of the developable portion of the property. (Policy HO-4 and POLICY HO-5)

Strategy HO-5. Ensure that mixed-use development complements and enhances the character of the surrounding residential and commercial uses. (Policy HO-5 and Policy HO-6)

Strategy HO-6. Ensure compatibility of accessory dwelling units in single-family houses through enforcement of development and design guidelines. (Policy HO-7)

Strategy HO-7. Promote working partnerships with housing developers to help create opportunities for housing in the community on under-utilized land and through in-fill development. (Policy HO-8)

Strategy HO-8. Periodically review land use regulations to assure that they are reasonable and consistent with the over-all principle goals and values of the community. (All Policies)

Strategy HO-9. Encourage a variety of housing opportunities close to places of employment. (All Policies)

Affordable Housing

GOAL 1: To promote and encourage home ownership and a mix of housing types by providing opportunities to develop diversified housing throughout the city to meet the needs of all economic segments of the community.

GOAL 2: To encourage the preservation, maintenance, and enhancement of existing housing stock in older neighborhoods.

GOAL 3: To promote and encourage redevelopment opportunities for affordable housing.

GOAL 4: To work in collaborative partnerships with various local and regional public and non-profit housing groups in providing affordable housing throughout the city.

A major challenge facing all cities is to provide housing for all economic segments of the population. The State Growth Management Act's housing goal affirms the City's responsibility to encourage the availability of affordable housing to all economic segments of the population, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

The federal Department of Housing and Urban Development (HUD), which provides grant and technical assistance for community projects, uses a standard formula for housing affordability, assuming no more than 30% of monthly household income is spent on rent or mortgage payments. A major factor that determines affordability then is income. In 2000, the median household income in Clark County was $48,376 and in Camas it was $60,187. This number represents the mid-point of all household incomes, where half are above the mid-point and the other half are below.

Table 6 combines these two ideas and, therefore, represents what monthly rent or mortgage payments would run depending on the median household income. If, for example, the household income is half (50%) of the median and the rent or mortgage payment is no more than 30% of total income, the

affordable monthly housing cost would be $605 or $752, again dependent on the median household income.

Table 6. – Monthly Affordable Housing Costs for Camas Residents

Median Household Income (MHI)	Affordable monthly housing costs			
	30% of MHI	50% of MHI	80 % of MHI	100% of MHI
$48,376 (Clark Co.)	$363	$605	$968	$1,209
$60,187 (Camas)	$451	$752	$1,204	$1,505

Source: U.S Census; Analysis by City of Camas

While the city adopts plans, policies, and regulations, the private sector ultimately implements them through building and construction. In part, compliance with these regulations leads the private sector to certain market conditions, which have not been generally conducive to providing affordable housing. From the perspective of private sector developers, there has been a strong demand to provide housing for the management and professional work force that have located to the area because of high-tech industry. This has led to higher wage jobs within the community, which has driven more expensive home construction.

There are a number of factors that contribute to the cost of housing: the availability and cost of the land, the cost of necessary infrastructure, the topography of the site, and the cost of building (including fees and permits). Land that is relatively flat and unencumbered by sensitive areas, *i.e.* converted farmland or pasturelands, will be less expensive to develop as there are fewer constraints. On the other hand, mountainous terrain, sensitive areas, *i.e.* steep slopes and wetlands, and other topographical constraints will add significant cost to a project and be more difficult to develop. The finished product in these areas will normally command a higher price simply by virtue of the initial development costs.

Recognizing the changing demographics within the city and the need for a broader housing policy to incorporate this change, the City enacted the Planned Development Ordinance in 1996. Through the use of its Planned Development in new subdivisions, the city encourages and promotes opportunities for innovative, creative concepts to provide diversity, homeownership, and affordability in its housing supply. Allowing a "density bonus" in Planned Developments that meet the requirements contributes to greater usage and efficiency of the land and a higher density of units than might otherwise be achieved in a typical single-family development. Planned Developments are allowed in all residential areas throughout the city.

Camas is planning for a housing supply that will accommodate expected growth and meet the needs of all economic segments of the community. To support this plan, all new housing developments of significant size should create a balance of housing opportunities throughout the community rather than a concentration of units in any one area.

Throughout the older, more established areas of the city, the preservation of existing housing stock has been stable and is expected to remain so. The Downtown core has undergone a visioning process that includes enhancement of the residential mixed use currently in place as a means of providing convenience and affordability. In other neighborhoods, redevelopment or rehabilitation, or a combination of both, will likely occur over time.

Because of the difficulty of creating affordable housing, it is critical that any housing created with public funding or through inclusionary requirements remain affordable for as long as possible. Through various options such as the right of first refusal, shared equity, development agreements and covenants, assurance can be made that housing will remain affordable and will target affordability for the life of the development or the zoning of the property.

POLICIES

Policy HO-9. Support and encourage a wide-variety of housing types throughout the city, including Planned Developments, to provide choice, diversity, homeownership, and affordability.

Policy HO-10. Support and encourage all new housing developments of significant size to include a balance of housing opportunities within their plans.

Policy HO-11. Support and encourage the preservation and enhancement of existing housing stock.

Policy HO-12. Support and encourage redevelopment, where appropriate, and rehabilitation of existing housing stock.

Policy HO-13. Encourage all affordable housing created in the city to remain affordable for the longest possible term, whether created with public funds, through development agreements, or by regulation.

Policy HO-14. Participate in collaborative partnerships with various local and regional public and non-profit housing groups to ensure that affordable housing is provided throughout the City.

Policy HO-15. Provide financial assistance, through collaborative partnerships, to low-income residents who qualify for maintaining or repairing the health and safety features of their homes.

STRATEGIES

Strategy HO-10. Allow Planned Developments in all residential zones throughout the City and encourage 10% percent of homes in all developments be affordable. (Policy HO-9 and POLICY HO-10)

Strategy HO-11. Anticipate the future maintenance and restoration needs of older neighborhoods through a periodic survey of housing conditions coordinated through a UCAN volunteer program. (Policy HO-11)

Strategy HO-12. Pursue the availability of federal and state funds for rehabilitation and redevelopment programs, where appropriate. (Policy HO-12)

Strategy HO-13. Work with public and private entities to encourage that their policies reflect language conducive to maintaining affordability for as long a term as possible. (Policy HO-13)

Strategy HO-14. Provide reduced permit fees, access to tax credits, and other incentives to groups providing affordable housing. (Policy HO-14)

Strategy HO-15. Work with neighborhood leaders to expand the current scope of the UCAN Neighborhood Grant Program to allow funds to be used for repair of health and safety features on qualified housing units. (Policy HO-15)

Special Needs Housing

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

In general, special needs populations include people who require some assistance in their day-to-day living, such as physically or mentally disabled, victims of domestic violence, youth at risk, and sen-

iors. Family living situations, institutional settings, social service programs, and direct, assisted housing all serve a portion of the need. The city encourages efforts to provide for those needs. Special needs housing should be dispersed throughout the community and integrated into the neighborhoods. Some clustering of special needs housing may be appropriate if proximity to public transportation, medical facilities, or other essential services is necessary.

POLICIES

Policy HO-16. Encourage housing required by residents with special needs be dispersed throughout the community.

Policy HO-17. Encourage and support social and health service organizations that offer programs and facilities for people with special needs to help people remain in the community.

Policy HO-18: Residential structures occupied by persons with handicaps shall be treated the same as residential structures occupied by a family or other unrelated individuals. As used in this policy, "handicaps" are as defined in the federal fair housing amendments act of 1988.

STRATEGIES

Strategy HO-16. Assist social service organizations in their efforts to obtain funds through federal or state aid and private resources. (Policy HO-17)

Strategy HO-17. Encourage and support activities that help provide housing that is affordable and meet the needs of special populations. (All Policies)

Strategy HO-18: The city shall maintain, or adopt if necessary, development regulations that treat residential structures occupied by persons with handicaps the same as residential structures occupied by a family or other unrelated individuals. (Policy HO-18)

VI. Environmental

VI. Environmental

Introduction

The quality of life in the Pacific Northwest is often equated with the quality of the environment. Preserving the quality of the environment depends on individual, corporate, and government decisions, and on coordinated actions to minimize adverse environmental impacts.

The Environmental Element provides a policy framework for the protection and improvement of Camas' environment, an important element for the development of a sustainable city. The concepts discussed in this element include Environmental Stewardship, Water Resources, Earth Resources and Geologic Hazards, and Fish and Wildlife Habitat.

The City of Camas is committed to the concept of a sustainable urban environment and weighs the merits and costs of its environmental actions with other important demands, such as public safety and recreation, public infrastructure, housing, and economic development.

The city has adopted a number of plans and development regulations to provide a balance between environmental regulations, public safety and economic development.

These plans and regulations include the:

- Parks, Recreation, and Open Space Comprehensive Plan, adopted in January 2000
- Revised Shoreline Management Master Program, adopted in 1998
- Sensitive Areas and Open Space Ordinance, adopted in 2001.

The Growth Management Act (GMA) requires that local jurisdictions designate and protect critical areas (as described in RCW 36.70A.050, 36.70A.172 (1), and Chapter 365-190 WAC), and defines critical areas as:

- Wetlands
- Areas with critical recharging effect on aquifers used for potable water (critical aquifer recharge areas)
- Frequently flooded areas
- Geologically hazardous areas
- Fish and wildlife habitat conservation areas.

The city is developing a critical areas ordinance to address these areas and to create development standards to protect these designated areas. The Environmental Element generally addresses critical areas through Goals, Policies and Strategies, and supports implementation ordinances such as the critical area ordinance. Further critical aquifer recharge Goals, Policies and Strategies will be added by the city upon completion of the critical areas ordinance work.

Background & Existing Conditions

Camas' climate is influenced by the Coast and Cascade mountain ranges. Prevailing winds are from the northeast from April-September, and from the east-southeast for the rest of the year. Occasional high easterly winds through the Columbia River Gorge occur year-round.

Annual average precipitation is 51 inches, with the month of December receiving the greatest proportion of rainfall-an average of 6.5 inches. July has the least, only a half-inch. The average mid-winter temperature is 40°, the summer average is 65°, and the annual average is 53°.

Camas' natural environment is composed of a variety of landforms, soils, watercourses, and vegetation. The terrain ranges from steep hills and ridgelines to floodplains and lowlands. The topography of Camas is dominated by water. The Columbia River is a major influence directly and indirectly. The Columbia has significantly shaped the land either by laying down sediments or by cutting through areas. To a lesser extent, the Washougal River also has shaped the topography.

Wetlands in the area include those on Lady Island, along the Washougal River; near Fallen Leaf, Round, and Lacamas Lakes; and in the Fisher Basin area.

According to the City of Camas January 2000 Parks, Recreation, and Open Space Comprehensive Plan, the City contains 545 acres of wetlands and 525 acres of steep and unstable slopes.

Goals, Policies and Strategies

City policies and regulations guide development in environmentally sensitive natural areas. City-owned open space is managed for multiple purposes, including water quality, fish and wildlife habitat, and recreation.

It is the intent of these goals and policies to achieve land use and development practices that are compatible with the environment. In essence, development practices should protect rather than destroy the significant natural features of the land

Environmental Stewardship

One of the most demanding roles the City of Camas must fulfill is that of chief steward of the city's environment. The city has the authority to regulate land use and the responsibility to implement federal and state statutes. Therefore, the city must endeavor at all times to ensure that its environment is managed wisely. The city encourages the preservation, restoration, and improvement of the natural environment. The city encourages all residents and businesses to explore ways to contribute to protecting the environment.

GOALS

Goal EN-1: Promote a sustainable urban environment by weighing environmental concerns in all decision-making processes.

Goal EN-2: Preserve the scenic aesthetic quality of shoreline areas and vistas to the greatest extent feasible.

POLICIES

Policy EN-1: Consider the immediate and long-range environmental impacts of policy and regulatory decisions and evaluate those impacts in the context of the city's commitment to provide for public safety, infrastructure, economic development, and a compact urban center in a sustainable environment.

Policy EN-2: Conduct city operations in a manner that provides quality municipal services to the community while ensuring resource conservation, promoting an environmentally safe workplace for its employees, and minimizing adverse environmental impacts.

Policy EN-3: Minimize, and where practicable, eliminate the release of substances into the air, water, and soil that may degrade the quality of natural resources.

Policy EN-4: Encourage the wise use of renewable natural resources and conserve nonrenewable natural resources.

Policy EN-5: Protect, conserve, and manage existing natural resources and valuable historic and cultural areas in order to achieve sustained resource utilization and provide recreational opportunities.

Policy EN-6: Protect environmentally sensitive areas that are not suitable for intensive use, such as steep slopes, flood-prone areas, unstable bluffs, and wetlands.

Policy EN-7: Within the natural environment preserve and restore those natural resource systems existing relatively free of human influence and those shoreline areas possessing natural characteristics intolerant of human use or having unique historical, cultural, or educational features.

STRATEGIES

Strategy EN-1: Consistent with the adopted parks, recreation, and open space Comprehensive Plan, develop a citywide interconnected network of publicly-owned or preserved natural open space to protect environmentally sensitive land, create a sense of openness, provide scenic views, and provide space for trail systems. (Policies EN-5 and 6)

Strategy EN-2: Provide for preservation of natural, cultural, historical, and/or unique physical features through the park system. (Policies EN 5 through 6)

Strategy EN-3: Work cooperatively with property owners and developers to preserve natural open spaces, especially those that provide visual or physical linkages to the proposed Network system identified in this plan. (Policies EN 5 through 7)

Strategy EN-4: Discourage logging and clearing by increasing the return on investment to the developer and homeowner for not clear cutting. (Policies EN-1 and 4)

Strategy EN-5: Consistent with the adopted Shoreline Management Master Program, provide continuous and visually pleasing trail, roadway, shoreline, and wildlife corridors through open space preservation. (Policies EN-5 through 7)

Strategy EN-6: Preserve the visual integrity of the wooded hillsides that provide the backdrop for the city. This should include the preservation of natural vegetation, minimizing disruption of soils and slopes, maintaining drainage patterns, and encouraging wildlife habitats. (Policies EN-5 and 6)

Strategy EN-7: In the Open Space Network where vegetation is mostly nonexistent, consideration should be given to berming and/or planting of fast growing native materials to provide screening of views, noise, and activities. (Policies EN-5 and 6)

Strategy EN-8: Establish and maintain a permanent open space network and greenways. (Policies EN-2, and 5 through 7)

Water Resources

Camas' lakes, streams, wetlands, intermittent waterways, and groundwater aquifers are all-important natural resources and compose elements of the local hydrologic cycle. Camas' environmental policies promote the management of water resources within the city so they remain clean, prevent public health and safety hazards, mitigate property damage, and provide beneficial uses. Limitations and conditions on land activities can minimize the effect of development on lakes, streams, wetlands, intermittent waterways, and groundwater resources.

GOALS

Goal EN-3: Preserve and enhance water resources.

Goal EN-4: Develop and implement management practices that will ensure a sustained yield of renewable resources of the shorelines while preserving, protecting, enhancing, and restoring unique and nonrenewable shoreline resources or features, including forested areas, wetlands, and wildlife habitat.

Goal EN-5: Ensure that utilization of a resource takes place with the minimum adverse impact to natural systems and quality of the shoreline environment.

Goal EN-6: Reclaim and restore shoreline areas that are biologically and aesthetically degraded to the greatest extent feasible, while maintaining appropriate use of the shoreline.

POLICIES

Policy EN-8: Maintain good surface water quality as defined by federal and state standards and rehabilitate degraded surface water.

Policy EN-9: Preserve, protect, and, to the extent practical, restore the biological health and diversity of the watershed within and of interest to the City of Camas.

Policy EN-10: Consistent with the city's storm drainage manual, restrict the runoff rate, volume, and water quality to predevelopment levels for all redevelopment and new development.

Policy EN-11: Strive to maintain the water storage capacity of the 100-year floodplain.

Policy EN-12: Strive to maintain high quality wetlands in a natural state.

Policy EN-13: Preserve aquatic and riparian habitats in a natural state consistent with the City of Camas Critical Area Ordinance, and Shoreline Management Master Program.

Policy EN-14: Conserve and protect groundwater resources.

Policy EN-15: Preserve natural drainage corridors that will reduce the probability of flooding by allowing for the natural absorption of water into the soil.

Camas' existing flat core is surrounded by steep hills. The downtown and older parts of the city are nearly flat and on almost the same level as the Columbia. These areas are surrounded on three sides by Prune Hill and other steep slopes. The river forms the fourth boundary. Residential areas to the west and north of downtown are built on slopes ranging from 5% to 15%. Slopes increase to over 20% on Prune Hill to the west and Woodburn Hill to the northeast.

Topography is an important element in the city's character—especially for its older portions. The steep slopes provide a backdrop for the older sections of town, open up views, and define the town's sections.

Numerous lakes, streams and wetlands are found throughout Camas. Native vegetation ranges from that associated with wetlands to that associated with uplands. These topographical, geological, hydrological, and vegetational characteristics combine to produce an environment that is in some areas compatible with development of varying intensities, but in others is not compatible with development. Land use and development activities should be regulated to protect public health, safety, and welfare, as well as natural features.

GOAL

Goal EN-7: Preserve and enhance vegetation and geologic resources.

POLICIES

Policy EN-16: Regulate land use and development in a manner that protects natural topographic, geologic, vegetational, and hydrological features.

Policy EN-17: Promote soil stability and the use of the natural drainage system by retaining of existing native vegetation.

Policy EN-18: Preserve existing vegetation or provide/ enhance vegetation that is compatible with the character of Camas.

Policy EN-19: Prohibit development on unstable land to ensure public safety and conformity with natural constraints.

Policy EN-20: Minimize and control soil erosion during and after construction with the best available technology and other development practices.

Policy EN-21: Allow land alteration only for approved industrial, commercial, and residential development proposals.

STRATEGY

Strategy EN-9: Within critical areas, regulate activities that may pose a potential threat to life, property, and public health and welfare. (Policies EN-16 and 19)

Fish and Wildlife Habitat

This section provides the guidelines for preserving fish and wildlife habitat on both public and private lands. Habitat areas in the city are generally more concentrated in aquatic, wetland, and riparian areas. Linking public and private natural areas can provide food, shelter, and migration corridors for a healthy and sustainable population of salmon, songbirds, and other species compatible with the urban environment.

Urban landscapes are valuable supplements to natural areas in providing habitat for a variety of wildlife. The loss of natural wildlife habitat to urban development can be partially offset by landscaping that includes a variety of native plants that provide food and shelter for wildlife. Native plants are generally well adapted to the soils and climate of the area, and many species can flourish without much water or fertilizing.

GOALS

Goal EN-8: Protect natural features and critical areas from incompatible land uses .

Goal EN-9: Protect fish and wildlife habitat.

POLICIES

Policy EN-22: Preserve areas with which endangered, threatened, sensitive species and species of local importance have a primary association.

Policy EN-23: Consistent with the Critical Areas Ordinance and Shoreline Management Master Program, manage aquatic and riparian (streamside) habitats to preserve and enhance their natural functions of providing fish and wildlife habitat and protecting water quality.

Policy EN-24: Preserve and enhance native vegetation in riparian habitats and integrate suitable native plants in urban landscape development.

Policy EN-25: Encourage the use of native plants in residential, commercial, and industrial landscapes.

Policy EN-26: Encourage the eradication of aggressive non-native vegetative species.

STRATEGIES

Strategy EN-10: Establish and maintain a permanent open space network and greenways.

Strategy EN-11: Regulate activities within sensitive lands that pose a significant threat to important environmental features and communities and to the functions and values they perform.

Shoreline Management

The following goals are intended to provide for the management of certain shorelines in the City of Camas by planning for and fostering all reasonable and appropriate uses in a manner intended to promote and enhance the public interest. The goals are copied out of the Camas Shoreline Master Program, which had been revised and adopted on December 14, 1998. Companion general use and specific use policies are contained in the aforementioned document and, for brevity sake, are not included in this element.

CIRCULATION ELEMENT

GOALS

Goal EN-10: Provide safe, reasonable, and adequate circulation systems to shorelines where routes will have the least possible adverse effect on unique or fragile shoreline features and existing ecological systems, while contributing to the functional and visual enhancement of the shoreline.

Goal EN-11: Locate land circulation systems which are not shoreline dependent as far from the land-water interface as feasible to reduce interference with either natural shoreline resources or other appropriate shoreline uses. Where possible, avoid creating barriers between adjacent uplands and the shoreline.

Goal EN-12: Route transportation corridors to harmonize with the topography and other natural characteristics of the shoreline.

Goal EN-13: Provide for alternate modes of travel with some freedom of choice and encourage multiple-use corridors where compatible.

Goal EN-14: Acquire and develop physical and visual public access where topography, view, and natural features warrant as a result of new transportation development in shoreline areas (e.g., turnouts, rest areas).

Goal EN-15: Discourage shoreline uses which curtail or reduce existing free movement of the public unless such restriction is in the interest of the environment, public health, and safety, or is necessary to a proposed beneficial use.

Goal EN-16: Where feasible, relocate existing shoreline transportation facilities, such as rail lines or freeways, that are disruptive to public shoreline access or other shoreline uses or convert such rights-of-way to new public access routes.

Goal EN-17: Protect, manage, and enhance those characteristics of shoreline roadway corridors that are unique or have historic significance or aesthetic quality for the benefit and enjoyment of the public.

CONSERVATION ELEMENT

GOALS

Goal EN-18: Develop and implement management practices that will insure a sustained yield of renewable resources of the shorelines while preserving, protecting, enhancing, and restoring unique and nonrenewable shoreline resources or features, including forested areas, wetlands, and wildlife habitat.

Goal EN-19: Insure that utilization of a resource takes place with the minimum adverse impact to natural systems and quality of the shoreline environment.

Goal EN-20: Reclaim and restore areas which are biologically and aesthetically degraded to the greatest extent feasible while maintaining appropriate use of the shoreline.

Goal EN-21: Preserve the scenic aesthetic quality of shoreline areas and vistas to the greatest extent feasible.

DESIGN ELEMENT

GOAL

Goal EN-22: Encourage development within the shoreline area that is visually coherent, provides visual and physical linkage to the shoreline, and enhances the waterfront.

ECONOMIC DEVELOPMENT ELEMENT

GOALS

Goal EN-23: Ensure healthy, orderly economic growth by allowing those economic activities which will be an asset to the local economy and which result in the least possible adverse effect on the quality of the shoreline and surrounding environment.

Goal EN-24: Protect current economic activity (e.g., shipping, marinas, agriculture, etc.) that is consistent with the objectives of the Camas SMP and provide for environmentally sensitive new development.

Goal EN-25: Develop, as an economic asset, the recreation industry along shorelines in a manner that will enhance the public enjoyment of shorelines.

Goal EN-26: Ensure that any economic activity taking place along the shoreline operates without harming the quality of the site's environment or adjacent shorelands.

Goal EN-27: Encourage new economic development to locate in areas already developed with similar uses which are consistent with this master program.

Goal EN-28: Before new commercial/industrial development is permitted within the shoreline, it is the proponent's responsibility to demonstrate that upland areas are not feasible for the intended economic activity.

Goal EN-29: Limit new shoreline industrial and commercial development to that which is classified as water-dependent, water-related, or water-enjoyment uses and discourage and/or prohibit nonwater-oriented uses which are not accessory to a water-oriented use.

Goal EN-30: Proposed economic use of the shoreline should be consistent with local comprehensive plans. Conversely, upland uses on adjacent lands outside of immediate SMA jurisdiction (in accordance with RCW 90.58.340) should be consistent with the purpose and intent of this master program as they affect the shoreline.

Goal EN-31: Protect current agricultural land uses and provide for environmentally sensitive new agricultural development.

FLOOD HAZARD ELEMENT

GOAL

Goal EN-32: To promote public health, safety, and general welfare, and to minimize public and private losses due to flood conditions in specific areas, provisions should be designed as follows:

a. To protect human life and health.

b. To minimize expenditure of public money and costly flood control projects.

c. To minimize the need for rescue and relief efforts associated with flooding and generally undertaken at the expense of the general public.

d. To minimize prolonged business interruptions.

e. To minimize damage to public facilities and utilities such as water and gas mains, electric, telephone and sewer lines, streets and bridges located in areas of special flood hazard.

f. To help maintain a stable tax base by providing for the sound use and development of areas of special flood hazard so as to minimize future flood blight areas.

g. To ensure that potential buyers are notified that property is in an area of special flood hazard; and

h. To ensure that those who occupy the areas of special flood hazard assume responsibility for their actions.

HISTORIC/CULTURAL ELEMENT

GOALS

Goal EN-33: Identify, protect, preserve, and restore important archaeological, historic, and cultural sites located in shorelands of the State for educational, scientific, and enjoyment of the general public.

Goal EN-34: Acquire historical/cultural sites through purchase or gift, so as to insure their protection and preservation.

Goal EN-35: Encourage educational projects and programs that foster a greater appreciation of the importance of shoreline management, maritime activities, environmental conservation, and maritime history.

LONG-RANGE PLANNING ELEMENT

GOALS

Goal EN-36: Long-range planning for the shoreline should include the development of an integrated trail system throughout the Camas urban area which connects to trail systems in Clark County and the Portland Metropolitan area.

Goal EN-37: Encourage master planning for projects within shoreline jurisdiction.

Goal EN-38: Planning for the shoreline should be coordinated among Clark County, its cities, special districts, and other qualified, interested entities.

PUBLIC ACCESS ELEMENT

GOALS

Goal EN-39: Provide, protect, and enhance a public access system that is both physical and visual, utilizing both private and public lands, which increases the amount and diversity of public access to the State's shorelines and adjacent areas, consistent with the natural shoreline character, private rights, and public safety.

Goal EN-40: Integrate public access to shorelines as a part of the City public trail system.

Goal EN-41: Prepare and implement a comprehensive public access plan that incorporates public access into new shoreline development and unifies individual public access elements into an organized system.

RECREATIONAL ELEMENT

GOALS

Goal EN-42: Ensure optimal recreational opportunities now and in the future in shoreline areas that can reasonably tolerate during peak use periods active, passive, competitive, or contemplative uses without destroying the integrity and character of the shoreline.

Goal EN-43: Coordinate with Camas Parks and Recreation to optimize opportunities for water-oriented recreation.

Goal EN-44: Integrate recreational elements into federal, state, and local public access and conservation planning.

Goal EN-45: Encourage federal, state, and local government to acquire additional shoreline properties for public recreational uses.

Goal EN-46: Ensure existing and proposed recreational uses are of a safe and healthful nature.

Goal EN-47: Consider both active and passive recreational needs in development of recreational areas.

REDEVELOPMENT ELEMENT

GOALS

Goal EN-48: Preserve and/or restore, to the maximum reasonable extent, the shoreline's natural features and functions in conjunction with any redevelopment or revitalization project.

Goal EN-49: Encourage that any under-utilized area not suitable for preservation of natural features be redeveloped based on its shoreline environment designation with an emphasis on public access and public use.

Goal EN-50: Ensure that all redevelopment and revitalization projects satisfy all the goals of the Camas Shoreline Master Program (SMP).

GOALS

Goal EN-51: Establish and implement policies and regulations for shoreline use consistent with the Shoreline Management Act of 1971 (SMA). These policies and regulations should ensure that the overall land use patterns that result in shoreline areas are compatible with existing shoreline environment designations and will be sensitive to and not degrade habitat and ecological systems and other shoreline resources.

Goal EN-52: Identify and reserve shoreline and water areas with unique attributes for specific long-term uses, including agricultural, commercial, industrial, residential, recreational, and open space uses.

Goal EN-53: Ensure that proposed shoreline uses are distributed, located, and developed in a manner that will maintain or improve the health, safety, and welfare of the public when such uses must occupy shoreline areas.

Goal EN-54: Ensure that activities and facilities are located on the shorelines in such a manner as to retain or improve the quality of the environment as it is designated for that area.

Goal EN-55: Ensure that proposed shoreline uses do not infringe upon the rights of others or upon the rights of private ownership.

Goal EN-56: Encourage shoreline uses which enhance their specific areas or employ innovative features for purposes consistent with this program.

Goal EN-57: Encourage joint-use activities in proposed shoreline developments.

Goal EN-58: Designated shorelines of state-wide significance (SSWS) are of value to the entire state and should be protected and managed. In order of preference, the priorities are to:

a. Recognize and protect the state-wide interest over local interest;

b. Preserve the natural character of the shoreline;

c. Result in long-term over short-term benefit;

d. Protect the resources and ecology of shorelines;

e. Increase public access to publicly owned areas of the shorelines;

f. Increase recreational opportunities for the public in the shoreline;

g. Provide for any other element as defined in RCW 90.58.100 deemed appropriate or necessary.

Goal EN-59: Encourage restoration of shoreline areas that have been degraded or diminished in ecological value and function as a result of past activities or catastrophic events.

Goal EN-60: Ensure that planning, zoning, and other regulatory and nonregulatory programs governing lands adjacent to shoreline jurisdiction are consistent with SMA policies and regulations and the provisions of the Camas SMP.

VII. Transportation

VII. Transportation

Overview

The basic roadway system providing circulation to and from Camas is the federal and state highway system—Interstate 5, Interstate 205, State Route 14, and State Route 500. The interstates link Camas and surrounding areas to Portland to the south, as well as Olympia and Seattle to the north. State Route-14 is the major east-west connection from Camas to I-205 and I-5. State Route-500 provides access to the northern parts of the county.

The construction of I-205 opened the door of opportunity for Camas, with convenience to Portland and the regional and metropolitan features it offers, particularly the Portland International Airport which provided a necessary component for attracting and final siting of several large companies within the Cascade Business Park. The completion of the 192nd Avenue interchange will provide an enhanced transportation corridor allowing for further expansion and growth in the industrial park.

Local governments—the City of Camas and Clark County within the Urban Growth Areas—provide the internal level of circulation. These roads (primary and secondary arterials, collector streets, and residential streets) form the network of streets, which provide access for various land uses: residential, commercial, industrial, and others. The arterials provide circulation and access, as well as a link with state and federal systems. The arterials are the widest streets and are designed to carry heavy loads and high traffic volumes. The collectors do just as their name implies—collect traffic from residential areas and channel traffic onto the arterial street system. The residential local streets are the primary means for access to major residential areas. Residential local streets are relatively narrow and are not designed to carry heavy volumes or truck traffic.

Transit services within Camas are provided by C-TRAN. Currently transit is limited, but as the transportation plan is implemented and further employment is generated, transit will be an important element in the transportation plan.

The City of Camas uses the regional transportation model used by the Regional Transportation Council (RTC) to project future trips based on proposed land use designations and population projections. This practice has resulted in establishing required transportation elements needed to meet the Level of Service (LOS) standards set forth in this document.

Success in achieving this plan will produce the following positive outcomes:

Camas has choices in responding to growth and travel demand. While planning for transportation needs for increased growth in the industrial parks, emphasis is also being placed on alternative travel options such as transit, ridesharing, walking, and bicycling. Encouraging accessibility and design features that are friendly to the users of transit and ridesharing, pedestrians, and bicyclists will become more critical as roads become more crowded. To make this alternative mobility option more viable, this Plan strengthens the link between planning for transportation and land use.

The Plan further recognizes the importance of coordinated and strong inter-jurisdictional action because transportation impacts do not stop at local boundaries. Amidst increasing congestion and limits on public resources, inter-jurisdictional coordination is necessary if the region is to achieve the land use and transportation vision contained in the Clark County's Countywide Planning Policies.

Balanced Transportation

GOAL

Goal TR-1: Provide a balanced transportation system that supports the land use vision for industrial, commercial, and residential uses.

POLICIES

Policy TR-1: Integrate land use and transportation decisions to ensure that the transportation system supports the community land use vision.

Policy TR-2: Develop a transportation system that supports the Countywide Planning Policies urban centers growth concept.

Policy TR-3: Design streets to serve their anticipated function and intended uses as determined by the Comprehensive Plan.

Policy TR-4: Develop a safe and accessible pedestrian and bicycle system that includes shared roadways, multi-use paths, and sidewalks.

Policy TR-5: Provide connectivity to each area of the City for convenient multi-use access.

Policy TR-6: Develop neighborhood and local connections to provide adequate circulation into and out of neighborhoods.

STRATEGIES

Strategy TR-1: Encourage growth in areas with existing or planned infrastructure capacity. (Policies TR-1 through 3)

Strategy TR-2: Implement public street standards that support the multi-use nature of the street right-of-way for utility, pedestrian, bicycle, transit, truck, and auto use. (Policies TR-2 through 5)

Strategy TR-3: Encourage new developments to include intensity/density of land uses sufficient to support multiple modes of transportation such as mass transit, pedestrian, and bicycle. (Policies TR-1 through 5)

Strategy TR-4: Locate new community facilities, if possible, near major transit routes and in areas convenient to pedestrians and bicyclists. (Policies TR-1 through3)

Strategy TR-5: Where appropriate, incorporate transit-supportive and pedestrian-friendly design features in new developments through the Design Review process. (Policies TR-1 through 4)

Strategy TR-6: Continue to coordinate with Clark County Bicycle Advisory Group on routes. Rank missing multi-modal links on the six-year plan for implementation. (Policies TR-4 through 6)

Strategy TR-7: Continue to coordinate with C-TRAN to improve transit service, pedestrian facilities leading to bus stop waiting areas, and signal priority. (Policy TR-2)

Strategy TR-8: Design arterial and collector streets to accommodate pads for public transit and to provide convenient access to transit stops. (Policies TR-2 through 3)

Strategy TR-9: Use the six-year Capital Improvement Plan to identify deficiencies and plan improvements for the multi-use path, bicycle, and street systems. (Policies TR1-6)

Safety and Livability

Goal

Goal TR-2: Design and construct safe transportation facilities that meet applicable requirements and that enhance the livability of Camas.

Policies

Policy TR-7: Improve traffic safety through a comprehensive program of education, enforcement, and engineering.

Policy TR-8: Ensure that adequate access for emergency services vehicles is provided throughout the city.

Policy TR-9: Construct multi-use paths where they can be developed with design components that address pedestrian and bicycle safety.

Policy TR-10: Maintain the transportation system at a level that preserves user safety, facility aesthetics, and the overall integrity of the system.

Policy TR-11: Provide attractive streetscapes through design standards that encourage appropriate traffic volumes, speeds, and pedestrian safety.

Policy TR-12: Maintain the livability of Camas through proper location and design of transportation facilities.

Policy TR-13: Consider noise attenuation in the design, redesign, and reconstruction of arterial streets immediately adjacent to residential development.

Policy TR-14: Protect neighborhoods from excessive through traffic and travel speeds, to the extent possible, while providing reasonable access to and from residential areas.

Policy TR-15: Encourage neighborhood/community involvement on localized transportation decisions.

Strategies

Strategy TR-10: Enhance safety by prioritizing and mitigating high collision locations within the City. (Policies TR-7, 10 through 12, and 14)

Strategy TR-11: Work cooperatively with the Fire and Police departments to update the City's Traffic Calming Program with a focus on designating and periodically updating primary and secondary Emergency Response Routes as well as appropriate traffic calming strategies. (Policies TR-7 through 8, and 11)

Strategy TR-12: Maintain access management standards for streets consistent with City, County, and State requirements to reduce conflicts among trucks, vehicles, bicycles, and pedestrians. (Policies TR-7 through 8, 12, and 14)

Strategy TR-13: Coordinate with schools and the community to designate safe pedestrian and bicycle routes between residential areas, schools, and public facilities (e.g. parks). (Policies TR-9-12, and 15)

Strategy TR-14: Require new developments to implement design standards using the Neighborhood Traffic Management Plan. (Policies TR-7, and 11 through 14)

Strategy TR-15: New commercial and industrial development shall identify traffic plans for residential streets where increased cut-through traffic may occur due to proposed development. (Policies TR-7, and 9 through 15)

Strategy TR-16: Pursue grant opportunities for pedestrian and bicycle enhancements. (Policies TR-9, and 11 through12)

Strategy TR-17: Provide for Americans with Disabilities Act (ADA) upgrades and future design requirements. (Policies TR-7, and 9 through 11)

Strategy TR-18: Identify, assess, and remove barriers to mobility. (Policies TR-7 and 8, 10 through 12)

Strategy TR-19: Preserve the functional integrity of the motor vehicle system by limiting access on specified streets identified in the Transportation Impact Fee Study. (Policies TR-7 through 8, and 14)

Strategy TR-20: Maintain a functional classification system (e.g. local access, collector, minor arterial, and major arterial). (Policies TR-7 through 9, 12, and 14)

Strategy TR-21: Proposed land development activities should be accompanied by detailed transportation studies as identified in standard engineering requirements. To the extent practical, exercise the provisions of the State Environmental Policy Act (SEPA) to require mitigation. (Policies TR-7, 12, and 14 through 15)

Performance and Coordination

GOALS

Goal TR-3: Create an efficient transportation system that limits congestion, reduces the percentage of trips by single occupant vehicles, and reduces the number and length of vehicle trips.

Goal TR-4: Coordinate with local, regional and state agencies in planning road improvements and completing road maintenance.

POLICIES

Policy TR-19: Evaluate the adequacy of the arterial street system by calculating the Level of Service (LOS) based on adopted standards.

Policy TR-20: Maintain levels of service consistent with the Traffic Impact Fee Report. For planning thresholds, a LOS of D or better and a volume/capacity ratio of 0.9 or better, based on the latest *Highway Capacity Manual Methodology*, is adopted for intersections. This LOS standard may be reviewed from time to time as conditions within the city change over the planning horizon.

Policy TR 20-A: With respect to state-owned facilities, the City of Camas adopts the LOS standard for SR-14, as set for Highways of Statewide Significance (HSS) by the Washington Department of Transportation. For SR-500, a regional state highway facility (non-HSS), the City of Camas will coordinate with the regional transportation planning organization (RTC) in setting LOS standards. As of December 2003, the LOS standards are LOS D for SR-14 and LOS E for SR-500.

Policy TR-21: Establish rights-of-way at the time of site development and, where appropriate, legally secure them by dedication of property.

Policy TR-22: Plan land uses to increase opportunities for multi-purpose trips (trip chaining).

Policy TR-23: Implement trip reduction strategies.

Policy TR-24: Coordinate transportation projects, policy issues, and development actions with all affected governmental units.

Policy TR-25: Coordinate with agencies to encourage adequate funding of transportation facilities to support these policies.

Policy TR-26: Coordinate with other agencies on construction contracts (e.g., paving), to maximize public or community resources.

STRATEGIES

Strategy TR-22: Update transportation impact fees, the 6-Year Street Plan, the Capital Facilities Plan, and transportation budget consistent with adopted review cycles. (Policies TR-19 through 21)

Strategy TR-23: Use zoning and development codes to encourage mixed-use development that effectively reduce vehicle trip generation. (Policies TR-22 and23)

Strategy TR-24: Implement land use approval conditions that require new employment-generating development-subject to the commute trip reduction laws-to reduce peak hour trips through transportation demand management strategies. (Policies TR-22 and 23)

Strategy TR-25: Encourage existing employers, business groups, and residents to develop, implement, and participate in travel demand management programs. (Policy TR-23)

Strategy TR-26: Encourage employers to adjust work schedules to shift traffic to off-peak travel hours. (Policy TR-23)

Strategy TR-27: Support the Grounds, Equipment, Maintenance cooperative (GEM), when appropriate to realize cost efficiencies. (Policies TR-24 and 26)

Strategy TR-28: Support the Regional Transportation Council (RTC) with funding and staff participation to the extent possible. (Policies TR-24and 25)

Freight Mobility

GOAL

Goal TR-4: Provide for the efficient movement of goods and services.

POLICIES

Policy TR-27: Designate a transportation system of well-connected arterial routes with appropriate freeway access.

Policy TR-28: Plan the transportation system to move goods to and from commercial and light industrial lands.

Policy TR-29: Consider existing railroad and air transportation facilities to be city resources and reflect the needs of these facilities in land use decisions.

Environmental

GOAL

Goal TR-5: Minimize the impacts of the transportation system on the city's environment.

POLICIES

Policy TR-30: Provide a mix of land uses and, where feasible, decrease the dependency on automobiles thereby reducing the impacts on the environment.

Policy TR-31: Locate and design multi-use paths to have the lowest level of impact on the environment.

Policy TR-32: Participate in regional transportation, growth management, and air quality improvement efforts.

Policy TR-33: Continue road maintenance practices such as street sweeping, brush control (pesticide use), and ditch cleaning.

Policy TR-34: Provide for efficient energy use in street lighting.

STRATEGIES

Strategy TR-30: Explore design standards for new development that minimizes the amount of pavement required. (Policy TR-30)

Strategy TR-31: To the greatest extent possible, use critical land avoidance measures to minimize the impacts of street construction and maintenance on the environment. (Policy TR-30)

Strategy TR-32: Where avoidance is not possible, explore mitigating the impacts of street and multi-use path construction through the use of a wetland banking system, using Best Management Practices (BMP's) in storm design and treatment. (Policy TR-31)

Financing

GOAL

Goal TR-6: Maximize the use of state and federal funds for transportation capital, operating, service, and demand-oriented improvements.

POLICIES

Policy TR-35: Maintain a Capital Improvement Plan (CIP) that establishes construction and improvement priorities and funding.

Policy TR-36: Using the 6-year CIP and the Transportation Impact Fee (TIF) plan to seek out state and federal grant opportunities.

Policy TR-37: Fund capacity and safety improvements through a variety of funding sources.

Policy TR-38: Provide for maintenance of the capital investment in transportation facilities.

Policy TR-39: If appropriate, transportation impact fee sub-basins should distribute impact costs equitably.

Policy TR-40: If it is demonstrated that probable funding falls short of identified needs, the city will engage a public discussion in how additional funding will be raised and/or the Land Use Element will be re-evaluated to ensure that level of service standards will be met.

STRATEGIES

Strategy TR-33: Maintain federal street designations to maximize eligibility for federal and state grants. (Policy TR-36)

Strategy TR-34: Update the TIF plan based on land use changes so that connectivity occurs and new development pays its proportionate share of needed arterial capacity. (Policy TR-39)

Strategy TR-35: Deficient systems may be funded through a combination of general fund monies and any available grants. These would include substandard local and collector streets, pavement management, bike facilities, ADA compliance, and pedestrian ways. (Policies TR-35 and 37)

Strategy TR-36: Continue with the Pavement Management System to ensure cost-effective maintenance of transportation facilities and efficient use of public funds. (Policy TR-37)

Strategy TR-37: Ensure adequate arterial capacity and connectivity by periodically updating the TIF plan. (Policies TR35 through 37, and 39)

VIII. Parks, Recreation, Open Space & Trails

VIII. Parks, Recreation, Open Space & Trails

In the last decade Camas has experienced the impact of population growth. Changing from a single industry mill town, Camas is now home to a number of high tech industries and a population that has nearly doubled in the last ten years.

With this growth has come a new demand for park land and other recreation facilities. In the past, it was easy to find park land and to enjoy the natural open spaces that existed. Today new park sites are difficult to find and specialized park sites that require large blocks of land no longer exist. Added to this growth impact is the loss of natural open space to development. Fortunately, the city has recognized the importance of its wooded hillsides and has made a major effort to preserve them.

However, the city can no longer wait to acquire land for parks, open space and trails. The city must now decide what land it needs and make an aggressive effort to bring them into public ownership. It is nearly too late. In fact some sites identified early in the 1999 planning study have now been lost to development.

The preservation of natural open space is a major planning issue. The 2000 Parks and Open Space Comprehensive Plan identified nearly 2,000 acres of wooded hillsides, steep slopes, wetlands, other environmentally sensitive lands and connecting pieces that form an overall network of interconnected natural open space. This open space concept is called the *Open Space Network.* Of considerable debate was the issue of who should own and maintain this open space. Homeowner Associations are now responsible for much of the existing open space but are finding it difficult to pay for its care, especially when most of it is open to the general public. The city is also concerned about assuming maintenance responsibility because of the potential cost. The conclusion was that all land identified for inclusion in the Permanent Open Space Network should be accessible to the public. The city may acquire or accept ownership. With ownership, the city will assume responsibility for managing the city-owned open space.

Goals and Objectives

Goals and objectives are statements that the city wishes to achieve. They provide direction for providing services and can also be a means of measuring the progress of a leisure services program. The Primary Goal and related policies was taken from the city's 1994 Comprehensive Plan. These are supplemented by more specific goals related to physical park planning, public involvement, management and operations, and recreation programs.

PRIMARY GOALS AND POLICIES

To preserve and enhance the quality of life of the present and future residents of the city through the maintenance of existing park facilities and the acquisition and improvement of new parks, recreational facilities, trails, bikeways, and open spaces.

To implement this goal, a number of policies have been adopted.

- Ensure that new development in the urban growth area is compatible with the proposals of this plan.
- Preserve the sensitive natural areas and bodies of water within Camas and the surrounding area so the community can continue as a beautiful place to live.
- Identify and protect significant cultural resources as part of new park, recreational facilities, trails, bikeways, and open spaces, in order to preserve these resources for enhancing the quality of life and the recreational experience of users and for the enrichment of future generations of Camas citizens.
- Provide trails that are compatible with the environment and adjoining property.
- Encourage the development and building industry to include in their site plans, provisions for preserving the natural vegetation, public access, and recreational opportunities.
- Jointly acquire, develop, and maintain playfields adjacent to school facilities.
- Recognize the special needs of population segments (residents and visitors) that arise due to such factors as age, disabilities, or income levels.
- Encourage, support, and initiate activities, where possible, to preserve, conserve or improve the shorelines of the Columbia and Washougal Rivers, Lacamas Creek, and Lacamas, Fallen Leaf, and Round Lakes.
- Actively seek funds for the acquisition and development of park and recreation land and facilities to meet the city's present and future needs.
- Provide trails and bikeways that are multi-use in nature and that are interconnecting.
- Cooperate with other government agencies in the provision of park and recreation services in the vicinity.
- Develop a safe, scenic and enjoyable trail and bikeway system for City of Camas residents and visitors.
- Encourage continuing citizen involvement in park and trail planning.
- Provide for the establishment of a park and recreation department with sufficient staff to investigate and pursue park land acquisition through purchase and donations, to study methods and sources of funding, to coordinate with private and public entities, and to encourage volunteer participation in development activities.

Physical Planning Goals & Objectives

Goal PP-1: Provide a park and recreation system that provides both active and passive recreation opportunities for all residents of the community.

Objectives:

Neighborhood parks should be conveniently located to all residents of Camas.

Because the acquisition of large multi-use community park sites is not feasible, some larger neighborhood parks should be designed to fit this need.

If possible, indoor recreation facilities should be located to conveniently serve the entire community. Where possible, parks should be located adjacent to school sites and coordinated with new school development.

The park system should provide for preservation of natural, cultural, historical or unique physical features.

Goal PP-2: Develop a city-wide interconnected network of publicly-owned or preserved natural open space for protecting environmentally sensitive land, creating a sense of openness, provide scenic view and provide space for trail systems.

Objectives:

The city should work cooperatively with property owners and developers to preserve natural open space, especially those that provide visual or physical linkages to the proposed Network System identified in this plan.

Logging and clearing should be discouraged by increasing the return on investment to the developer and homeowner for not clear cutting.

Open space preservation should provide continuous and visually pleasing trail, roadway, shoreline and wildlife corridors.

The city should preserve the visual integrity of the wooded hillsides that provide the backdrop for the city. This should include the preservation of natural vegetation, minimize disruption of soils and slopes, maintaining drainage patterns, and encouraging wildlife habitats.

In the Open Space Network where existing vegetation is mostly nonexistent, consideration should be given to berming and/or planting of fast-growing native materials to provide screening of views, noise, activities, etc.

The city should preserve natural drainage corridors that will reduce the probability of flooding by allowing for the natural absorption of water into the soil.

Goal PP-3: Provide a convenient and pleasant trail and bikeway network for pedestrian and bicycle recreation throughout the city.

Objectives:

The primary focus of recreation trails should be leisure use in nature rather than a transportation emphasis. Recreation trails should make minimal use of streets as much as possible, but still allow for additional use from commuter bicyclists who are looking for safe routes.

The planning, design, and development of recreation trails should seek to reduce potential conflicts between different trail users and seek to enhance the enjoyment of natural open space and the safety of users.

Bicycle traffic should be encouraged to utilize designated trails or roadways rather than pedestrian oriented trails.

Whenever possible, trail facilities should be designed to accommodate users with disabilities.

The city should take advantage of any available traffic safety, transportation, and trail development funding to develop the bike and trail network.

The city should encourage or conduct a series of recreational public walking events along selected natural open space travel corridors. Such events should blend fitness and enjoyment with some organized interpretation and public participation activities.

Goal PP-4: Provide adequate sports fields to meet the local demand that are developed to acceptable design standards.

Objectives:

The city should establish policies related to the number of practices and games each sport team should be permitted per week. This will assure a balance between demand for fields and the ability to provide them.

The policies and methodology for assessing sport field needs should be followed and updated periodically to reflect trends in interest in various sports programs. Communication with sports program providers should be facilitated and promoted to eliminate conflicts between the city and groups and between groups regarding field access.

Public Involvement Goals & Objectives

Goal PI-1: Encourage public input and involvement in as many aspects of park and recreation planning and operations as is feasible, and allows Camas residents to maintain a personal stake in the system.

Objectives:

Cultivate avenues for input from those people or groups that are particularly interested in park and recreation issues, and encourage their continued interest and participation in the planning process.

Maintain contact with citizens through a variety of means, such as press releases, public forums, mailings, web site development, and advertisements.

The Parks and Recreation Board and the Planning Commission should maintain visibility and contact with citizens on park and recreation issues. A means of insuring effective integration of citizen views within the decision making process and administrative structure should be continued and refined.

The city, assisted by the media when appropriate, should undertake the development of long range public awareness programs to promote the value of parks, natural open space, and recreation programs.

The city should encourage and recruit the use of volunteers to serve on *ad hoc* advisory boards, assist in providing or managing recreation programs, and helping in minor maintenance tasks.

Management and Operations Goals & Objectives

Goal MO-1: Provide a quality park, recreation, and natural open space system that is efficient to administer and economic to maintain.

Objectives:

The city should strive to provide continuous staff training, acquire labor saving equipment, and develop effective facility design that are current with the technical state of the art.

The city should consider various youth employment programs such as Americorps, etc. for additional staffing.

Goal MO-2: Encourage and pursue a climate of cooperation between governmental agencies, nonprofit organizations and private business in providing park and recreation services.

Objectives:

The city should facilitate cooperation and communication to avoid duplication in providing recreational opportunities within the community.

The city should continue cooperative planning and use of recreation facilities with public and private groups in the community.

Encourage and pursue mutual cooperation and a good neighbor policy with residents and businesses located adjacent to park facilities, trails, and natural open space areas.

Programs and Services Goals & Objectives

Goal PS-1: Provide a broad array of recreation programs and services that meets the needs of recreation interests and age groups.

Objectives:

The city should continue to develop community-oriented programs that are responsive to expressed demands that foster participant support of all ages and abilities.

The city should continue supporting participants with special needs.

The city should continue to promote park and recreation programs, services and facilities through an effective community information system.

The city should continue to provide recreation opportunities that do not discriminate against any participant.

Overall Recreation Program

The Recreation Program should operate in such a way to be self supporting to the extent possible. Fees and charges policies should be evaluated each year to raise fees, cut programs or other means to meet this objective.

Existing Recreation Resources

Listed below is a summary of the park, recreation facilities and open space areas in the Camas area as of the 2000 Comprehensive Parks and Open Space Plan. This includes land owned by the City of Camas, Clark County and land managed by private homeowner's associations.

Table 7. Park Land

Parks	Acres	Number of Sites
Mini Parks	1.771	1
Neighborhood Parks	35.88	6
Community Parks	0	0
Special Use Areas	19.70	3
Natural Open Space	330.35	21*
Undeveloped Park Land	6.29	2
SUBTOTAL	393.99	33
Clark County Park Facilities		
Regional Parks	311.00	1
Homeowner Associations		
Natural Open Space	138.94	34*
TOTAL	843.93	68

* Sites that are contiguous pieces of property and not divided by streets or ownership's. Some natural open space sites are owned by one organization but contain multiple sites.

Table 8. Facilities

Facility	Number of Facilities
Regulation Baseball Fields	2
Youth Baseball/Softball Fields	7
Multi-Use Backstops	34
Regulation Softball Fields	2
Soccer Fields	17
Football Fields	7
Tennis Courts	7
Gymnasiums	9
Football Fields	2
Skate Park (shared with Washougal)	1

Figure 9 (*Appendix* F) displays the parks and trails system and *Figure* 10 (*Appendix* F) shows the publicly owned open space areas.

Recreation Demand

Information for assessing park and facility needs came from a number of sources including a household survey, public meetings and contacts with user groups. Some of the findings are outlined below.

Park and Recreation Survey Results: A survey of public attitudes, recreation interests and recreation participation characteristics was made in the city during September of 1998. A total of 380 questionnaires were returned, representing 54% return ratio. A summary of the findings is listed below.

- The most common answer as to why residents do not use the parks in Camas is that they are unaware of their location or the facilities they offer.
- When asked to rate the quality of upkeep and maintenance of existing parks, the average was 7.4 based on a scale of 10 being excellent.
- When asked what improvements were most needed in the parks, the most common responses were upgrade existing restrooms and playgrounds, expand the development in the parks, and add support facilities such as benches, drinking fountains, etc.
- In planning for future parks, residents favored combining parks on or adjacent to school grounds as well as locating some parks independently.
- When given the choice, survey respondents favored the acquisition of park land over upgrading existing park sites.
- When asked to rate the importance of natural open space, the average was 8.2 based on a scale of 10 being most important.
- When asked how open space should be used, the preferred choice was a combination of active and passive use. The no-use choice received little support.
- Management of natural open space for fire and safety was favored over no management at all.
- When asked to list the three most needed recreation facilities in Camas, the top items were: an indoor swimming pool, hiking and bicycle trails, and sport fields.
- From a selected list of facilities, an indoor swimming pool, multi-purpose recreation center, and neighborhood parks received the most support.
- A majority of survey respondents felt that the city should continue its present policy of developing and maintaining fields rather than also managing the sports program.
- Nearly 73% of those surveyed said they would favor some type of tax measure to finance park and facility improvements.
- Of those who said they would support a tax measure, about 60% said they would be willing to pay at least $50 per year.

Park Land Needs

The needs assessment revealed three prevailing features lacking in the park system in Camas. These include:

- Shortage of Neighborhood Parks: Based on a half-mile service area radius, 8 additional neighborhood parks are needed to cover the planning area. Unfortunately, because of the amount of new growth occurring in the City, acquiring land may be difficult in some areas.
- Lack of Community Parks: Because of the difficulty of acquiring larger park sites, it was assumed that no community parks would be provided in the community. Instead, several large neighborhood parks were proposed to serve this purpose.
- Lack of General Park Land: In general, finding suitable sites of park land for any purpose is difficult in Camas because most has already

been reserved for other purposes. This is especially true for larger parcels.

Table 9. Park Land Needs

Park Land	Existing Acreage	Total Need 1998	Total Need 2018
Mini Parks	1.8	0.6	0.0
Neighborhood Parks	35.9	26.1	75.9
Regional Parks	311.0	311.0	311.0
Special Use Areas	19.70	32.6	94.7
Natural Open Space	469.3	588.5	1,712

Open Space Needs

Natural Open Space exists in a number of forms in Camas. This makes for a variety of experiences for hikers and walkers as well as providing a variety of wildlife habitat opportunities. While there is currently about 470 acres of open space in public and private ownership, existing opportunities and interest in preserving these natural areas resulted in a stated need for about 1,700 acres in total.

The goal of the Open Space Element is to develop a permanent open space network from various categories of sensitive lands and other forms of existing open space. These categories include:

- Existing Natural Open Space: This is land already owned by the city or homeowners associations. This represents about 470 acres of land.

- Wetland Areas: This is land inundated or saturated by surface water or ground water. Wetlands typically include swamps, marshes, bogs, and similar areas. Overall, approximately 545 acres now exist in this category.

- Steep and Unstable Slopes: Steep slopes by definition are those with gradients over 40%, thus imposing significant restrictions on urban development. The city has classified about 525 acres of this type of land.

- Network Connections: When the three open space categories were mapped, it revealed some significant missing parcels to create an overall network system. These missing parcels that should be acquired are called network connections and in total represent about 170 acres of land.

The combination of the above four open space categories has been mapped and represents the recommended Open Space Network for Camas. Within these areas, special land use policies and land use treatment is proposed.

Recommended Park Guidelines

- While neighborhood parks may contain some natural open space, they should be acquired with the intent to develop as active use areas.

- Because of their limited recreation and open space value when compared with neighborhood parks, development of mini-parks should be minimal.

- A neighborhood park should be located within walking distance (about a half mile) of most neighborhoods. In places where little vacant land exists for a park site, the city should partner with the school district to develop recreation facilities on school playgrounds.

- Under most conditions, neighborhood parks should be no smaller than 5 acres with the

optimum being 5-7 acres. If located next to a school site, optimum park size may be reduced to 2-3 acres, depending upon the school facilities provided. At least 50% of the site should be flat and usable, and provide space for both active and passive uses. A minimum of two acres should be developed and maintained.

- Because of the inability to find suitable sites for the typical larger community park, neighborhood parks with a community park function have been proposed. These are larger sites (7-10 acres in size) that will contain the normal neighborhood park facilities plus specialized recreation areas such as sport fields.

- Appropriate facilities for the typical neighborhood park include open grass areas for pick-up ball games, children's playground, paved courts, picnic areas and trails.

- Appropriate facilities for the neighborhood park, with the community park function, include all of the above plus formal sport fields, basketball courts, group picnic areas and restroom buildings.

Park Layout Plan

The Park Layout Plan is a graphic representation illustrating the overall concept for where future parks should be located in Camas.

- On the Layout Plan, an asterisk illustrates proposed park sites. The intent is to **only** show a general location of where a park site should be located. The actual location will be determined based on land availability, acquisition cost and the property owner's willingness to sell.

- The location and arrangement of the parks is designed to serve the entire Planning Area (area within urban growth boundary—UGB).

Table 10. Existing Parks

Site Number	Park Name	Park Type
N-5	PruneHill Sports Park*	Neighborhood
N-7	Dorothy Fox Park	Neighborhood
SU-9	Frank's Moorage	Special Use
SU-12	Fallen Leaf Park	Special Use
R-13	Lacamas	Regional
N-3	Grass Valley Park*	Neighborhood
N-15	Crown Park*	Neighborhood
N-16	Forest Home Park	Neighborhood
N-17	Louis Bloch Park	Neighborhood
N-19	Goot Park	Neighborhood
SU-20	Camas Community Center	Special Use
M-21	Oak Park	Mini

* Neighborhood parks serving a community park function.

Table 11. Proposed Park Facilities

Site Number	Park Name	Park Type
N-1	Camas Meadows Park	Neighborhood
N-2	West Camas Park	Neighborhood
N-4	Parker Street Park	Neighborhood
N-6	View Ridge Park	Neighborhood
N-8	East Hilltop Park	Neighborhood
N-10	Lacamas Heights Park	Neighborhood
SU-11	Youth Sports Complex	Special Use
SU-14	Indoor Recreation Space *	Specialized Facility
SU-18	Washougal River Greenway	Special Use

Note: Future park names are unofficial and for identification purposes only.

* Represents preferred location

Figure 11 shows the proposed park facilities.

Open Space Plan

The goal of this plan is to develop a continuous network of natural open space made from various categories of sensitive lands and other forms of natural open space. *Figure* 12 (*Appendix* F) identifies the exisiting and planned open space areas for the city and UGA, and *Figure* 13 (*Appendix* F) depicts the existing and planned trail system of the area.

Table 12. Existing and Proposed Open Space Areas

Open Space Number	Site	Use
OS-1	Camas Meadows Greenway	Trails
OS-2	Lacamas Shores O.S.*	Open Space
OS-3	Forest Hills O.S.*	Private
OS-4	Skyridge Wetlands	Wetlands
OS-5	Sunningdale O.S.	
OS-6	Lacamas Lake Greenway	Trails
OS-7	Lakeview O.S.	Trails
OS-8	Lakeview View O.S.	Trails
OS-9	Sunningdale Gardens/ Sun Valley O.S.*	Trails
OS-10	Parker Wetlands O.S.	Wetlands
OS-11	Parker Estates O.S.*	Trails
OS-12	Holly Hills/Applewood Hills O.S.*	Trails
OS-13	Prune Hill Park O.S.*	Trails
OS-14	Columbia Summit/Ridge*	Trails
OS-15	Deer Creek O.S.*	
OS-16	Crown Point O.S.*	Private
OS-17	Deer Creek II O.S.*	Trails
OS-18	South Camas O.S.	
OS-19	View Ridge Estates O.S.*	Trails
OS-20	Willow Creek/Forest Home Ridge O.S.*	
OS-21	Forest Home O.S.	Trails
OS-22	Ostenson Canyon Greenway	Trails
OS-23	Skyview/Summit Hills O.S.*	Trails
OS-24	Fallen Leaf Lake O.S.	Trails
OS-25	Creek Park O.S.	
OS-26	Lacamas Creek Park	
OS-27	Washougal River Greenway	Trails

* Sites owned by private homeowner's associations.

Table 13. Pathways and Trails

Trail Number	Site	Length (miles)
T-1	West Camas Regional Trail*	4.3
T-2	South Camas Regional Trail*	5.8
T-3	East Camas Regional Trail*	7.0
T-4	Camas Rustic Nature Trail	6.3
T-5	Camas Neighborhhod Loop Trail	5.6
T-6	Lake Road Connector Trail	1.4
T-7	West Camas Connector Trail	1.8
T-8	Prune Hill Connector Trail	1.0
T-9	Downtown Connector Trail	2.5
T-10	Deer Creek Connector Trail	0.4
T-11	View Ridge Connector Trail	0.2
T-12	East Hilltop Connector Trail	0.2
T-13	Fallen Leaf Lake Trails	1.6
T-14	Lacamas Heights Connector Trail	0.2
T-15	Lacamas Park Trails	2.9
T-16	Louis Bloch Connector Trail	0.3
T-17	South Camas River Loop	2.6

* Contains trail segments that are outside the planning area or fall under development responsibility of another agency.

Indoor Recreation Space (SU-14)

From the recreation survey and community workshop meetings, strong support was shown for a recreation center and indoor swimming pool. It is recommended that at the appropriate time a multipurpose recreation/aquatic center be constructed in Camas. While several sites have been suggested, the most favorable include:

- School Property (Helen Baller Elementary School)
- Buhman Property across from Frank's Moorage

Potential facilities that should be considered in this facility include:

- Indoor pool or multi-tank leisure pool
- Gymnasium
- Aerobics/Exercise Room
- Space for Teen activities
- Space for Senior activities

Sports Fields

Field sports including baseball, soccer, and softball are very important recreation activities in Camas. There is currently a shortage of most types of sport fields, and this shortage will only become more acute as the community grows. Some of the teams who use Camas fields do not reside in the city. As the shortage becomes more severe, the city should establish policies on the amount of play permitted each team and the number of players, if any are non resident.

While the city can charge non resident players a higher amount for league play, non resident players do not pay for the capital construction cost of fields. Therefore, policies should be initiated to distribute the cost of development and maintenance more evenly. Several options exist. These include:

- Establish a maximum number of non-resident players on a team
- Allow resident teams to get priority of fields and registration
- Require non-resident players to pay a larger league fee plus an established amount to cover field construction cost

Sports Field Complex

Some sports field needs can be accommodated by locating individual fields in neighborhood parks. However, this approach will not meet all of the needs, nor does it satisfy the need for tournament facilities. To meet this objective, it is recommended that a sports field complex that will provide a variety of sport field types be developed. Because of land needs (a minimum of 30 acres), more than likely this complex will be located outside the city limits of Camas.

Other Recommended Facilities:

- Skateboard Park
- Group Picnic Area
- Adventure Playground
- Water Playground

Table 14. Facility Needs

Recreational Facilities	Existing Facilities	Total Need 1998	Total Need 2018
Baseball Fields	9	13	39
Softball Fields	2	3	9
Soccer Fields	17	0	46
Trails & Pathways (miles)	10.5	9.5	30

FUNDING STRATEGY

A financing strategy presupposes the identification of a capital facilities plan. The Parks and Recreation Department has put together a CFP, which is part of the overall city CFP. The plans for the first six-year period are facility specific and are highlighted by multi-year park improvement and other projects. The CFP identifies various funding sources, including impact fees, real estate excise taxes, general fund, bonding, and partnership money.

IX. Public Facilities, Services and Utilities

IX. Public Facilities, Services and Utilities

The following services are provided in the City of Camas and are discussed in this section:

- Schools
- City Facilities and Services
  - Fire Protection and Emergency Medical Services
  - Police Protection
  - Library
- Facility Plan
- City Utilities
  - Water
  - Sewer
  - Water and Sewer policies
  - Storm Water Drainage
  - Solid Waste Disposal
- Utilities
  - Electrical
  - Gas
  - Telecommunications

Camas also provides streets and parks and recreation services; these are discussed separately in the transportation and parks elements. Most of these services are provided only within Camas' city limits and few of these services have specific plans for serving the entire study area at this time.

This Comprehensive Plan forecasts a population of 24,700 within the Urban Growth Area by 2023. This equates to a sustained annual population growth rate of 3%, compared to a growth rate of 5% or more since 1990. The proposed Urban Growth Area would add approximately two (2) square miles to the total area within the city limits when all of the area has been annexed.

The purpose of this section of the Comprehensive Plan is to:

- Provide a future vision of public facilities and services in Camas and its Urban Growth Area that is concurrent with anticipated growth
- Identify strategic plans and actions to maintain or improve services consistent with the vision
- Provide a framework for guiding the necessary budgetary and operational plans
- Provide the basis for integrating public facilities and services with other elements of the Comprehensive Plan, such as land use, transportation, and capital facilities.

Schools

The Camas School District is facing significant growth. Unlike many of the other public facilities and services described in this chapter, however, this is due to growth experienced throughout the entire district and not just within the city.

Camas School District

The Camas School District serves the City of Camas, the area east of Lacamas Lake continuing up to Livingston Mountain and on to Skamania County. The district submits its Capital Facilities Plan (CFP) every other year. The CFP describes the existing and planned school facilities. It is located in *Appendix D* following the city's CFP.

City Facilities and Services

This section describes the city's emergency services (fire and police), as well as library and administrative services

Fire Protection and Emergency Medical Services

The Camas Fire Department currently operates a full-service fire department from two locations—one at 313 NE Franklin Street in the downtown core area and the other at 4321 NW Parker Street in Grass Valley. The downtown fire station is part of a city hall complex constructed in 1967 and encompasses a total area of 8,500 square feet. The Grass Valley facility (Station #42), built in 2000 includes 11,800 square feet of building. Station #42 contains additional features, including a community meeting room with capacity for 100 people and a training tower.

In addition to the active stations, the department acquired two rural volunteer stations through annexation in the late 1980's. Both are currently used for storage. One is on top of Prune Hill, a two bay metal clad pole building. Part of the Prune Hill building houses Water Department equipment associated with the adjacent Prune Hill reservoir. The second, a two bay cinder block building in Grass Valley, houses off-season tires and parade apparatus. Both stations range from 600 to 700 square feet and are currently suitable for storage only, lacking any facilities necessary for a staffed station.

Fire Department services include fire suppression, public education, inspection, prevention, and code enforcement activities within the City of Camas, covering about 11.3 square miles. An Advanced Life Support transport ambulance is provided to a service district encompassing approximately 95 square miles in southeastern Clark County with a population of approximately 45,000. It includes the Cities of Camas and Washougal, Clark County Fire Districts 1 and 9, and a portion of Vancouver east of SE 192nd Avenue.

The ambulance service area currently encompasses four density areas: Urban densities occur in the core areas of Camas and Washougal; suburban densities occur within both the Camas and Washougal city limits; and the remainder of the service area falls mostly into the rural density category with a small amount of wilderness area.

Services are provided by a career staff of firefighters, firefighter/paramedics, and administrative staff. A group of volunteer personnel provide additional resources for working fire emergencies.

When the ambulance is not in use, the paramedic personnel, cross-trained as firefighters, gives Camas a ratio of 2.4 fire capable personnel per 1,000 population. With firefighter personnel only, the ratio is then 1.3 fire capable personnel per 1,000 population. In a study of fire and emergency medical services in 12 cities, firefighters per 1,000 population ranged from a low of .8 firefighters per 1,000 to a high of 2.3 firefighters per 1,000. [1]

Future Needs and Assumptions

Emergency medical and fire responses will continue to increase at a rate of about 3% annually through the next 10 years, until build-out of the area is achieved. The main fire station facility in downtown is beyond original design capacity on a regular basis. Current office space requirements cannot be met within the existing space. A new downtown fire station is included in the Capital Facilities Plan, with preliminary engineering work scheduled to begin in 2004. Financing of the new station will be dependant on a voter-approved bond.

The Camas Fire Department was rated Fire Protection Classification (FPC) 4 at its last review in 1990. The deficiencies identified were as follows: lack of an elevated fire stream device; excessive first due response distance in the western Camas area; lack of a fire officer on-duty at all times with each engine company; lack of sufficient firefighters

[1] International City Management Association, Feb. 1993.

on-duty; lack of a fire hose replacement program; lack of a fire training facility; lack of sufficient regular training; inadequate frequency of regular fire safety inspections. The foregoing have all been corrected however over the past 10 years. Camas is due to be regraded in the near future. Improving the rating to FPC 3 would result in a decrease in commercial fire insurance rates of about 6%.

The community is not inclined to require built-in fire protection systems in excess of building and fire code requirements except in unusual circumstances as a trade off for other requirements.

Standards

The following outlines firefighting and emergency standards:

- 1.3 firefighters per 1,000 population
- 1.5 miles or less from a fire station (insurance grading parameters); 2 miles from residential properties; 1.5 miles from commercial properties; and 1 mile from properties requiring over 5,000 gmp fire flow (NFPA standard).
- Emergency response time of seven minutes from dispatch to arrival
- Advanced life support medical services response times set by county ordinance.

The following standards outline firefighting and emergency population densities:

- Urban density (2,000+/sq. mi.)—8 minutes 90% of the time
- Suburban density (1,000-2,000/sq. mi.)—12 minutes
- Rural density (1-1,000/sq. mi.)—20 minutes
- Wilderness areas (<1 persons/sq. mi.)—60 minutes

POLICE PROTECTION

The Camas Police Department operates a full-service police department from one location at 2100 NE 3rd Avenue, just east of the downtown core. This facility, opened in the fall of 1998, is 15,000 square feet in size and was designed with a 20-year growth expectation. Included in the facility is a 1,500 square foot community/training room. The community/training room also serves as an emergency operations center and is serviced with a backup generator.

Camas strives to maintain a ratio of 1.8 officers per 1,000 population. The department is staffed with 23 fully commissioned officers, one 'special investigator' with a limited commission, three fulltime clerical staff, a half time court security officer, part time parking enforcement officer and two part times work crew leaders. Of the 16 commissioned staff there are 12 Patrol Officers, one Detective, one Detective Sergeant, four Patrol Sergeants, one Administrative Sergeant, a Crime Prevention Officer and a School Resource Officer, one Captain and the Chief of Police.

Future Needs and Assumptions

The formula of 1.8 officers per 1,000 population is a generally accepted conservative measure to determine level of service. There are some risks in using this method of assessment. The basic premise is that increased population requires increased service. It does not allow for consistent patrol in those areas that takes officers away from more populated areas. A substantial attraction for residents seeking annexation is increased service expectations. Currently, a normal, uninterrupted patrol route covering the outlying areas takes an officer about 30 minutes from the west city limits to the east city limits.

The Camas Police Department will insure that additional officers are dedicated to patrol. Individuals will be trained in specialties in order to conduct initial assessments, but systems will not be designed that create divisions requiring staffing, which may degrade the ability to provide basic police functions. The way to insure access to specialized expertise is to form partnerships or contracts with the larger agencies with existing specialty teams. Numerous partnership agreements are

currently in place under the sanction of the Regional Master Law Enforcement Agreement. This agreement forms the core standards for interagency cooperation. All law enforcement agencies in Clark and Skamania counties are participants in this agreement.

As noted earlier, the police facility is east of downtown on NE 3rd Avenue east of Crown Road. As the city spreads and as population density increases, a second station should be considered to serve the west side in order to alleviate response time demands.

Standards

The City of Camas standard for police protection is 1.8 police officers per 1,000 population.

CAMAS PUBLIC LIBRARY

Since 1929, the City of Camas has maintained an independent municipal library. Camas chose to keep its library when the Fort Vancouver Regional Library (FVRL) was established in the 1960's. FVRL is a junior taxing district that serves Clark, Skamania, and Klickitat Counties, and the City of Woodland in Cowlitz County. The commitment to remain independent has been readdressed twice in the past 20 years by the Camas Public Library Board of Trustees.

Library service has been a top priority for the citizens of Camas, as demonstrated by years of heavy use, the passage of a $7.96 million bond levy in 2000 and the phenomenal usage of the newly opened facility. A telephone survey was conducted by CFM Research in 2000 and found that 82% of the population use the library and 65% of all respondents ranked the library above average with 77% of frequent users giving the highest ratings.

The original building, constructed in 1940, was fully remodeled in 2002 and an addition was built to the west to accommodate expected growth in the next 15 years. The library reopened in May 2003, with 27,000 square feet of space to provide access to approximately 55,000 books, videos, CD's, DVD's and other materials, and to provide free meeting spaces for public meetings, reading rooms, study rooms, and computers.

Although it has fluctuated considerably as the tax base has grown, the city has historically funded the library at a rate near the 50 cents per thousand dollars of assessed valuation. This is similar to what is levied by the regional library district. The library consistently ranks in the top libraries in the state for the dollars per capita spent on materials and the amount spent per capita on library services.

The library has two support groups: The Friends of the Camas Public Library and the Camas Library Foundation. These two non-profit groups provide a source for volunteer labor and raise funds to help provide additional funding for items not covered by the city budget to provide for a high-quality level of service. In the two years leading up to the reopening of the library, these two groups spent over $200,000 on improvements to the library's collections and appearance.

The number of items lent doubled in the years from 1990 to 2000 to over 180,000 items circulated annually. With the opening of the expanded building, use has gone above 220,000 and is expected to keep climbing. The number of computer workstations for public use went from 8 to 28 and use has correspondingly increased.

Through long-standing policies of reciprocity and cooperation, Camas and FVRL residents may use any of the public libraries in the three counties without paying non-resident fees. Thus, the Camas Public Library serves both the citizens of Camas, and about 10,000 residents in the surrounding county. In addition, the Camas Public Library maintains an agreement with Multnomah County, wherein Camas residents may get a "free" borrowers card and Multnomah residents may get a Camas card. Whichever group borrows more each year pays a net charge of $1 per item borrowed. Camas has paid up to several thousand dollars annually under this agreement. Camas also has agreements with other Metropolitan Interlibrary Exchange (MIX) libraries: Clackamas, Hood River, and Washington Counties in Oregon.

Cooperation with these other agencies also includes such things as training and reference services.

Another example of cooperation is the consortium of FVRL, Camas, and the SW Washington Medical Center Library to share an automated library management system (LMS) which includes automated circulation, automated acquisitions, and access to an online catalog of the holdings of the three institutions. In addition, the libraries share costs of electronic resources such as full-text periodicals databases and other tools. This arrangement enables the libraries to provide access to more materials and information.

Future Needs and Assumptions

The library's future is outlined in the library's strategic plan, which is updated every three to five years. This plan recommends areas of service to emphasize and goals to achieve. The library's current focus is in services to provide opportunities for self-directed personal growth, to provide the space and programs for public discourse about issues, to help meet the personal and school informational needs of citizens, and to help satisfy people's appetites for popular, social, and recreational experiences.

As part of strategic planning, the library conducts periodic surveys to gauge its efficacy and direction.

The library's remodel and expansion were designed to provide both room for growth and flexibility to allow changes to accommodate future needs of different types. Finishes were chosen that were both timeless in appearance, but long lasting as well. It is assumed that the space will be adequate for 15 years and that there will be some renovation of the spaces and updating of furnishings and interior finishes within that time period.

Technology is the area of need that will probably get the greatest attention. Radio frequency identification tags for use in circulating materials is one rising technology that will be explored. The cost will be an issue for consideration. Other costly technology issues include replacement of workstations, the replacement of the existing shared LMS, and expansion of a materials handling system for sorting returned materials. As part of the State of Washington's K-20 High Speed Data Network, the library will have opportunities to build new partnerships and expand services with video conferencing, and in other ways not yet imagined.

With its larger up-to-date facility, the library can, and will, continue to add to its spectrum of services, programs, and formats to provide a top quality library experience. The library will continue to be the premier public commons in Camas, and remain at the heart of Camas.

Standards

No state or federal standards for public library service exist.

CITY FACILITIES PLAN

Located in downtown at 616 NE 4th Avenue, the Camas Municipal Center, constructed in 1967, currently houses a number of important general governmental services in approximately 25,000 square feet space. These services include administration, building, engineering, finance, planning and public works. This facility also serves as one of two fire and EMS stations, which occupies the east end of the building. Commonly known as City Hall, this venue includes the Office of the Mayor and City Council chambers, which was remodeled in 2001.

Future Needs and Assumptions

As growth in general governmental services occur, the current facility will experience issues related to effectively accommodating companion personnel. Even with advances in technology, meeting space will continue to be a premium in a City Hall facility. To meet the future needs, the City of Camas has agreed to purchase an existing office building in 2004. Now the home to Riverview Community Bank, the building is located at 700 NE 4th Avenue, one block east of the current City Hall. The addition of this approximate 20,000 square foot facility will serve the general governmental needs of the planning horizon. Details of the agreement, including a phasing of uses over a period of time, will be finalized upon sales closing of the building in 2004.

Taken together the current and new facility will

provide approximately 45,000 square feet of space, and additional parking, for the services discussed above. These facilities will effectively and efficiently accommodate the general governmental and other needs over the succeeding twenty years.

Standards

Currently, there are no adopted standards for general governmental services.

CITY UTILITIES

WATER

The City's water system is described in a report titled *2001 Water System Comprehensive Plan for the City of Camas, Washington*. The report describes the existing water supply and distribution system as well as proposed improvements necessary for serving the land in the north and west portions of the study area that either have been or are proposed for annexation to the city.

Description of System

The City of Camas water utility is a Class A water system within the State of Washington, serving approximately 5,500 customers. The system is made up of approximately 98 miles of water mains, which are predominantly cast or ductile iron. The city's water source is provided from nine wells, and two surface sources, one at Boulder Creek and one at Jones Creek, located approximately 7 miles northeast of the city.

In total, the city has water rights for 6,300 acre feet per year, with an instantaneous production rate of 10,545 gallons per minute (gpm). The city currently has just over 8.45 million gallons in water storage located in seven reservoirs, ranging in size from 100,000 gallons to 2,400,000 gallons. Thirteen service zones are located throughout the city which relate to the various elevations and pressures. *Figure* 14 (*Appendix* F) depicts the city's water system.

Surface Water

The surface water sources are used by the City of Camas whenever possible to minimize pumping requirements. The surface source has sufficient static head to flow through the water treatment plant and into the lower Prune Hill Reservoirs. Treatment of surface water consists of coarse screening at the headworks, chlorination and pressure filtration at the water treatment plant. Soda ash and fluoride are added at the filter plant for turbidity control and tooth protection, respectively. The low silica characteristics of the surface water make it very desirable for use with high-tech manufacturing facilities. The surface water sources are capable of providing approximately 1,050 gallons per minute.

Ground Water Wells

The City currently operates nine groundwater wells. Well numbers 1, 2, 3, 7, and 8 are located on SE 6th Avenue, in the eastern downtown area. Well number 6 is located farther east along SE 6th Avenue near the Camas/Washougal border. Well #5 is located south of well #6 on SE 8th Street. Well #4 is located on the western shore of the Washougal River, near Louis Bloch Park. All of these wells are located in the 343' zone. Well #9 was completed in August 2000, and produces high quality water at a rate of 650 gpm. It is located in the Lacamas Zone on NW 38th Avenue near NW Julia Street.

Level of Service Criteria

The Clark County Coordinated Water System Plan Update, along with other adopted guidelines and standards, are used in the design and construction of the water system. For specific design or system information refer to the 2000 Water Comprehensive Plan.

Current Deficiencies/Excess Capacity

The current water system of Camas meets or exceeds the level of service criteria identified in the aforementioned section with limited exception. Due to the topography of the community, there are limited pockets that periodi-

cally have water pressure in excess of 100 pounds per square inch (psi). Adequate storage and treatment is available to meet the on-going needs of the city. System improvements are scheduled to maintain this current level of service. The city will undertake an update of the water system plan every 6 years per Department of Health regulations.

The potable water issue was addressed in the recent water facility study completed by the City of Camas, which is included by reference. The study reviewed water facility modifications required to accommodate the next 20 year's growth. All facility requirements and funding sources needed to accomplish the plan are contained in the 20-year Capital Facilities Plan.

Finance

The City of Camas' water financing is reviewed approximately every five years, most recently in November of 2003. These studies review the water system, the system revenue requirements, projected expenses, and develop water rates using a cost of service analysis as the basic framework. Under this cost of service framework, users are charged their proportionate share of the costs of the utility, where the shares are based on the respective uses of the system. The rate structure of the city is predicated on the concept that each user or user class pays for the services received and neither subsidizes others nor receives a subsidy. This approach results in water rates that are adequate to meet the financial needs of the utility and are equitable for as many users as possible. Revenue requirements are calculated based upon historical trends, anticipated system growth, expected levels of inflation, and planned capital improvements.

SEWER

Description of System

The sanitary sewer system within the City of Camas contains approximately 50 miles of mains and laterals. The sanitary system is divided into three basins.

One serves the Fisher Basin area and ranges from the Fisher Swale on the west, Lacamas/Round Lake on the east and north, and Prune Hill to the south. Service within this area is via septic tank effluent, gravity, or pump.

A second basin serves the central business area of Camas and that area northwest of the community up to the summit and along the south flanks of Prune Hill. This system is predominantly a conventional gravity sewer.

The sewer system uses pump stations to convey wastewater to the wastewater treatment plan, which is located on the Columbia River just upstream from the Washougal River's confluence. Station sizes typically range between 370-700 gallons per minute except for the main sewage lift station, which has a discharge capacity of 5,300 gallons per minute. Two types of systems convey wastewater in the City of Camas. One-the older system-is predominantly conventional gravity sewer and maintains negative grades removing all wastewater and waste products from the various service areas. Typically, these lines are constructed of concrete or PVC. The second type is known as the septic tank effluent pump (STEP) or septic tank effluent gravity (STEG). The primary difference is that the septic tank systems convey gray water only and retain all solids on site in a subterranean interceptor tank. The tanks require maintenance every seven to ten years. The waste removed from the tanks is treated at the Camas Waste Water Treatment Plant (WWTP).

All waste flows are treated at the WWTP. The plant is a conventional, activated sludge plant built in 1972 and upgraded in 2000 for a designed average flow of 6.1 million gallons per day (mgpd) and a peak flow of 11.1 mgpd. *Figure 15* (*Appendix* F) displays the city's public sewer system.

Level of Service Criteria

The sewage disposal system and treatment plant serving the City of Camas are designed and regulated in accordance with the *Criteria*

For Sewage Works Design Manual prepared by the State of Washington Department of Ecology (DOE). The manual serves as a guide for the design of sewage collection and treatment systems. The 1994 Wastewater Facilities Plan, which is planned to be updated in 2004, acts as the General Sewer Plan for the City. This is supplemented with the June 1997 Wastewater Facility Plan that focuses on the Treatment Plant upgrades required to meet growth projections.

Current Deficiencies/Excess Capacity

Collection System—The City of Camas collection system pump stations have adequate capacity to serve existing flow rates. Pump station capacity expansion will be necessary as the area's tributary to each continue to develop. Pump station expansions are guided by the sewage facilities plan and guided by actual loads and flows entering the respective pump stations.

The existing sewer pipelines have capacity to convey current flows. Similar to the pump stations, some pipeline will reach capacity as growth within Camas continues. The proposed new pipelines are set forth in the Wastewater Facilities Plan, which is updated regularly.

Waste Water Treatment Plant—The WWTP underwent an extensive upgrade in 2000 expanding the capacity to meet the 2015 population projections based on the 1994 comprehensive plan. The 1997 Wastewater Facility Plan and current rates provide for upgrades to the solids handling portion of the plant. The plan calls to convert the plant from aerobic digestion to anaerobic digestion. The plan has also identified upgrades to the Columbia River outfall may be required in the future due to permitting requirements.

Infiltration/Inflow Analysis

An infiltration/inflow (I/I) analysis was conducted with the 1997 Facilities Plan to identify and prioritize the inflow of ground water into the sewer system. This is an important element to control and reduce as increased flow due to rainfall or high ground water robs capacity of the treatment plant and makes the influent more difficult to treat. The city, starting in 1998, has invested in removing the major sources of I&I identified in the study.

Financing

The City of Camas' sewer rates are reviewed approximately every five years, most recently in November of 2003. These studies review the sewer system, the system revenue requirements, projected expenses, and develop sewer rates using a cost of service analysis as the basic framework. Under this cost of service framework, users are charged their proportionate share of the costs of the utility, where the shares are based on the respective uses of the system. The rate structure of the city is predicated on the concept that each user or user class pays for the services received and neither subsidizes others nor receives a subsidy. This approach results in sewer rates that are adequate to meet the financial needs of the utility and are equitable for as many users as possible. Revenue requirements are calculated based upon historical trends, anticipated system growth, expected levels of inflation, and planned capital improvements. The reviews further factor in non-rate revenue (*e.g.*, system development charges and interest income).

Policies for Water and Sewer

Work in urban areas to: eliminate private water and sewer/septic systems; encourage connection to public water and sewer systems; and prohibit construction of new private wells and subsurface sewage disposal systems in new developments, and eliminate the introduction of ground water into the sewer system.

Within Urban Growth Areas, cities and towns should be the providers of urban services. Cities and towns should 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 or town limits, but are within Urban Growth Areas, the city or town and the county should jointly plan for

the development, with the county adopting development regulations which are consistent with the city or town standards.

Plans for providing public utility services shall be coordinated with plans for designation of urban growth areas, rural uses, and for the transition of undeveloped land to urban uses.

Public utility services shall be planned so that service provision maximizes efficiency and cost effectiveness and ensures concurrency.

The county, municipalities, and special districts shall agree, to the greatest extent possible, upon present and future service provision within the urban area.

Public sanitary sewer service will be permitted only within urban areas, and should be extended throughout urban areas, except to serve areas where imminent health hazards exist.

Adequate public water service should be extended throughout urban areas. (An adequate public water system is one that meets Washington requirements and provides minimum fire flow as required by the Fire Marshal.)

In areas where utilities presently extend beyond city or town limits, but are within Urban Growth Areas, the city or town and the county should jointly plan for the development, with the county adopting development regulations which are consistent with the city or town standards. For areas that are within Urban Growth or Urban Reserve Areas that will be annexed and are provided utilities, the utilities should meet the standards of the city that they will be annexed to.

Storm Water Drainage

Storm water from the city flows to the Columbia River. The city has six distinct drainage basins, Dwyer Creek Basin which includes the Fisher Basin Drainage Utility; Lacamas Lake drainage; Lacamas Creek drainage; Washougal River drainage; Columbia River drainage; and Fisher Swale drainage. Each of these main drainages has distinct and important sub basins that have critical collection points. The city maintains all storm collection within the right-of-way, and an assortment of detention and treatment facilities. A majority of the existing treatment and detention ponds are in the ownership of a Home Owners Association, (HOA). The HOA has the primary responsibility to maintain the facility. The city provides annual inspection and notification of deficiencies. In March 2003 the city applied to the Department of Ecology for a NPDES phase 2 permit. When DOE issues the permit the city will be required to meet minimum operation and maintenance standards. The city is investigating an overall storm water utility to provide a stable funding source to meet these requirements. *Figures* 16 *and* 17 (*Appendix* F) show the city storm drainage system and Fisher Basin drainage utility respectively.

Goals

Provide a stable funding source to meet NPDES phase 2 requirements.

Provide inspection on HOA facilities, and provide directions and standards for repair.

Meet water quality standards by providing Best Management Practices for development activities.

Establish base line flows on each drainage basin or sub-basin to provide for analysis of deficiencies.

Study development standards that would reduce the amount of impervious surface on new development.

Policies

Require new development or redevelopment to comply with the adopted Storm Water Manual and design criteria.

Use Best Management Practices for erosion and sediment control

Protect natural stream courses for water quality.

Utilities

One of the evaluation criteria used in defining the Urban Growth Area was that urban services would be available concurrent with all development. These services include all utilities that are privately and publicly provided. This section addresses the privately provided utilities.

The Growth Management Act requires all Comprehensive Plans to include an element describing existing and proposed utilities, including electrical lines, telecommunication lines and natural gas lines. For the City of Camas, these are provided by Clark Public Utilities, Northwest Natural and Verizon, all regulated by the Washington Utilities and Transportation Commission (WUTC).

Utility providers have typically worked with the City in their primary responsibility to serve their customers. However, with Growth Management and defined Urban Growth Areas and more intense urban development, it becomes increasingly important that these efforts be better coordinated. Although each utility has the responsibility to plan to provide this service it is becoming increasingly important to the quality of the environment that the siting of facilities, provision of logical corridors and their related community and visual relationships be improved. Likewise, programs encouraging the conservation of energy resources require increased coordination and cooperation.

Existing Conditions and Future Needs

This section summarizes general information pertaining to the existing utilities in the city. It does not inventory the capacity of the existing system since that information is unavailable.

Electrical

Clark Public Utilities indicates there is ample capacity to meet existing demand for both the incorporated city limits as well as the Urban Growth Area.

Natural Gas

Delivery of natural gas to Camas and its Urban Growth Area is provided by Northwest Natural. The delivery of natural gas is governed by the Federal Energy Regulatory Commission, the National Office of Pipeline Safety, the Washington Utilities and Transportation Commission (WUTC), and the City of Camas' regulations include safety and emergency provisions, level of service standards, and rate limitations.

Northwest Natural provides natural gas service to all of Clark County. The main pipeline alignment crosses the Columbia River at the Camas-Washougal Port area.

Telecommunications

Verizon provides local telephone service to the City of Camas and its Urban Growth Area. Many of the telecommunication facilities, including aerial and underground, are co-located with those of the electrical power provider. GTE currently has a fiber optic line located in this area.

Summary

The proposed location and capacity of future utilities is not specifically addressed in this section because the location, capacity and timing of utility improvements depend greatly on opportunities for expansion, specific locations and the rate of growth of Clark County and the city. In general, the siting and expansion of service will be coordinated with the development phases of the city.

In general, it is the goal of the city to ensure that energy and communication facilities and their services are available to support future development when they are needed. The city will work with each utility in the permit approval process to assure timely development. The siting, development, operation, and maintenance of these facilities should be done to minimize effects on adjacent

properties, the environment, and the visual quality of the community. The city will also encourage conservation of energy resources through adoption of appropriate energy codes and efficient land use patterns and transportation systems.

X. Capital Facilities Plan

X. Capital Facilities Plan

Overview

The Capital Facilities Plan element is a long-range plan that will forecast facility needs and requirements for each year for the succeeding six years, and then project additional needs for the next 14 years for a total of a twenty-year plan.

Within the first six years, the plan will forecast projected revenues and resources required to finance the capital improvement plans. In addition to facilities listed in the plan, it will include projections for major equipment requirements valued over $50,000. The two groups of the outer years (2010-2016 and 2017-2023) identify likely and potential funding sources.

Policies

Policy CFP-1 The Capital Facilities Plan should be updated biannually and will include a statement of projected costs and sources of revenue.

Policy CFP-2 Capital improvements include major projects of large size, fixed in nature, have a long life, and requiring the expenditure of significant funds over and above annual operating expenses. Capital improvements are specifically defined as items for purchase, construction or other acquisition for the betterment to of the community and which add physical value to the city.

Policy CFP-3 Generally, only those projects having a useful life of more than five years and requiring capital outlay in excess of $500,000 will use long-term bond proceeds as the funding source. Projects with a two to seven-year life or with a capital cost between $100,000 and $500,000 will be financed through a combination of current operating funds (either general fund or utility funds), dedicated reserves, or inter-fund borrowing, where possible. Any earnings from bond proceeds should be put toward the debt service fund reserved for the future repayment of debt directly for enhancement of the project.

Policy CFP-4 At the discretion of the City Council, the City may dedicate all or a portion of the first year of property taxes generated from newly incorporated areas to the Capital Fund.

Policy CFP-5 Dedicated funds and councilmanic bonds may be used to fund essential capital improvement projects such as police, fire and general municipal structures.

Policy CFP-6 Voted, general obligation debt will be used for discretionary projects such as recreation and library facilities.

Policy CFP-7 Priority should be provided to those projects that support the core businesses of the city.

Policy CFP-8 Assure consistency of overall land use and capital facilities plans by re-evaluating the Land Use plan if funding is inadequate to provide necessary public facilities and services to implement the plan.

Priority Considerations

The prioritization of capital facilities projects should incorporate the following concepts and considerations:

- If debt funded, the term of debt will not exceed the useful life of the project.
- Capital projects should be built in a manner, which enables them to be self-sustaining whenever possible and have quality materials and design that reasonably minimize long-term maintenance costs.
- To optimize investments, the city should explore alternative solutions to construction of capital improvements by the utilization of technology or partnerships.
- Where possible, the sequencing of facilities should respect the schedule and scope of specific adopted plans (*e.g.*, Parks and Open Space Comprehensive Plan, Sewer Facility Plan, Transportation Improvement Plan).
- Improvement planning should consider the number and degree to which citizens benefit from the improvement in relationship to the dollars invested.
- Facilities and equipment with predictable, secure, obligated funds should be considered above projects relying upon grant applications and other non-secured funding.

This section summarizes the City of Camas Capital Facilities Plan for the following categories:

- Street and storm water
- Water
- Sewer
- General governmental (*i.e.*, city departments)
- Police
- Fire and Emergency Service
- Library
- Parks and open space

A second section deals with the Camas School District. Information has been derived from various studies and plans prepared to address the specific items covered by the overall capital facilities plan. More information on the specific studies and plans is listed in the Structure and Definitions section of this element.

Structure and Definitions

For the purpose of this chapter a capital improvements shall be defined as follows:

> *Capital improvements include major projects that exhibit certain characteristics—large in size, fixed in nature, having a long life—and require the expenditure of significant funds over and above annual operating expenses. Capital improvements are specifically defined as items for planning, purchase, construction or other acquisition for the betterment of the community and which add physical value to the city. In addition to facilities listed in the plan, it will include projections for major equipment requirements valued over $50,000.*

The projects identified for inclusion in the CFP will be categorized into one of the seven following areas:

Street/Storm Water—This category would cover the construction of the city's streets. A key element for this section is the city's 6-year Street Plan. The information contained in the 6-year Street Plan correlates directly with the projects listed in the CFP. The 6-year Street Plan is mandated by Washington State law and is updated annually. In addition to the 6-year Street Plan, the city has also performed an area-wide modeling of the transportation facilities. This model was based on projected land use and population projections for 20 years and was designed to determine future needs. Storm drainage projects will also be addressed under the

Street section, because the two are interconnected. Fisher Basin Storm Drainage Area is a special subsection under Street/Storm Water that deals primarily with the Fisher Basin storm drainage study. Implementing the recommendations outlined in the study will be funded by contributions made to the Fisher Basin storm drainage utility account.

Water—This section will detail the capital improvements required to upgrade and maintain the city's water system. The condition of the existing system and proposed improvements are listed in the February 1984 Water System Study Update for the City of Camas.

Sewer—This section will detail the capital improvements required to upgrade and maintain the City's sewer system. The condition of the existing system and proposed improvements are listed in the Wastewater Facilities Plan.

General Governmental—This section will deal primarily with facilities required to house the various departments of the city. Any new building construction, remodels, expansions, etc. would fall into this category.

Police—This section covers the facility and other needs for the provision of law enforcement services.

Fire and Emergency Service—This section includes facility and large equipment needs required for the provision of Fire intervention and suppression and Emergency response and service delivery.

Parks and Open Space—This section will provide for the acquisition and development of park and open space land as outlined by the city's Comprehensive Park Plan as adopted in March 1987 and subsequent updates in 1991 and this plan. The city has made substantial capital outlays to this point to secure park and open space land, so the inclusion of Parks and Open Space in the CFP will only solidify the city's commitment to park and open space development. A new element related to trails and bikeways is included in this document and will be updated as required.

Schools—The section was prepared by the Camas School District. It was developed in conjunction with the policies of the County Community Framework Plan, including the Urban Reserve policies and Rural area policies, where applicable, and the City of Camas land use policies, population allocations and projected densities.

Financing of Capital Facilities

Financing a capital facilities plan is a complex issue. Anticipating the availability of financial resources to fund projects in the future cannot be accomplished with any degree of certainty. Nonetheless, an analysis of what resources appear to be available for such long term purposes is needed since most of the projects listed would be considered long term and will have a significant impact on future resources. This section will provide the "best guess" as to how the long-range capital needs of the City of Camas might be financed. Its purpose is to provide information for more detailed budgetary decisions and not to prescribe a specific course of action.

It is anticipated the city will utilize a number of methods to finance the projects listed in the CFP. Below is a sampling of some of these revenue sources.

General Fund—The funds obtained from this source would be taken from the general fund account, which is derived from the general tax base of the city. Over-committing this fund may cause shortages for other needed facilities or raise taxes for the citizens of the community.

Grant Funds—There is a number of grant and loan programs available on a federal and state level. These programs can fluctuate substantially from year to year and should be viewed as an added bonus if secured, but not as the sole funding source.

Developer Funds—The use of developer funds in either the form of cash contributions or constructed improvements is a major portion of the CFP. The City of Camas has developed and adopted impact fees for open space, parks, schools and transporta-

tion. The impact fees have been developed to ensure the developer is only being assessed for their fair share of the growth. The city will also continue to use the Local Improvement District (LID), Utility Improvement District (UID) and State Environmental Policy Act (SEPA) process when applicable and appropriate.

Fisher Basin Utility Fund—This is a special fund, which has been established to funds for the completion of the improvements specified in the Fisher Basin Storm Drainage Study. This fee is collected on a per acre basis for the particular type of development being proposed.

Water and Sewer Funds—These revenue accounts will be used to fund those projects falling under the water and sewer designations.

Revenue Bonds—When deemed necessary, the city will bond for the funds required to construct or purchase certain large ticket items. It is anticipated the use of bonds will be kept to the required minimum.

Other—Under many circumstances a project may be financed with a combination of the previous funding methods. The type of funding utilized will be described more fully on the project description list and also during the annual budgetary process.

The funding source(s) assigned to projects is fairly simple. However, there were several projects that could easily use several of the funding sources. Therefore, the funding source assigned to those projects should be considered tentative and reevaluated as they approach their funding year.

It is the goal of the city to put together a viable, yet realistic CFP, which when administered will provide the necessary facilities and services to the citizens of the community.

Capital Facilities Plan — Project List (2004-2023)

The Capital Facilities Plan Project List is a complete listing of all projects that have been identified in various planning documents. The implementation dates listed for the projects are tentative and should be viewed as such, but said dates are invaluable as a long term planning tool.

School District Capital Facilities Plan and Impact Fees

The Camas and Washougal School Districts outline current instructional and non-instructional facilities as well as projected needs, financing, and impact fees. The districts' CFP's and accompanying impact fee calculations are attached at the end of the city's CFP.

XI. Economic Development

XI. Economic Development

Introduction

Economic development for the City of Camas is the creation and sustainability of a diverse array of employment opportunities, ensuring the tax base currently enjoyed by the city is sustained and strengthened. The economic health and well being of the City of Camas is thus tied to a commitment to promote a wide range of employment opportunities for the citizens of the community as well as to provide a setting and quality of life that attracts businesses and residents.

The development of this comprehensive plan element can be linked to the adoption of the Washington State Growth Management Act adopted in July of 1990. Although not specifically required by the Growth Management Act, the City of Camas feels it is vitally important that an Economic Development Element be included in its Comprehensive Plan.

The following information comprises the Economic Development Element for the City of Camas. It reviews:

- Historical and existing economy
- Goals and policies for a future economic development vision

Background & Existing Conditions

For most of Camas' history, its economic health has been tied directly to the wood and pulp industry. The paper mill has been the mainstay of the city's economy. In an effort to widen the economic base and strengthen the community, the City Council in 1985 aggressively pursued the annexation of land on the western boundary of Camas to permit a high technology industrial park. This area was not meant to replace the mill as the mainstay of the local economy, but to diversify the city's tax base, thus buffering it from the economic downswings in the wood and pulp industry.

Goals, Policies and Strategies

The Washington Growth Management Act identified the following statewide goal for 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, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.*

The Clark County Community Framework Plan, adopted in May 1993, contains policies for economic development. This Camas element builds on the County's policies, provides more specific direction for implementation of the goals, and coordinates with other elements of the comprehensive plan.

Downtown

Adjacent to the paper mill is Camas' downtown. Many of the long-term businesses in the city are located in the downtown area and are also dependent upon the paper mill. Though these businesses are not the foundation of the economy in terms of dollars, they provide essential services and goods to mill workers and citizens, and are the physical center to the community. Reinforcing the downtown as the city's "heart", are governmental services located in downtown: city hall, fire, and library.

Downtown made significant modifications a number of years ago by means of a beautification project. It made the downtown more attractive physically and functionally, and had helped maintain downtown's central role in the community.

Commercial Areas

The development of commercial properties along the SE 164th corridor to the west of Camas will serve much of the newer residential development in east Vancouver. The City of Camas will provide appropriate new commercial/mixed-use centers to serve the areas west and north of downtown. Existing centers will be reinforced to retain their economic viability.

GOAL

GOAL EC-1: Provide commercial sites adequate to meet a diversity of needs for retail, service, and institutional development within the city.

POLICIES

POLICY EC-1: Ensure a minimum ten year supply of commercial land.

POLICY EC-2: Commercial properties may be converted to multi-family or other residential uses if doing so would serve job creation and housing objectives.

POLICY EC-3: Maintain and encourage retail areas designed to serve neighborhoods.

POLICY EC-4: Maintain existing commercial businesses and promote new commercial businesses that retain commercial sales within the City of Camas while sustaining commercial development nodes throughout the city.

STRATEGIES

Strategy EC-1: Recruit office, retail, and institutional employers including regional and corporate office headquarters which serve local and non-local customers and pay above average wages.

Strategy EC-2: Encourage commercial lodging, special use facilities, dining and retail facilities to capture and support tourism related traffic.

Strategy EC-3: Maintain design standards to ensure that commercial centers are developed with minimal impact on surrounding land uses and are consistent with related community appearance and design guidelines.

Strategy EC-4: Encourage appropriate re-use and redevelopment of older and/or deteriorating commercial areas.

Strategy EC-5: Provide flexibility to accommodate unforeseen and rapidly changing commercial development trends.

Strategy EC-6: Encourage retail developments to be located near arterial or greater roads, with access managed to address objectives such as convenient property access, roadway traffic and safety. Locate large community and regional developments (approx. 10-20 acres or greater) near limited access highways or arterials and within planned mixed use centers.

Strategy EC-7: Encourage appropriate neighborhood commercial to support residential neighborhoods.

Strategy EC-8: Encourage rehabilitation or development of upper story residential development in downtown Camas.

Industrial Park

Though the Georgia Pacific paper mill is the largest employer within Camas, Hewlett/Packard, just to the west, is a large employer in the county and indicates a new arena of business. Hewlett/ Packard does not directly contribute to the economy of Camas, but its location near the city's industrial park provides indirect benefit. The Cascade Business Park in Camas has a number of industries operating or in design and construction.

These companies have chosen Camas for:

- quality of life
- housing
- proximity to air, water, rail, highway
- availability of water, sewer and power
- proximity to similar industries
- responsive permit review times
- quality schools

This is indicative of the close relationship between economic strategy and the character of the community to attract and keep businesses in the City.

GOALS

Goal EC-2: Assure an adequate supply of prime industrial sites to meet market demands for industrial development.

Goal EC-3: Promote the creation of family wage jobs whenever possible.

Goal EC-4: Protect prime, secondary and tertiary industrial lands from conversion to other uses that are not consistent with the city's job creation and housing objectives.

Goal EC-5: Support the development of job and business opportunities compatible with other city goals, such as the maintenance of a strong tax base to effectively provide local services, and maintain and improve a strong educational system.

Goal EC-6: Maintain the current job base and strive for a jobs-residents balance.

POLICIES

Policy EC-5: Assure a job base consistent with the current ratio of one job to 1.9 residents.

Policy EC-6: Maintain a minimum ten year supply of prime or potentially prime industrial land.

Policy EC-7: Prime industrial land will not be converted to designations that create non-family wage jobs, such as commercial retail or residential. "Family wage jobs" are defined consistent with Clark County standards.

Policy EC-8: Secondary and tertiary industrial land will be converted if necessary to fulfill the city's mixed-use or multi-family objectives.

Policy EC-9: Secondary and tertiary industrial land may be considered for conversion if there are environmental constraints which make industrial development unlikely to occur.

Policy EC-10: Conversion of secondary and tertiary industrial land to mixed-use or multi-family will ideally be done if located near existing or planned transportation corridors.

Policy EC-11: Mixed-use developments on secondary and tertiary industrial lands must contain a minimum of 50 percent industrial/commercial development in order to be converted. Under documented site constraints, the amount of industrial/commercial development may be reduced to 25% when conversion is considered.

STRATEGIES

Strategy EC-9: Locate present and future industrial land so that it is accessible to roadways of an arterial classification or higher. Require that utilities are present or can be realistically extended.

Strategy EC-10: Establish incentives for the long-term holding of prime industrial land.

Strategy EC-11: Require appropriate setbacks, buffering, and lighting in order to protect industrial sites from encroachment or location of adjacent incompatible uses.

Strategy EC-12: Encourage, where possible, non-industrial uses on abutting parcels, when the non-industrial use would benefit from locating near the industry or vice versa.

Future Vision and Economic Development

The City of Camas' overall economic future depends on how well this area supplements the paper mill in response to the overall needs of the community. The primary uses permitted in this area are campus-style light industry/high technology developments. Part of the area will be used for a major mixed-use center with a retail center, motel, offices, and research institute, as well as high density residential.

The following issues and events have and will set the direction for the growth and economy of the City of Camas.

- The city has invested heavily in infrastructure to support the industrial and commercial ventures discussed above, and will continue to do so. (*See* the Capital Facilities Element.)
- The city is committed to balancing the jobs/residents ratio so that Camas is not a bedroom community.
- Conversely, much of the growth Camas is experiencing can be attributed to people leaving Vancouver and Portland. An indirect factor influencing Camas' growth is the current tax structure in Oregon.
- The City of Camas is in a strong position to continue its economic growth. The city should continue to enjoy its high tax base, while spreading the responsibility for that base from the paper mill. This will ensure a balanced local economy that is important in providing the quality of life associated with the City of Camas.

GOALS

Goal EC-7: Ensure that the economic and population growth balance is sustained, and that the type of economic development that occurs contributes to maintaining and improving the quality of life in the City of Camas.

Goal EC-8: Assure a wide range of land uses, services, and choices are available for Camas residents and businesses.

Goal EC-9: Keep and attract businesses that sustain a strong economy and are supportive of the community.

Goal EC-10: Maintain and improve a multi-modal transportation system that facilitates economic development, provides mobility for people and goods, and reduces air pollution.

Goal EC-11: Provide opportunities and incentives for a continuum of educational opportunities responsive to the changing needs of the work place.

Goal EC-12: Improve the air quality of the area. Preserve airshed capacity to accommodate job generating activities.

Goal EC-13: Build infrastructure in advance of its demand by industrial and commercial development.

Goal EC-14: Implement permitting processes and fee schedules that maintain a competitive advantage for high wage business and industry to locate in Camas.

Goal EC-15: Ensure the regulatory environment is balanced so that it nurtures economic activity, maintains jobs, encourages new employment, and maintains and promotes a high quality of life in Camas.

POLICIES

Policy EC-12: Promote a diverse economic base through growth that improves the lifestyle of Camas' residents.

Policy EC-13: Assure a job base consistent with the current ratio of one job to every 1.9 residents.

Policy EC-14: Actively encourage business investments that generate net fiscal benefits to the community, are environmentally conscious, and are consistent with the overriding goal of higher wage jobs for Camas residents.

Policy EC-15: The Transportation Plan of the City of Camas and adjoining jurisdictions will be coordinated to address countywide economic development goals, policies and strategies.

Policy EC-16: Camas, in association with the business community, will promote discussion between businesses and institutions to ensure that workers are trained for the jobs of today and tomorrow.

Policy EC-17: Identify and pursue strategies aimed at reducing pollution from mobile sources and thereby preserving the remaining usable airshed for potential industrial and commercial users.

Policy EC-18: Ensure the capital facilities element addresses the infrastructure required to facilitate the locating of industrial and commercial employers in Camas.

Policy EC-19: Pursue strategies that are aimed at streamlining the permitting process, establishing predictable project approval mechanisms, and establishing fees for development commensurate with benefits received.

STRATEGIES

Strategy EC-13: Sustain commitment to existing enterprises that have created the economic base of the city, support their continued growth, thereby encouraging investment and job growth.

Strategy EC-14: Provide economic opportunity for all residents including unemployed and special needs populations.

Strategy EC-15: Support retention, expansion and recruitment activities for businesses of all types and sizes with a commitment to the environment and the community.

Strategy EC-16: Provide priority assistance to employers who pay an above average wage and will improve the community's standard of living.

Strategy EC-17: Encourage the recruitment of new business employers to absorb the local labor force, and to provide long term employment to a greater proportion of local residents who are currently employed outside the area.

Strategy EC-18: Participate in local and regional organizations that focus on recruiting new business to the area.

Strategy EC-19: Coordinate with local and regional agencies to implement countywide economic development policies.

Strategy EC-20: Facilitate industrial and commercial investments that generate tax revenues in excess of infrastructure and ongoing service costs.

Strategy EC-21: Adopt benchmarks that are common with adjoining jurisdictions to measure the community's overall economic viability.

Strategy EC-22: Promote productivity and quality among business, thereby meeting world and market standards for their products and services.

Strategy EC-23: Encourage alternatives to single occupancy vehicle travel including improved transit service to higher density residential and employment centers as feasible and appropriate.

Strategy EC-24: Assure maintenance and improvement of a competitive multimodal and intermodal freight transportation network between Camas and the surrounding area. This should include convenient, cost-effective access to highway, rail, marine and air freight services.

Strategy EC-25: Encourage new businesses that can employ residents to locate in Camas, thereby reducing travel times and the need for additional road construction.

Strategy EC-26: Encourage businesses to design projects in such a way as to support non-single occupancy vehicle access (transit, high occupancy vehicles, bicyclists, pedestrians).

Strategy EC-27: Give priority to high density residential, industrial, commercial, and mixed use developments located on current or planned transit corridors.

Strategy EC-28: Encourage transit-oriented site planning and design.

Strategy EC-29: Encourage continuing education, skills upgrading, mentoring, and lifelong learning programs suitable for large and small employers.

Strategy EC-30: Encourage employers to provide information, employee mentoring, and other resources to schools with the goal of improving the quality of education and students' awareness of future opportunities.

Strategy EC-31: Continue to participate in Commute Trip Reduction (CTR) and Transportation Demand Management (TDM) programs to reduce the number of Single Occupant Vehicles (SOV).

Strategy EC-32: Encourage the use of transit and participate with C-TRAN to ensure service is available when warranted.

Strategy EC-33: Plan for long-term economic growth that enhances the capacity of the existing air shed for job-generating activities.

Strategy EC-34: Prioritize infrastructure development to areas that are suitable for industrial and commercial development and that can be served on a cost effective basis.

Strategy EC-35: Consider incentives to encourage improved utilization of existing facilities.

Strategy EC-36: Regularly update the Capital Facilities Plan to ensure it addresses the current and future goals of the city. Maintain awareness of and sensitivity to changes in the business community to guarantee the city does not lose its favorable jobs to population ratio.

Strategy EC-37: Implement level of service (LOS) and concurrency management systems that are realistic and make it possible to achieve the economic goals and policies adopted by the city.

Strategy EC-38: Provide precise and timely information to potential businesses.

Strategy EC-39: Foster and encourage a positive relationship with existing and new businesses by using clear and open communication.

Strategy EC-40: Streamline land use approval and permitting processes to assure predictability, flexibility, and responsiveness.

Strategy EC-41: Ensure that economic and fiscal benefits will outweigh costs of impact fees for industrial, commercial, and residential development.

Appendix A: Implementation

Appendix A: Implementation

The Comprehensive Plan, in and of itself, is only a guide. Several tools are necessary for implementation in order to see that development actually occurs as envisioned by the plan. These tools are zoning, interagency agreements, and utility and other public service plans with their attendant Capital Facility Plans.

Zoning

The Comprehensive Plan serves as a guide for zoning in the city. Zoning follows the plan, and as such, must be consistent with it. Zoning consistency with the plan means a zone with the same overall use as the plan. For instance, a commercial zone is not consistent with an industrial plan designation. In general, then, industrial zones are consistent with industrial plan designations, residential zones with residential plan designations, and commercial zones with commercial plan designations. In addition, the residential zone generally should not allow a higher density than the Comprehensive Plan indicates. (The exception to this being Planned Developments and Mixed Use projects.) Zones with less density than the Comprehensive Plan also may be allowed if the zone is intended as a holding zone until public utilities, improvements, or services are available. If a zone is requested which is inconsistent with the Comprehensive Plan, an amendment to the plan must be considered first. If the plan amendment is approved, then a zone change may be considered.

Interagency and Interlocal Agreements

Another means of implementing the plan is by coordinating planning and services with other agencies. In this regard, Camas and Clark County will need to coordinate closely to facilitate development. Clark County has jurisdiction over development rights within those portions of the Urban Growth Area not now within Camas' city limits. Given the city's policy that it does not wish to extend water and sewer, except as part of municipal services provided to its residents. Eventual annexation of the UGA will need to occur for development to result. An agreement between the City of Camas and Clark County could help resolve many problems. For instance, an agreement that Camas would be notified of any proposed County Comprehensive Plan changes, zone changes, conditional use permits, or building permit applications, could help with jurisdictional transitioning.

Another agreement could help ensure development in the UGA is consistent with City of Camas standards. This would again ensure that annexation could occur in an orderly manner. The agreements also could address other appropriate issues which the City of Camas, Clark County, and other agencies may face

Capital Facility Plans

The provision of services-water, sewer, roads, etc.- is vital to the implementation of the Camas Comprehensive Plan. The City of Camas will need to revise and update its service plans and develop financing mechanisms to make the development and construction of these important improvements in a timely manner. The Capital Facility Plan (CFP) should identify any needed improvements to the existing system, as well as improvements needed to serve new developments.

The CFP should also phase and coordinate the various services so that all services are available on a timetable that is well known.

Appendix B: Glossary

Appendix B: Glossary

Family Wage Job

- The family wage job wage is determined by calculating the County's average annual covered wages, plus twenty-five percent. The annual covered wage data is calculated by and shall be obtained from the Washington State Employment Securities Department. The current average family wage job salary per year is $41,397.50.

Institutional Development

- A nonprofit or for-profit use, such as a library, public, or private school, hospital, or government-owned or government-operated structure or land used for public purpose.

Prime Industrial

- Within 500 feet of existing sewer
- Less than 10% critical
- At least a 10 acre parcel size

Secondary Industrial

- Between 10% and 50% critical lands
- At least a 5 acre parcel size

Tertiary Industrial

- Up to 100% critical lands

Appendix C: Comprehensive Plan Update Staff Report

Comprehensive Plan Update
Proposal to Serve Growth through 2023

Presentation to

City Council

May 27, 2003

Overview of Presentation

- Purpose of hearing
- Current conditions
- Planning goals
- Process for updating comprehensive plan
- Key elements of current zoning proposal
- Principles, policies and guidelines for zone changes
- Property owner rezone requests
- Existing and new implementation tools: design review, mixed-use ordinance, revisions to Planned Residential Development ordinance, and other zoning code revisions

Purpose of Hearing

Staff is requesting that City Council review and provide direction on three proposed items tonight:

- Policies of the revised comprehensive plan
- Rezoning necessary for compliance with state law and county growth management policies
- Property owner rezone requests

Current Conditions

- 1994 Comprehensive Plan had an emphasis on Light Industrial/Country Technology with limited zoning for commercial development.
- According to the Clark County Plan Monitoring Report, residential development averages 3.8 dwelling units per acre with a 90% single-family and 10% multi-family split.
- Based on data provided in the Plan Monitoring Report, 2000 Census data, and existing City policy of one job per every 1.9 persons eligible to work, Camas has an industrial job surplus of 1,179 and a commercial jobs deficit of 669.
- Mixed-use was contemplated in the vicinity of the NW 38th Avenue and Parker Street, but was never implemented.

Planning Goals

- Countywide population growth rate has been set at 1.5% annual growth through 2023.
- Camas' share of new growth is 6,493 residents by 2023.
- New residential development must average six dwelling units per acre throughout the existing Camas Urban Growth Area.

- No more than 75% of new housing stock can be single-family residential and a minimum of 25% new housing stock must be multi-family development.

Process for Updating Comprehensive Plan

1. Over the past three years, the Technical Advisory Committee (TAC) and Citizen's Advisory Committee (CAC) reviewed and commented on the goals and policies of the Housing, Land Use, Economic Development, Transportation, and Environmental Comprehensive Plan Elements, and the Mixed-Use Ordinance.
2. Identified the vacant and underutilized land available for development.
3. Determined how many people (and housing units per acre) could be located on this land if developed under current zoning.
4. Compared this data to the countywide planning goals (six units/acre, 25% of new housing to be multi-family, and 20-year population of additional 6,500).
5. The results revealed that the City needs to do two things in order to serve future population growth and be compliant with county-wide planning goals:
   - Find ways to increase the amount of housing per acre.
   - Increase the amount of new multi-family housing.
6. Several scenarios for serving future growth were developed and presented for TAC, CAC, and public input in April and May 2002
7. People who came to the meetings used maps to identify potential locations for new multi-family housing and mixed-use development; and commented on alternatives for ensuring that new housing is compatible with existing neighborhoods
8. This input was used to develop a map of lands proposed for rezoning, which was analyzed by the project team and underwent extensive public review through summer and fall of 2002 and by City Council in January 2003.
9. Input on the rezoning map was solicited at CAC meetings, a public open house, meetings with owners and neighbors of areas proposed for rezoning, a citywide ward meeting, and small group meetings with industry and citizens. Public notice of participation opportunities included a project update newsletter distributed citywide, letters of invitation to a project mailing list, and newspaper articles generated as a result of news releases. Areas proposed for multi-family development were revised as a result of this input.
10. The resulting rezoning map was reviewed for final public refinements by the CAC and the public in February.
11. Additional CAC and public open house meetings were held at the beginning of April to review rezone proposals submitted by property owners.
12. Final TAC refinements were made to the zoning map—the version you see before you tonight.

Key Elements of Current Zoning Proposal

The proposal before you tonight is the result of nearly three years' work by dedicated committees of citizens, technical advisors, and an engaged public. It carefully considers the community's values and meets the state and county growth management objectives. The proposal:

- Encourages redevelopment and new development of mixed-use (commercial/multi-family) in downtown and its entry corridors (3rd and 6th Avenues).
- Locates new multi-family in areas where adequate infrastructure (water, sewer, streets, schools, and parks) exists or is planned.
- Provides for a gradual transition from one housing density to the next.
- Ensures new development is compatible with existing neighborhoods.
- Provides modest opportunities for commercial/retail services on the west side of Camas.
- Rezones secondary and tertiary environmentally constrained light industrial lands.

Industrial and Commercial Current Conditions

20-Year Employment Forecast Assumptions:

- City population will grow by 7,000 residents over the next 20 years
- One new job will be created for every 1.9 new residents
- 75% of new jobs will be in the industrial sector
- 25% of new jobs will be in the commercial sector

3,684 new industrial and commercial jobs are needed (7,000 residents ÷ 1.9 = 3,684)

2,763 new industrial jobs (3,684 x .75 = 2,763)

921 new commercial jobs (3,684 x .25 = 921)

Industrial Land Yield Assumptions:

- 267 acres of vacant prime/secondary industrial land at 9 jobs/acre = 2,403 new jobs under existing zoning.
- 342 acres of tertiary and tertiary with critical lands at 4.5 jobs/acre = 1,539 new jobs under existing zoning.

3,942 new industrial jobs could be created on the current available industrial land.

Result: A projected *excess of the industrial jobs requirement by 1,179 jobs.*

Commercial Land Yield Assumptions:

- 21 acres of vacant commercial land at 12 jobs/acre = 252 new jobs under current zoning.

Result: A projected shortfall of 669 jobs or 56 commercial acres.

Industrial and Commercial Employment Projections Under Proposed Zoning

Industrial Land Yield Assumptions:

- 267 acres of vacant prime/secondary industrial land at 9 jobs/acre = 2,403 new jobs under existing zoning.
- 342 acres of tertiary and tertiary with critical lands at 4.5 jobs/acre = 1,539 new jobs under existing zoning.
- Deduct 56 gross acres of secondary industrial land (Area B = 9.5 acres, Camas Meadows Corporate Center Phase 2 lots = 7.5 acres, and a portion of Area E = 39 gross acres) = *reduction of 504 possible new secondary industrial jobs.*
- Deduct 74 gross acres of tertiary industrial land (Area E*)* = *reduction of 333 possible new tertiary industrial jobs.*
- 3,105 new prime, secondary and tertiary industrial jobs under proposed zoning.

Result: A projected excess of the industrial jobs requirement by 342 jobs (total current job potential available 3,942 minus 837 jobs = 3,105 jobs minus total required jobs of 2,763 = 342 surplus jobs).

Commercial Land Yield Assumptions:

- 21 acres of vacant commercial land at 12 jobs/acre = 252 new jobs under current zoning.
- Add 25 acres of commercial land (Area B = 9.5 acres, Camas Meadows Corporate Center Phase 2 lots = 7.5 acres, and a portion of Area E = 8 acres) = addition of 300 new commercial jobs.
- Deduct 7.9 acres of commercial land (Areas 1 and 2) = reduction of 94 possible new commercial jobs.

The total resulting commercial acreage will be 38.1 or an increase of 17.1 acres, for total of 457 jobs created under the proposed zoning.

Result: A projected deficit of 464 commercial jobs or 38.6 acres.

Residential and Mixed-Use with Residential Rezoning

Key Elements	Net Acres	Population Served
#1: Committed lands *Housing Unit Yield:* Not applicable for residential density calculations. *Assumptions:* ▪ 80% of development will occur as approved	NA	1,547
#2: Portion of critical lands developed *Housing Unit Yield:* 357 SF dwelling units (DU), 21 MF DU. *Assumptions:* ▪ 10% of net acreage to develop with approximate two zone increase ▪ Two properties have greater than 10% development potential	122.44	908
#3: Downtown development *Housing Unit Yield:* 289 MF DU. *Assumptions:* ▪ Downtown NW 6th Avenue corridor (Area 1, 16 DU/acre) and NE 3rd Avenue corridor (Area 2, 24 DU/acre)	15.40	549
#4: Vacant and underutilized land* *Housing Unit Yield:* 988 SF DU, 109 MF DU. *Assumptions:* ▪ Approximate two zone residential increase ▪ 10% MF development	205.40	2,608
#5: Focused mixed-use and multi-family sites *Housing Unit Yield*: 690 MF DU, 32 SF DU. *Assumptions:* ▪ Camas Meadows Corp. Center. Phase 2: 7.5 acres at 10-20 MF DU/acre. *Housing Unit Yield*: 75-150 MF DU/acres ▪ Camas Meadows Corp. Center. Phase 3: 10 acres at 10-24 MF DU/acre *Housing Unit Yield*: 100-240 MF DU/acres ▪ Area A: 6 acres at 10-24 DU/acre *Housing Unit Yield*: 60-144 MF DU/acres ▪ Area E: 13 acres at 10-12 MF DU/acre, 7 acres at 5.8 SF DU/acre *Housing Unit Yield*: 130-156 MF DU and est. 32 7,500 sq. ft. SF DU **If multi-family housing is located on 43.5 net acres, 690 MF DU are required to achieve planning goal of 6.0 DU/acre.**	43.50	1,388
TOTAL	**386.74**	**7,000**

Results: 2,486 DU / 386.74 acres = 6.4 DU/acre and 56% SF DU and 44% MF DU split.

Above single-family residential densities assume ordinance changes as follows:

- R-5 5,000 sq. ft. lot size, 8.7 DU/acre
- R-6 6,000 sq. ft. lot size, 7.2 DU/acre
- R-7.5 7,500 sq. ft. lot size, 5.8 DU/acre
- R-10 10,000 sq. ft. lot size, 4.3 DU/acre
- R-12 12,000 sq. ft. lot size, 3.6 DU/acre

* Under current zoning designations for all of the vacant and underutilized land, about 206 acres results in approximately 3.0 DU/acre with about 1,748 residents.

Principles, Policies and Guidelines for Zone Changes

A few general principles provided a framework for developing a proposed land use plan for this Comprehensive Plan update. These principles include:

- The forecasted growth will be accommodated by being dispersed throughout the city;
- At a minimum, the land that is vacant and underutilized (with and without critical areas) will be considered for rezoning;
- Rezoning of single-family residential districts with (generally) an overall two-step increase will be considered, with the largest lot district being R-12;
- Multi-family and mixed-use development should be dispersed throughout the community and should be located in areas suitable for such development;
- Changing prime industrial land (currently zoned LI/BP) to other land uses will not be considered, and
- Any proposal to rezone secondary or tertiary industrial land will be reviewed with special considerations to fulfill the City's GMA objectives relative to countywide planning policies for residential and mixed-use development.

The following table highlights the key proposed Comprehensive Plan policies and guidelines which were crafted by the project team, TAC, and CAC. These policies and guidelines were used by the TAC, CAC, and the public in considering proposed zone changes. The proposed Comprehensive Plan and zoning map before you tonight are consistent with these proposed policies.

Residential to Higher Density Residential	Industrial to Multi-Family Residential	Industrial to Mixed-Use
Policies	**Policies**	**Policies**
HO-1: Assure that site and building design guidelines create an effective transition between different land uses and densities. **HO-4**: Encourage new residential development to achieve a substantial portion of the maximum density allowed on the net buildable acreage. **HO-5**: Provide opportunity and incentives through the Planned Residential Development (PRD) process for a variety of housing types and site planning techniques that can achieve the maximum housing potential of the site. **HO-9**: Support and encourage a wide variety of housing types throughout the City, including Planned Developments, to provide choice, diversity, home ownership and affordability. **HO-10**: Support and encourage all new housing developments of significant size to include a balance of housing opportunities within their plans. **HO-11**: Support and encourage the preservation and enhancement of existing housing stock. **LU-2**: Support a diverse community in an open and natural setting comprising stable neighborhoods with a variety of housing types and densities; a vibrant, robust downtown, which serves as a focal point for the community; the Business Parks; and other employment and commercial centers. **LU-3**: Ensure enough properly-zoned land to provide for Camas' share of the regionally-adopted forecasts for residential, commercial, industrial, and institutional uses for the next 20 years. **LU-8**: Provide the opportunity for a broad range of housing choices to meet the changing needs of the community.	**EC** The City will implement policies and strategies to maintain a minimum 10-year supply of prime or potentially prime industrial land. **HO-1**: Assure that site and building design guidelines create an effective transition between different land uses and densities. **HO-9**: Support and encourage a wide variety of housing types throughout the City, including Planned Developments, to provide choice, diversity, home ownership and affordability. **HO-11**: Support and encourage the preservation and enhancement of existing housing stock. **LU-2**: Support a diverse community in an open and natural setting comprising stable neighborhoods with a variety of housing types and densities; a vibrant, robust downtown, which serves as a focal point for the community; the Business Parks; and other employment and commercial centers. **LU-3**: Ensure enough properly zoned land to provide for Camas' share of the regionally adopted forecasts for residential, commercial, industrial, and institutional uses for the next 20 years. **LU-4**: Maintain compatible use and design with the surrounding built and natural environment when considering new development or redevelopment. **LU-8**: Provide the opportunity for a broad range of housing choices to meet the changing needs of the community. **LU-11**: Ensure compatibility with adjacent neighborhoods by using development, design review, and landscaping regulations.	**EC** The City will implement policies and strategies to maintain a minimum 10-year supply of prime or potential prime industrial land. **HO-1**: Assure that site and building design guidelines create an effective transition between different land uses and densities. **HO-4**: Encourage new residential development to achieve a substantial portion of the maximum density allowed on the net buildable acreage. **HO-5**: Provide opportunity and incentives through the Planned Residential Development (PRD) process for a variety of housing types and site planning techniques that can achieve the maximum housing potential of the site. **HO-6**: Encourage mixed-use housing opportunities in residential / commercial settings throughout the City. **HO-9**: Support and encourage a wide variety of housing types throughout the City, including Planned Developments, to provide choice, diversity, home ownership and affordability. **HO-10**: Support and encourage all new housing developments of significant size to include a balance of housing opportunities within their plans. **HO-11**: Support and encourage the preservation and enhancement of existing housing stock. **LU-2**: Support a diverse community in an open and natural setting comprising stable neighborhoods with a variety of housing types and densities; a vibrant, robust downtown, which serves as a focal point for the community; the Business Parks; and other employment and commercial centers. **LU-3**: Ensure enough properly zoned land to provide for Camas' share of the regionally-adopted forecasts for residential, commercial, industrial, and institutional uses for the next 20 years.

LU-11: Ensure compatibility with adjacent neighborhoods by using development, design review, and landscaping regulations.		**LU-4**: Maintain compatible use and design with the surrounding built and natural environment when considering new development or redevelopment. **LU-8**: Provide the opportunity for a broad range of housing choices to meet the changing needs of the community. **LU-10**: Support limited, appropriate and associated retail uses within the Business Parks.
Residential Rezone Guidelines • Vacant and underutilized residential land. • Generally, no more than a two-zone residential increase to adjacent existing development (from single-family residential to single-family residential areas). • Sufficient transportation, water, and sewer capacity or ability to provide service as determined by the 20-year Capital Facilities Plan. • Rezoning of land needs to be consistent with wetland and habitat protection criteria. • Property owner interest in rezoning. **Additional Guidelines for Multi-Family Housing** • Located near schools. • Located near parks.	**Industrial to Multi-Family Rezone Guidelines** • Vacant secondary, tertiary, and industrial built (with limited improvements) land is a last resort to fulfill GMA residential population projections and density objectives. • Sufficient transportation, water, and sewer capacity or ability to provide service as determined by the 20-year Capital Facilities Plan. • Consistent with critical area protection criteria. • Property owner interest in rezoning. • Located near transportation corridors. • Located near schools. • Located near parks.	**Industrial to Mixed-Use Rezone Guidelines** • Vacant secondary, tertiary, and industrial built (with limited improvements) land is a last resort to fulfill GMA residential population projections and density objectives. • Sufficient transportation, water, and sewer capacity or ability to provide service as determined by the 20-year Capital Facilities Plan. • Consistent with critical area protection criteria. • Property owner interest in rezoning. • Located near transportation corridors. • Located near schools. • Located near parks.

* Appropriate development standards—including landscaping and screening buffers between multi-family and industrial uses—are contained within the proposed Mixed-Use Ordinance.

Existing and New Implementation Tools

Through this update process, the City has recognized that new implementation tools were necessary to address the community's preference that new development be compatible with existing homes and businesses. Compatibility issues are being addressed through a combination of zoning designations, revisions to the zoning and Planned Residential Development codes, and addition of new ordinances and standards, such as the *Design Review Manual* and the Mixed-Use Ordinance. What follows are key features of new and revised codes and ordinances, many of which are proposed for adoption shortly after the new Comprehensive Plan has been adopted.

Camas Design Review Manual

A few features of the newly adopted design review guidelines are listed below.

- **Landscaping and Screening.** Provides a buffer against less intense uses, and screens parking or other components viewed as intrusive. As building heights increase, so should the height of landscape screening.
- **Architecture.** Attached garages should account for less than 50% of the front face of the structure.
- **Massing and Setbacks.** Higher-density/larger structures abutting lower-density residential structures should be designed to mitigate size and scale differences. In some cases, creating a natural buffer may be appropriate
- **Circulation and Connections.** Trees and/or planting strips should be used for separating vehicles and pedestrian movements.

New Mixed-Use Ordinance

A significant component to the draft land use plan includes the provision of a mixed-use district. This new district would allow for a mix of mutually-supporting commercial, service, office and residential uses and is contemplated in more than one area of the City. Such a concept requires that a new chapter in the Municipal Code be adopted to implement the intent of the Comp Plan designation. Key points in the draft mixed-use code include:

- Allowing a mix of residential, commercial, retail, office, and light industrial uses;
- Master planning provisions on proposed developments that trigger a certain threshold;
- Design standards for commercial, mixed-use, and multi-family development consistent with the new Design Review Manual adopted by City Council;
- Provisions for the transition of lower density/intensity land uses to moderately higher density/intensity land uses, and
- Assure that phased development is properly coordinated.

Revised Planned Residential Development Code

In order to achieve the residential densities as outlined in the countywide planning policies, staff proposes that the Planned Residential Development (PRD) code be amended to provide the following:

- PRDs would be allowed in all residential zones with a minimum parcel(s) size of 10 acres;
- Density bonus of up to 20% may be allowed with special site and design considerations, and

- Traditional multi-family component of a proposed PRD would be required to comply with the new *Design Review Manual* adopted by City Council.

Revised Zoning Code

In order to achieve the residential densities as outlined in the countywide planning policies and to assure some compatibility, staff proposes that the Density and Dimensions chapter of the zoning code (CMC chapter 18.09) be amended to provide the following:

- Changing the way in which maximum density is calculated from net acreage to gross acreage;
- Adopting minimum and maximum lot sizes (or a range of lot sizes) in residential districts;
- Reducing setbacks in accordance with reduced residential districts, and
- Transition language for new lots to be somewhat consistent with adjacent existing lots (this may be done via the point above).

Appendix D: Capital Facilities Plan

City of Camas

Capital Facilities Plan
2004-2009
&
2010-2023

Date: March 2004

MEMORANDUM

TO: Mayor Dossett and City Council
Department Staff
FROM: Marty Snell, Planning Manager
DATE: August 19, 2003
SUBJECT: Capital Facilities Plan

The city's Capital Facilities Plan (CFP) is updated periodically to refine existing projects and to forecast and identify future capital needs. The CFP is driven mainly by need with financial means also considered. The first six years contain a higher degree of detail and are directly tied to adopted facilities plans, such as the Six-Year Street Plan, Wastewater Facilities Plan, Water Facilities Plan, and the Parks and Open Space Comprehensive Plan. Beyond 2009 the capital items are projections based on historic needs and are supported by a lesser degree of detail as the six-year needs. This plan includes two groupings of "out years", broken out into seven-year spans – 2010-2016 and 2017-2023.

This latest draft CFP benefits from a substantive review by the City Council at the August 4 and 18 workshops. The following is only a small sample of some of the larger capital projects planned for the years 2004 to 2009:

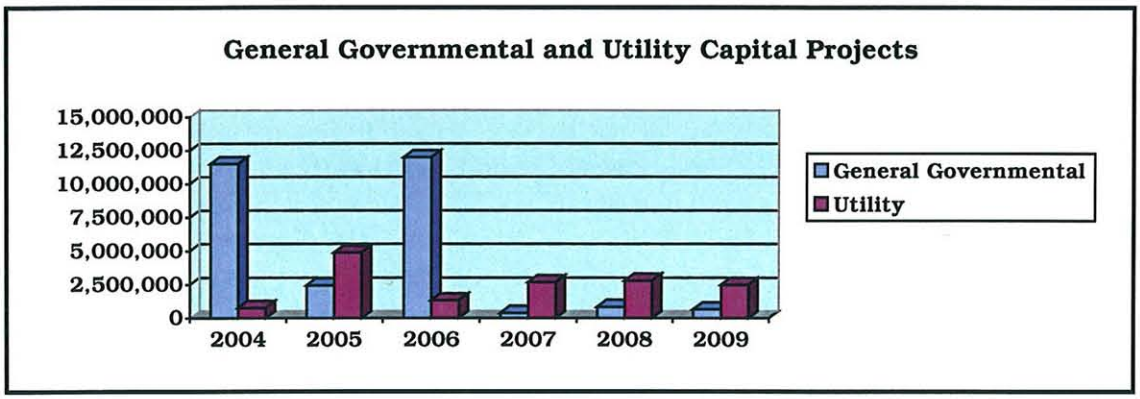
		Amount
2004		
▪	SE 1st Avenue/NW Lake Road	$ 9,000,000
▪	Water/Sewer Replacement	780,000
▪	Municipal Building	2,500,000
2005		
▪	Various Water Projects (including a new well)	4,900,000
▪	New Downtown Fire Station (multi-year project)	2,460,000
2006		
▪	Joy Street Sewer Main Extension	1,339,000
▪	Recreation Facility (multi-year project)	12,000,000
2007		
▪	Main Lacamas Water Booster Station	1,343,000
▪	Main Sewer Lift Station Upgrade	1,352,000
▪	Library Book Conveyor Phases II* and III (* Phase II for $200,000 is planned for '06)	400,000

2008

▪ Sewer Treatment Plant Upgrade	2,800,000
▪ Fire Pumper Replacement	350,000
▪ Camas Meadows Neighborhood Park (multi-year project)	500,000

2009

▪ SR-14/Lechner Signal and Lane Improvements	670,000
▪ West Side Water Main Replacement	2,500,000



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Capital Facilities Plan

As part of the Comprehensive Plan, the City will adopt a Capital Facilities Plan element and update and extend it periodically. This plan is a long-range plan that will forecast facility needs and requirements for each year for the succeeding six years, and then project additional needs for the next 14 years for a total of a twenty-year plan.

Within the first six years, the plan will forecast projected revenues and resources required to finance the capital improvement plans. In addition to facilities listed in the plan, it will include projections for major equipment requirements valued over $50,000. The two groups of the outer years (2010-2016 and 2017-2023) identify likely and potential funding sources.

Before any line item capital facility is approved and budgeted for completion, impacts of annual operating costs of the new or expanded facility will be estimated and disclosed.

Guiding Policies

The Capital Facilities Plan should be updated biannually and will include a statement of projected costs and sources of revenue.

Capital improvements include major projects of large size, fixed in nature, have a long life, and requiring the expenditure of significant funds over and above annual operating expenses. Capital improvements are specifically defined as items for purchase, construction or other acquisition for the betterment to of the community and which add physical value to the City.

Generally, only those projects having a useful life of more than five years and requiring capital outlay in excess of $500,000 will use long-term bond proceeds as the funding source. Projects with a two to seven-year life or with a capital cost between $100,000 and $500,000 will be financed through a combination of current operating funds (either general fund or utility funds), dedicated reserves, or inter-fund borrowing, where possible. Any earnings from bond proceeds should be put toward the debt service fund reserved for the future repayment of debt directly for enhancement of the project.

At the discretion of the City Council, the City may dedicate all or a portion of the first year of property taxes generated from newly incorporated areas to the Capital Fund.

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

Voted, general obligation debt will be used for discretionary projects such as recreation and library facilities.

Priority should be provided to those projects that support the core businesses of the City.

Priority Considerations

The prioritization of capital facilities projects should incorporate the following concepts and considerations:

- If debt funded, the term of debt will not exceed the useful life of the project.
- Capital projects should be built in a manner, which enables them to be self-sustaining whenever possible and have quality materials and design that reasonably minimize long-term maintenance costs.
- To optimize investments, the City should explore alternative solutions to construction of capital improvements by the utilization of technology or partnerships.
- Where possible, the sequencing of facilities should respect the schedule and scope of specific adopted plans (e.g. Parks and Open Space Comprehensive Plan, Sewer Facility Plan, Transportation Improvement Plan).
- Improvement planning should consider the number and degree to which citizens benefit from the improvement in relationship to the dollars invested.
- Facilities and equipment with predictable, secure, obligated funds should be considered above projects relying upon grant applications and other non-secured funding.

APPENDIX A.
POTENTIAL CAPITAL FACILITIES FUNDING SOURCES

This appendix is intended to provide a listing of common funding sources used or available for capital facilities in the State of Washington.

Funding	Description
Community Development Block Grant (CDBG)	Federal entitlement funds disbursed through the U.S. Department of Housing and Urban Development.
Community Economic Revitalization Board (CERB)	Low-interest state loans to assist infrastructure improvements for economic development.
General Obligation Bonds (BONDS)	Municipal borrowing to be repaid with future general taxes (voted and non-voted).
General Fund (GF)	General property tax and revenue resources of the city.
Impact Fees (Transportation, Fire, the Parks/Open Space)	System of fees charged to new development authorized under Growth Management Act to finance public facilities.
Revenue Bonds (RB)	Debt is secured by an identified revenue source, rather than the overall taxing power of the jurisdiction. Such revenue usually involves dedicated user fees, such as utility revenues. Since such revenues are less than taxing powers, this type of debt usually has slightly higher interest costs than GO bonds.
Special Assessment (LID/RID)	A Local Improvement District (LID) or Road Improvement District (RID). Annual assessments levied property owners.
Storm Drainage	A special fund created for the management and operations of all city storm and surface water facilities, including the Fisher Basin drainage basin.
Real Estate Excise Tax (REET)	A ¼ of 1% excise tax on the sale of property to finance public capital facilities.
Public Works Trust Fund (PWTF)	State loan fund for infrastructure improvements.
Surface Transportation Act (STP)	Federal gasoline taxes available to finance urban road and bridge improvements. 13.5% matching required on most projects.

Funding	Description
State Revolving Fund (SRF)	Sources of money for this program include federal (DOE and EPA) and state funds. Since federal funds are involved, projects must comply with all the federal requirements. All 15-20 year loans will be assessed at an interest rate of 75% of the market rate, 6-14 year loans at 60% of market rate, and zero percent for loans 5 years or less.
System Development Charge (SDC)	Water/Sewer Capital Project fund established from connection fees charged for new sewer and water connections. Designated for system expansion projects.
Conservation Futures	By state statue, counties may impose a property tax of up to six and one-quarter cents per $1,000 assessed valuation to acquire open space, farm and timber lands. Clark County levies this tax.
Inter-agency Committee for Outdoor Recreation (IAC)	The IAC is a state agency which allocates fund to local and state agencies for the acquisition and development of wildlife habitat and outdoor recreation properties. Funds are awarded to local agencies on a matching basis.
Transportation Improvement Board (TIB)/Transportation Improvement Account (TIA)	State grant fund for major arterial street improvements.

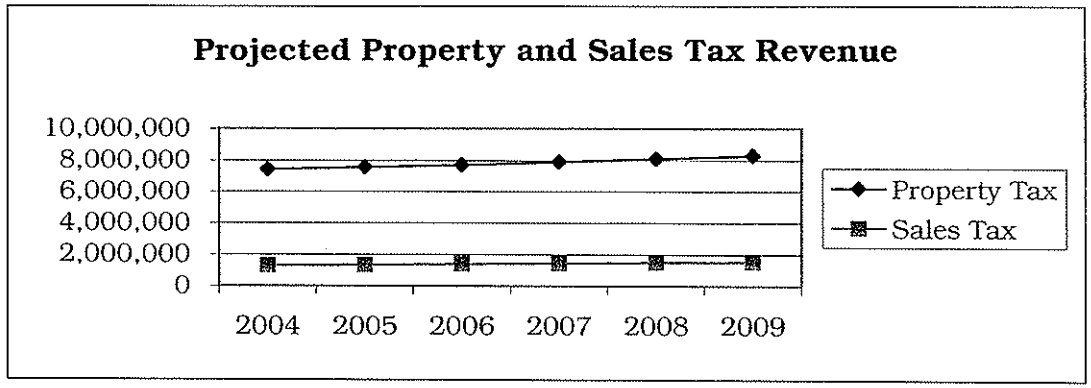
Capital Facilities Plan
Revenue Projections

	2004	2005	2006	2007	2008	2009
Property Tax (General Fund)	$ 7,400,000	$ 7,550,000	$ 7,700,000	$ 7,900,000	$ 8,100,000	$ 8,300,000
Sales Tax	1,300,000	1,350,000	1,400,000	1,450,000	1,500,000	1,550,000
Reet 1	375,000	380,000	390,000	400,000	400,000	400,000
Reet 2	375,000	380,000	390,000	400,000	400,000	400,000
Transportation Impact Fees	410,000	415,000	420,000	425,000	425,000	425,000
Fire Impact Fees	110,000	115,000	120,000	125,000	125,000	125,000
Parks/Openspace Impact Fees	510,000	515,000	520,000	525,000	525,000	525,000
Fuel Tax (unrestricted)	200,646	207,270	211,050	217,775	221,674	226,800
Fuel Tax (restricted)	93,862	98,490	99,750	102,300	103,490	105,300
	$ 10,774,508	$ 11,010,760	$ 11,250,800	$ 11,545,075	$ 11,800,164	$ 12,057,100

Estimate assumptions:

Population Estimate (2004 is actual)	14,200	14,700	15,000	15,500	15,800	16,200
Fuel Tax (unrestricted) per capita	$ 14.13	$ 14.10	$ 14.07	$ 14.05	$ 14.03	$ 14.00
Fuel Tax (restricted) per capita	$ 6.61	$ 6.70	$ 6.65	$ 6.60	$ 6.55	$ 6.50

Fuel tax revenue is per capita from prior year population.



Actual and Projected
General Obligation Debt Service Payments

Funded by General Fund:

	2004	2005	2006	2007	2008	2009
1996 Police & Refunding bonds	$ 305,395	$ 300,350	$ 304,850	$ 303,488	$ 301,503	$ 303,763
2004 PWTF Reconstruct St.'s			65,000	65,000	65,000	65,000
Central Plaza				50,000	50,000	50,000
Total	$ 305,395	$ 300,350	$ 369,850	$ 418,488	$ 416,503	$ 418,763

Funded by Special Tax Levy, Transportation Impact Fees, or Other funding sources:

Special Tax Levy:						
1996 Refunding bonds	$ 130,985	$ 131,085	$ 130,835	$ 135,280	$ 124,160	$ 61,590
2000 Library bonds	655,290	651,290	651,790	651,540	650,540	653,790
Fire Facility - Downtown			50,000	215,000	215,000	215,000
Recreation Facility				1,050,000	1,050,000	1,050,000
Transportation Impact Fees:						
1996 PWTF Parker St.	134,036	131,143	128,252	125,357	122,464	119,571
1997 PWTF Parker St.	82,157	80,421	78,686	76,950	75,214	73,479
2001 PWTF Lake Rd.	116,801	116,225	115,650	-	-	-
2003 PWTF Lake Rd.		166,245	166,245	166,245	166,245	166,245
Other funding sources:						
Municipal Building	210,000	210,000	210,000	210,000	210,000	210,000
Total	$ 1,329,269	$ 1,486,409	$ 1,531,458	$ 2,630,372	$ 2,613,623	$ 2,549,675

Actual and Projected
General Obligation Debt Principal Balance

Funded by General Fund:

	2004	2005	2006	2007	2008	2009
1996 Police & Refunding bonds	$ 1,935,000	$ 1,730,000	$ 1,520,000	$ 1,295,000	$ 1,060,000	$ 815,000
2004 PWTF Reconstruct St.'s	1,100,000	1,045,000	990,000	935,000	880,000	825,000
Central Plaza			200,000	150,000	100,000	50,000
Total	$ 3,035,000	$ 2,775,000	$ 2,710,000	$ 2,380,000	$ 2,040,000	$ 1,690,000

Funded by Special Tax Levy, Transportation Impact Fees or Other funding sources:

Special Tax Levy:						
1996 Refunding bonds	$ 610,000	$ 510,000	$ 405,000	$ 295,000	$ 175,000	$ 60,000
2000 Library bonds	7,205,000	6,925,000	6,635,000	6,330,000	6,010,000	5,675,000
Fire Facility - Downtown		750,000	2,460,000	2,335,000	2,210,000	2,085,000
Recreation Facility			12,000,000	11,400,000	10,800,000	10,200,000
Transportation Impact Fees:						
1996 PWTF Parker St.	1,253,571	1,157,142	1,060,713	964,284	867,855	771,426
1997 PWTF Parker St.	810,000	1,523,569	1,465,712	1,407,855	1,349,998	1,292,141
2001 PWTF Lake Rd.	345,224	230,149	115,075	-	-	-
2003 PWTF Lake Rd.	3,000,000	2,850,000	2,700,000	2,550,000	2,400,000	2,250,000
Other funding sources:						
Municipal Building	1,967,000	1,827,000	1,687,000	1,547,000	1,407,000	1,267,000
Total	$15,190,795	$ 15,772,860	$28,528,500	$26,829,139	$25,219,853	$23,600,567

2013

CAPITAL FACILITIES PLAN

LIST UPDATE

Capital Facilities Plan
2013

							Funding Sources						
Year - 2013		General/	Equipment	Emergency	Storm				Partnerships/	Water/Sewer			
	Total Project	Street Fund	Rental	Rescue Fund	Drainage	Bonds	Loan	Grants	Developer	Capital	REET	Impact Fees	**Total Funds**
Dept. - STREET/STORM													
Facilities													
38th Ave/SE 20TH ST IMP ARMSTRONG TO 192ND	$ 3,550,000							3,550,000					$ 3,550,000
NW 38TH ARMSTRONG TO PARKER	4,090,000						683,000	1,100,000				2,307,000	4,090,000
PAVEMENT MGMT PROGRAM	300,000										300,000		300,000
NW 6TH AVE-NORWOOD TO ADAMS/TRAFFIC SIGNAL	1,750,000						1,094,000	500,000				156,000	1,750,000
NW FRIBERG/STRUNK IMPROVEMENT	3,950,000	145,000						1,435,000				2,370,000	3,950,000
NW FRIBERG SIGNAL	260,000	165,000						95,000					260,000
NE GOODWIN RD 13TH TO CAMAS MEADOWS DR	1,000,000							400,000				600,000	1,000,000
LAKE ROAD EVERETT TO LACAMAS LANE	3,000,000							2,400,000			600,000		3,000,000
STORM UTILITY SYSTEM REHAB MISC	100,000				100,000								100,000
STORM CAPITAL PLAN	50,000				50,000								50,000
STORM VACTOR FACILITY IMPROVEMENTS	200,000				50,000			150,000					200,000
Equipment													-
SUBTOTAL	**$ 18,250,000**												**$ 18,250,000**
Dept. - WATER/SEWER/UTILITIES													
Facilities													
MISC. WATER MAIN REPLACEMENT	$ 75,000									75,000			$ 75,000
WWTP PHASE 2B	3,500,000						3,500,000						3,500,000
2.0 MG GREGG RESERVOIR	$ 2,200,000						2,200,000						$ 2,200,000
BASIN 6 STEP BYPASS LINE TO PLANT	4,480,000						4,480,000						4,480,000
CROWN WATER PS UPSIZE (city)	262,400									262,400			262,400
SR-3 TREATMENT PLANT FAC UPGRADE	60,000									60,000			60,000
SEWER PUMP STATION REHAB	250,000									250,000			250,000
544 ZONE SURFACE SOURCE	8,000,000							8,000,000					8,000,000
SUBTOTAL	**$ 18,827,400**												**$ 18,827,400**
Dept. - GENERAL GOVT.													
Equipment													
OP'S CENTER OFFICE ANNEX PURCHASE	$ 35,000		35,000										35,000
TECHNOLOGY UPGRADES	75,000										75,000		75,000
SUBTOTAL	**$ 110,000**												**$ 110,000**
Dept - PARKS													
Facilities													
LACAMAS LAKE LODGE	$ 1,750,000						1,450,000		300,000				$ 1,750,000
3RD AVE TRAILHEAD DESIGN/PERMIT	20,000											20,000	20,000
GOODWIN TRAILHEAD PERKING ADDITION (ACQUISITION/PRE-DESIGN)	80,000											80,000	80,000
PARKS LANDS PURCHASE	200,000										100,000	100,000	200,000
COMMUNITY CENTER PARKING LOT PURCHASE	30,000							30,000					30,000
TRAILS & TRAILHEAD ACQUISITION/CON	100,000										50,000	50,000	100,000
OPEN SPACE ACQUISITION	150,000											150,000	150,000
HERITAGE PARK PHASE 2	110,000										55,000	55,000	110,000
FALLEN LEAF LAKE PARK: ACCESS IMPR	25,000											25,000	25,000
MAJOR CAPITAL MAINTENANCE	50,000											50,000	50,000
SUBTOTAL	**$ 2,515,000**												**$ 2,515,000**
Dept. - POLICE													
Facilities													
HVAC IMPROVEMENTS	$ 300,000							100,000	50,000		150,000		$ 300,000
PARKING LOT SECURITY FENCE	60,000										60,000		60,000
SUBTOTAL	**$ 360,000**												**$ 360,000**
Dept. FIRE													
Equipment													
AMBULANCE	$ 150,000			150,000									$ 150,000
SUBTOTAL	**$ 150,000**												**$ 150,000**
Dept. - LIBRARY													
Equipment													
WINDOWS/DOORS/CARPETS	75,000	75,000											75,000
COMPUTER DESKS & CHAIRS	20,000										20,000		20,000
LIBRARY MATERIALS	100,000										100,000		100,000
SUBTOTAL	**$ 195,000**												**$ 195,000**
GRAND TOTAL	**$ 40,407,400**	385,000	35,000	150,000	200,000	-	13,407,000	17,760,000	350,000	647,400	1,510,000	5,963,000	**$ 40,407,400**

Capital Facilities Plan
2014

12/3/12

					Funding Sources								
Year - 2014		General/	Equipment	Emergency	Storm				Partnerships/	Water/Sewer			
	Total Project	Street Fund	Rental	Rescue Fund	Drainage	Bonds	Loan	Grants	Developer	Capital	REET	Impact Fees	**Total Funds**
Dept. - STREET/STORM													
Facilities													
PAVEMENT MGMT PROGRAM	$ 300,000										300,000		$ 300,000
WOODBURN DRIVE	5,455,000								3,074,000			2,381,000	5,455,000
BYBEE ROAD REALIGNMENT EAST	1,247,000								624,000			623,000	1,247,000
SHARED PATH/BIKE/PED IMPROVE	100,000	100,000											100,000
NW BRADY 16 TO 25TH DESIGN/ROW	330,000								165,000		165,000		330,000
STORM UTILITY SYSTEM REHAB MISC	410,000				410,000								410,000
STORM CAPITAL PLAN	50,000				50,000								50,000
Equipment													-
SUBTOTAL	**$ 7,892,000**												**$ 7,892,000**
Dept. - WATER/SEWER/UTILITIES													
Facilities													
MISC. WATER MAIN REPLACEMENTS	75,000									75,000			75,000
SEWER PUMP STATION REHAB	250,000									250,000			250,000
SUBTOTAL	**$ 325,000**												**$ 325,000**
Dept. - GENERAL GOVT.													
Equipment													
TECHNOLOGY UPGRADES	$ 75,000										75,000		$ 75,000
SUBTOTAL	**$ 75,000**												**$ 75,000**
Dept - PARKS													
Facilities													
FALLEN LEAF COMPLEX	$ 240,000							120,000			120,000		$ 240,000
LOUIS BLOCH PARK LIGHTING UPGRD	150,000							100,000				50,000	150,000
SWIMMING POOL	350,000							300,000			50,000		350,000
CROWN PARK MASTER PLAN	$ 90,000							45,000			45,000		$ 90,000
ASH CREEK, PH 1	750,000										400,000	350,000	750,000
PARKS LANDS PURCHASE	500,000							300,000			100,000	100,000	500,000
TRAILS & TRAILHEAD ACQUISITION/CO	200,000										100,000	100,000	200,000
OPEN SPACE ACQUISITION	250,000							150,000				100,000	250,000
MAJOR CAPITAL MAINTENANCE	50,000										50,000		50,000
SUBTOTAL	**$ 2,580,000**												**$ 2,580,000**
Dept. - LIBRARY													
Equipment													
GATES COMPUTER EQUIPMENT REPL	$ 26,000	26,000											$ 26,000
LIBRARY PARKING LOT PAVING	100,000										100000		100,000
PARKING LOT PURCHASE	200,000										200000		200,000
REPLACE INTEGRATED LIBRARY SYS	150,000	150,000											150,000
MATERIALS HANDLING SYSTEM ADD	60,000	60,000											60,000
MEETING ROOM SOUND SYSTEM	20,000	20,000											20,000
LIBRARY MATERIALS	120,000	120,000											120,000
SUBTOTAL	**$ 676,000**												**$ 676,000**
GRAND TOTAL	**$ 11,548,000**	476,000	-	-	460,000	-	-	1,015,000	3,863,000	325,000	1,705,000	3,704,000	**$ 11,548,000**

Capital Facilities Plan
2015

						Funding Sources							
Year - 2015		General/	Equipment	Emergency	Storm				Partnerships/	Water/Sewer			
	Total Project	Street Fund	Rental	Rescue Fund	Drainage	Bonds	Loan	Grants	Developer	Capital	REET	Impact Fees	**Total Funds**
Dept. - STREET/STORM													
Facilities													
PAVEMENT MGMT PROGRAM	$ 550,000	250,000									300,000		$ 550,000
PAC RIM/PARKER SIGNAL	260,000								54,000		50,000	156,000	260,000
SHARED PATH/BIKE/PED IMPROVE	100,000	100,000											100,000
NW ASTOR/11TH FOREST HOME RD TO MCINTOSH	1,828,100								1,828,100				1,828,100
NW BRADY 16 TO 25TH IMPROVEMENT	1,200,000								800,000		400,000		1,200,000
SHARED PATH/BIKE/PED IMPROVE	250,000							250,000					250,000
STORM UTILITY SYSTEM REHAB MISC	165,000				165,000								165,000
SUBTOTAL	**$ 4,353,100**												**$ 4,353,100**
Dept. - WATER/SEWER/UTILITIES													
Facilities													
WATER FILTER PLANT UPGRADES	$ 3,500,000						3,500,000						$ 3,500,000
JONES/BOULDER CRK TRANSMAIN IMP	2,500,000						2,500,000						2,500,000
SR-2 BOULDER CREEK FISH SCREENS	35,000									35,000			35,000
T-1 FOREST HOME BS SITE ACQUISITION	50,000									50,000			50,000
D-4 UPH PRV ADJ/LOOPING NW ASTOR	323,000					323,000							323,000
D-5 BUTLER PRV, 8"	89,000									89,000			89,000
T-2 FOREST HOME BOOSTER STATION UPGRADE	200,000					200,000							200,000
T-3 FOREST HOME TRANSMAIN UPGRADE	358,000					358,000							358,000
D-6 COUCH ST BOOSTER STATION	120,000					120,000							120,000
D-7 UPH LOOPING NW16TH TO NW 12TH AV	78,000					78,000							78,000
T-6 NUGA 544 ZONE-24" TRANSMAIN	4,600,000					1,560,000			3,040,000				4,600,000
D-1 PIPELINE REPLACEMENT	150,000					150,000							150,000
S-1 LOWER PH RESERVOIR EVALUATION	80,000									80,000			80,000
WATER CONSERVATION PROGRAM	50,000									50,000			50,000
IN-CITY SEWER MAIN REHAB	1,200,000					1,200,000							1,200,000
LACAMAS CREEK PS UPGRADE (LOYAL LANDS)	160,000								160,000				160,000
PUMP STATION UPGRADES	150,000									150,000			150,000
NUGA SANITARY (CONSULTANT)	2,600,000					900,000			1,700,000				2,600,000
SUBTOTAL	**$ 16,243,000**												**$ 16,243,000**
Dept. - CEMETERY													
Facilities													
MEMORIAL GARDEN	$ 50,000										50,000		$ 50,000
SUBTOTAL	**$ 50,000**												**$ 50,000**
Dept. - GENERAL GOVT.													
Equipment													
TECHNOLOGY UPGRADES	$ 75,000	75,000											$ 75,000
SUBTOTAL	**$ 75,000**												**$ 75,000**
Dept. FIRE													
Equipment													
AMBULANCE RE-CHASSIS	150,000			150,000									150,000
AMBULANCE	150,000			150,000									150,000
FIRE ENGINE NORTH - LAKE	500,000						500,000						500,000
SUBTOTAL	**$ 800,000**												**$ 800,000**

Capital Facilities Plan
2015

Dept. - PARKS													
Facilities													
PARKS LANDS PURCHASE	$ 500,000							300,000			100,000	100,000	$ 500,000
OSTENSON CANYON PH 1	650,000										350,000	300,000	650,000
ASH CREEK PARK PH 2	650,000										350,000	300,000	650,000
IONE SPORTS PARK IMPROVEMENTS	2,500,000							1,000,000	1,500,000				2,500,000
DOROTHY FOX PLAYING FIELDS	200,000								100,000		100,000		200,000
TRAILS & TRAILHEAD ACQUISITION/CO	200,000										100,000	100,000	200,000
OPEN SPACE ACQUISITION	250,000							150,000				100,000	250,000
MAJOR CAPITAL IMPROVEMENTS	50,000										50,000		50,000
HERITAGE PARK DOCK	150,000							150,000					150,000
HERITAGE PARK CLUBHOUSE	270,000							135,000	135,000				270,000
SUBTOTAL	**$ 5,420,000**												**$ 5,420,000**
Dept. - LIBRARY													
Equipment													
CARPET	$ 75,000	75,000											$ 75,000
UPHOLSTERED FURNITURE REPL	50,000	50,000											50,000
LIBRARY EQUIPMENT	100,000	100,000											100,000
LIBRARY MATERIALS	125,000	125,000											125,000
Equipment													
MINOR REMODELING & PAINTING	400,000	400,000											400,000
SUBTOTAL	**$ 750,000**												**$ 750,000**
GRAND TOTAL	**$ 27,691,100**	1,175,000	-	300,000	165,000	4,889,000	6,500,000	1,985,000	9,317,100	454,000	1,850,000	1,056,000	**$ 27,691,100**

Capital Facilities Plan
2016

						Funding Sources							
Year - 2016		General/	Equipment	Emergency	Storm				Partnerships/	Water/Sewer			
	Total Project	Street Fund	Rental	Rescue Fund	Drainage	Bonds	Loan	Grants	Developer	Capital	REET	Impact Fees	**Total Funds**
Dept. - STREET/STORM													
Facilities													
TIF STUDY UPDATE	$ 80,000	80,000											$ 80,000
PAVEMENT MGMT PROGRAM	550,000	250,000									300,000		550,000
NW LEADBETTER DR PH 2 IMPR	700,000				100,000							600,000	700,000
NW 23RD IMPROVEMENTS	240,000	120,000							120,000				240,000
SHARED PATH/BIKE/PED IMPROVE	50,000	50,000											50,000
STORM UTILITY NPDES	250,000				250,000								250,000
SUBTOTAL	**$ 1,870,000**												**$ 1,870,000**
Dept. - WATER/SEWER/UTILITIES													
Facilities													
T-2 FOREST HOME BOOSTER STATION UPGRADE	$ 264,800					264,800							$ 264,800
SR-4 WELL 17 FEAS -CAMAS MEADOWS	50,000									50,000			50,000
D-1 PIPELINE REPLACEMENT	150,000									150,000			150,000
T-6 NUGA 544 ZONE-24" TRANSMAIN	2,441,000					841,000			1,600,000				2,441,000
CONSERVATION PROGRAM	75,000									75,000			75,000
COLLECTION SYSTEM UPGRADES	1,200,000					1,200,000							1,200,000
PUMP STATION UPGRADES	150,000									150,000			150,000
NUGA SANITARY (CONSULTANT)	2,600,000					900,000			1,700,000				2,600,000
SUBTOTAL	**$ 6,930,800**												**$ 6,930,800**
Dept. - FIRE/EMERGENCY													
Facilities													
FIRE STATION NORTH - LAKE	$ 4,750,000					4,750,000							$ 4,750,000
FIRE STATION CONSTRUCTION	3,600,000					3,600,000							3,600,000
CITY HALL ROOF	300,000										300,000		300,000
SUBTOTAL	**$ 8,650,000**												**$ 8,650,000**
Dept. - LIBRARY													
Equipment													
LIBRARY EQUIPMENT	$ 300,000	300,000											$ 300,000
LIBRARY MATERIALS	130,000	130,000											130,000
SUBTOTAL	**$ 430,000**												**$ 430,000**
Dept. - PARKS													
Facilities													
OSTENSON CANYON PH 2	$ 600,000										300,000	300,000	$ 600,000
PARKS LANDS PURCHASE	500,000							300,000			100,000	100,000	500,000
TRAILS & TRAILHEAD ACQ / CONSTR	200,000										100,000	100,000	200,000
OPEN SPACE ACQUISITION	250,000							150000				100,000	250,000
MAJOR CAPITAL MAINTENANCE	50,000										50,000		50,000
SUBTOTAL	**$ 1,600,000**												**$ 1,600,000**
GRAND TOTAL	**$ 19,480,800**	930,000	-	-	350,000	11,555,800	-	450,000	3,420,000	425,000	1,150,000	1,200,000	**$ 19,480,800**

Capital Facilities Plan
2017-2023

						Funding Sources								
Year - 2017-2023		General/	Equipement	Emergency	Storm				Partnerships/	Sanitary Fund	Water/Sewer			
	Total Project	Street Fund	Rental	Rescue Fund	Drainage	Bonds	Loan	Grants	Developer	Capital	Capital	REET	Impact Fees	**Total Funds**
Dept. - STREET/STORM														
Facilities														-
16TH/HOOD/18TH IMPROVEMENT	$ 2,000,000								2,000,000					$ 2,000,000
NW 18TH/PAYNE WHITMAN TO PAC RIM	3,000,000								3,000,000					3,000,000
TRAFFIC SIGNAL PACIFIC RIM/PAYNE	260,000								54,000			50,000	156,000	260,000
NW 38TH AVE. ASTOR TO SIERRA	2,713,000								2,713,000					2,713,000
GOODWIN RD LACAMAS CREEK TO INGLE	5,091,100								5,091,100					5,091,100
NW GOODWIN RD CM DR TO LAC CREEK	5,091,000								5,091,000					5,091,000
NE 28TH ST INGLE TO 232ND	6,650,000								6,650,000					6,650,000
NE 28TH ST 232ND TO 242ND	3,325,000								3,325,000					3,325,000
NEW E/W COLLECTOR INGLE TO 232ND	7,689,000								7,689,000					7,689,000
NE 232 AVE 28TH TO 9TH	8,115,000								5,185,000				2,930,000	8,115,000
NE 9TH ST 232ND TO 242ND	3,813,000								2,023,000				1,790,000	3,813,000
NE 242 AVE 28TH TO 9TH	9,840,000								7,059,000				2,781,000	9,840,000
NEW E/W ARTERIAL 242ND&9TH TO EVERETT	11,970,000								6,372,000				5,598,000	11,970,000
EVERETT ST NE 35TH AV TO NEW E/W ART	4,946,000								2,664,000				2,282,000	4,946,000
NE 13TH/18TH GOODWIN TO 192ND	6,956,000								6,956,000					6,956,000
TRAFFIC SIGNAL 242ND/GOODWIN	520,000								432,000				88,000	520,000
TRAFFIC SIGNAL INGLE/28TH	260,000								104,000				156,000	260,000
ROUNDABOUT 232ND/28TH	520,000								352,000				168,000	520,000
ROUNDABOUT 232ND/9TH	520,000								208,000				312,000	520,000
TRAFFIC SIGNAL EVERETT/242ND EXT.	260,000								104,000				156,000	260,000
INTERSECTION IMPR SR-500/LEADBETTER	52,000								20,000				32,000	52,000
ROUNDABOUT EVERETTLAKE RD	2,078,000								831,000				1,247,000	2,078,000
IMPROVEMENTS 14TH/EVERETT	52,000								20,000				32,000	52,000
NW 43RD/ASTOR SIERRA TO 38TH	2,894,500								2,894,500					2,894,500
SHARED PATH/BIKE/PED IMPROVE	700,000	700,000												700,000
PAVEMENT MGMT PROGRAM	3,850,000	1,750,000										2,100,000		3,850,000
NW 38TH PARKER TO GRASS VALLEY PRK	3,000,000								1,622,000				1,378,000	3,000,000
NE 43RD AV-SR500 TO EAST CITY LIMITS	1,950,000								1,950,000					1,950,000
SE 15TH ST/NOURSE RD-CHS TO 283RD	3,000,000								3,000,000					3,000,000
NE INGLE RD - GOODWIN TO CITY LIMITS	5,000,000								5,000,000					5,000,000
AREA WIDE SIGNAL STUDY	100,000	100,000												100,000
6TH/IVY TURN LANE	400,000											400,000		400,000
6TH/7TH TURN LANE	400,000											400,000		400,000
6TH/DIVISION TURN LANE	400,000											400,000		400,000
N DWYER CREEK MP: STREET A	2,750,000								2,750,000					2,750,000
N DWYER CREEK MP: STREET B	4,450,000								4,450,000					4,450,000
NW PAYNE ST LAKE TO CAMAS	1,990,900								1,990,900					1,990,900
TRAFFIC SIGNAL NW LAKE RD/SIERRA	260,000								104,000				156,000	260,000
TRAFFIC SIGNAL GOODWIN/C.M. DR	260,000								104,000				156,000	260,000
ROUNDABOUT NE LAKE/EVERETT	2,000,000								1,000,000			1,000,000		2,000,000
ACCESS CONTROL NE 14TH/EVERETT	52,000								52,000					52,000
TRAFFIC SIGNAL NW PAC RIM/SE PAYNE	260,000								104,000				156,000	260,000
NW MCINTOSH 11TH TO BRADY	4,100,000								4,100,000					4,100,000
NW CAMAS MEADOWS DR PAYNE TO LAKE	3,907,000								3,907,000					3,907,000
SE 23RD ST REALIGNMENT CROWN/283rd	655,000								655,000					655,000
STORM UTILITY NPDES	1,750,000				1,750,000									1,750,000
Equipment														
SWEEPER	165,000				165,000									165,000
TRACTOR W/ROADSIDE MOWER	85,000				85,000									85,000
SUBTOTAL	**$ 130,100,500**													**$ 130,100,500**
Dept. - WATER/SEWER														
Facilities														

Capital Facilities Plan
2017-2023

Year - 2017-2023		General/	Equipement	Emergency	Storm				Partnerships/	Sanitary Fund	Water/Sewer			
	Total Project	Street Fund	Rental	Rescue Fund	Drainage	Bonds	Loan	Grants	Developer	Capital	Capital	REET	Impact Fees	**Total Funds**
PIPELINE REPLACEMENT	$ 1,050,000										1,050,000			$ 1,050,000
D1 MAIN CAMAS MEADOWS DR TO SE 1ST	985,000					985,000								985,000
TRANSMAIN CEMETERY RESERV TO 290 ZONE	514,000					514,000								514,000
CEMETERY BOOSTER STATION	784,250					784,250								784,250
TRANSMAIN CEMETERY BS TO 455 ZONE	1,275,000					1,275,000								1,275,000
CONVERT 12" CL TO SUPPLY 455 ZONE	50,000										50,000			50,000
2.0 MG CEMETERY RESERVOIR	2,188,000					2,188,000								2,188,000
DECOMMISSION BUTLER RESERVOIR	40,000										40,000			40,000
UPH LOOPING NW 16TH AV	323,000										323,000			323,000
15,600 LF OF 12" NUGA TRANSMAIN	3,434,000					1,164,000			2,270,000					3,434,000
WELL 17 DEV-CAMAS MEADOWS	1,650,000					1,650,000								1,650,000
LOWER PH BS UPGRADE	483,000					483,000								483,000
542 ZONE LOOPING	494,000					494,000								494,000
5,300 LF OF 12" NUGA TRANSMAIN	1,294,000					440,000			854,000					1,294,000
DECOMMISSION 10TH AV/FRANCIS ST BS	471,000					471,000								471,000
1,900 LF OF 12" NUGA TRANSMAIN	590,000					200,000			390,000					590,000
Lower PH RESERVOIR REPLACEMENT	1,539,000					1,539,000								1,539,000
UPH STANDPIPE OUTLET PIPING UPGR 24"	151,000										151,000			151,000
LACAMAS BS UPGRADE	177,000										177,000			177,000
20" SUCTION TRANSMAIN LACAMAS BS	1,731,000					1,731,000								1,731,000
11,200 LF OF 12" NUGA TRANSMAIN	2,519,000					869,000			1,650,000					2,519,000
2,600 LF OF 12" NUGA TRANSMAIN	735,000					250,000			485,000					735,000
WELL 15 DEV PARKERS LANDING	1,650,000					1,650,000								1,650,000
NUGA SOURCE DEVELOPMENT	500,000					500,000								500,000
7,900 LF OF 12" NUGA TRANSMAIN	1,835,000					635,000			1,200,000					1,835,000
WATER FACILITY PLAN UPDATE	150,000										150,000			150,000
SEWER PUMP STATION REHAB	1,050,000										1,050,000			1,050,000
SEWER MAIN LINE REHAB	8,400,000					8,400,000								8,400,000
NUEA SANITARY	18,200,000					6,200,000			12,000,000					18,200,000
SUBTOTAL	**$ 54,262,250**													**$ 54,262,250**
Dept. - GENERAL GOVT.														
Equipment														
TECHNOLOGY UPGRADES	$ 500,000	500,000												$ 500,000
SUBTOTAL	**$ 500,000**													**$ 500,000**
Dept. - SANITATION														
Equipment														
AUTOMATED REFUSE TRUCK	$ 270,000									270,000				$ 270,000
SUBTOTAL	**$ 270,000**													**$ 270,000**
Dept. - POLICE														
Facilities														
PARKING LOT EXPANSION	$ 100,000											100,000		$ 100,000
WORK CREW BUILDING	50,000											50,000		50,000
BOAT HOUSING BUILDING - LAC. LAKE	400,000											400,000		400,000
HVAC REPLACEMENT	450,000											450,000		450,000
SUBTOTAL	**$ 1,000,000**													**$ 1,000,000**
Dept. - LIBRARY														
Equipment														
LIBRARY MATERIALS	$ 200,000	200,000												$ 200,000
EQUIPMENT TBD	300,000	300,000												300,000
REPLACE INTEGRATED LIBRARY SYS.	150,000	150,000												150,000
REPLACE FURNISHINGS	75,000	75,000												75,000
Facilities														-
SECOND LIBRARY OUTLET	4,000,000	4,000,000												4,000,000
DESIGN/BUILD NORTH SIDE LIBRARY	4,500,000					4,500,000								4,500,000

CAMAS SCHOOL DISTRICT
CAPITAL FACILITIES PLAN
2003 - 2009

Adopted by the Camas School Board

March 2003

Camas School District
2003 CAPITAL FACILITIES PLAN

A. Inventory of Current Facilities

1. Elementary Schools

Elementary School	Location	Year of Occu-pancy	Total Bldg. Sq. ft.	October 2002 Headcount Enrollment	Capacity	Number of Portables	Number of Students in Portables
Helen Baller (K-4)	1954 N.E. Garfield Camas WA 98607	1948	40,728	393	425	2	50
Lacamas Heights (K-5)	11205 S.E. 262nd Ave Camas WA 98607	1962	41,685	474	450	2	50
Dorothy Fox (K-5)	2623 N.W. Sierra Camas WA 98607	1982	39,436	496	425	6	150
J.D. Zellerbach (5-6)	841 N.E. 22nd Ave Camas WA 98607	1966	62,757	417	525	2	50
Prune Hill (K-5)	1602 NW Tidland Rd. Camas WA 98607	2001	58,000	553	500	2	50
TOTALS:			242,606	2333	2325	14	350

Portables at the Elementary Schools are used for regular and special programs. The portables provide additional capacity for approximately 350 students.

Capacity at the Elementary Schools is determined according to the number of permanent classrooms and the following standard of service: for the K-4 level, an average student teacher ratio of 23:1 per classroom; and for the 4-6 level, an average student teacher ratio of 26:1 per classroom. Capacity does not include additional capacity that is attributed to portables.

In anticipation of increased capacity at the elementary schools, the six portables currently located at the Middle School will be relocated to the elementary schools for the beginning of the 2003 school year. Two modular classrooms will be relocated to Prune Hill Elementary, two will be relocated to Dorothy Fox, and two will be relocated to Helen Baller.

2. Middle School

Middle School	Location	Year of Occu-pancy	Total Bldg. Sq. ft.	October 2002 Headcount Enrollment	Capacity	Number of Portables	Number of Students in Portables
Skyridge (7-9)	3500 N.W. Lake Rd Camas WA 98607	1996	114,000	1041	850	6	150

Capacity at the Middle School is determined according to the number of permanent classrooms and an average

student teacher ratio of 29:1 per classroom and a utilization factor of 83%. The utilization factor represents the average time that a classroom is not being used. Capacity does not include additional capacity that is attributed to portables.

Ninth graders in the District are attending classes at the Middle School until the Fall of 2003. In the Fall of 2003, ninth graders will attend the new high school, leaving only seventh and eighth grades at Skyridge Middle School. Six portables will be relocated to the elementary schools when the ninth graders move to the new high school.

3. High School

High School	Location	Year of Occupancy	Total Bldg. Sq. ft.	October 2002 Headcount Enrollment	Capacity	Number of Portables	Number of Students in Portables
Camas High School (10-12)	1612 N.E. Garfield Camas WA 98607	1957	114,102	925	850	0	0

Capacity at the High School is determined according to the number of permanent classrooms, a student teacher ratio of 29:1 per classroom and a utilization factor of 83%. The utilization factor represents the average time that a classroom is not being used.

A new high school will open in the fall of 2003. When that happens, all high school students will attend the new high school and the existing Camas High School will be converted to a middle school. The existing Camas High School will be closed during 2003-2004, and possibly 2004-2005, for its renovation to a middle school.

B. Inventory of Non-Instructional Facilities

Type	Location
Bus Barn, Bus Shop and Warehouse	1707 N.E. Ione Street Camas WA 98607
Transportation Center	1125 NE 22nd Avenue Camas WA 98607
Administration Center	1919 N.E. Ione Street Camas WA 98607

C. Needs Forecast

Type of School	Proposed Location	Total Bldg Sq.ft.	Added Capacity	Estimated Cost
New High School	26600 S.E. 15th St. Camas WA 98607	216,000	1600	$44,500,000
Modernization and renovation at existing schools	Existing schools	N/A	0	$10,000,000

Camas School District
2003 CAPITAL FACILITIES PLAN

Type of School	Proposed Location	Total Bldg Sq.ft.	Added Capacity	Estimated Cost
New Elementary School or High School Expansion		55,500	500	$10,000,000

To accommodate new growth, the District is opening a new high school in the fall of 2003 that has capacity for 1,600 students. The total cost for the new high school is $44,500,000. The unpaid balance for the new high school construction is approximately $4,253,000.

By the year 2009, the District's enrollment projections indicate there will be an additional 461 elementary school students attending schools in the District.

The District is evaluating grade reconfigurations. If grades are not reconfigured, the District will acquire property and build an elementary school for 500 students at a cost of $10,000,000. If grades are reconfigured, the District will add permanent high school classrooms and facilities to accommodate the increased student enrollment.

The District will also be modernizing and renovating existing schools at a cost of approximately 10,000,000.

To accommodate growth on a short term and immediate basis, the Camas School District may purchase and utilize portable classrooms and this plan incorporates those facilities. The cost of the portables are not included in the impact fee calculation; however, impact fee revenue can be available to fund portable facilities if these facilities are needed to serve growth.

D. Enrollment Forecast

Grade	2003	2004	2005	2006	2007	2008	2009
K	291	306	329	340	356	373	390
1	312	330	347	373	376	383	401
2	357	332	351	370	390	394	403
3	391	379	353	373	387	408	412
4	377	416	403	376	390	405	427
5	373	396	437	423	394	408	424
6	357	394	418	461	443	412	427
7	371	380	419	445	483	464	431
8	366	383	393	433	466	506	486
9	343	370	387	397	453	488	530
10	315	341	368	385	416	474	511
11	327	315	341	368	385	416	474
12	283	314	303	328	353	365	394
Totals	4463	4656	4849	5072	5292	5496	5710

Camas School District
2003 CAPITAL FACILITIES PLAN

The enrollment forecast is based on a demographic study that was prepared by Dr. Judith Barmack. The study looked at local and regional economic conditions, residential development trends, family age, and population in the District to project future enrollment.

E. Effect of Enrollment Increase on Existing and Proposed Capacity

Type of School	2003 Enrollment	Capacity 2003	2009 Enrollment (Projected)	2009 Capacity (Projected)
Totals	4463	4025	5,710	6125

F. Finance Plan

1. Secured Funding

Type	Amount
Bond	$6,800,000
State Match	$8,500,000
Impact Fees	$156,000
Total Secured	$15,456,000

2. Unsecured Funding

Type	Amount
Bond	$8,000,000
Impact Fees (2003-2009)	$2,800,000
Total Unsecured	$10,800,000

Unsecured impact fees are an estimate that is based on an assumption that building permits will continue to be issued at a constant rate that is similar to that observed over the past three years. If there is a decrease in the number of building permits that are issued for single family homes in the District, the District will collect less impact fees, if there is an increase in the number of building permits that are issued, the District will collect more impact fees.

3. Planned Expenditures

Planned Expenditures	2003	2004	2005	2006	2007	2008	2009
New High School	$4,253,000						
Camas High School Renovation		$7,500,000 2003-2005					
Modernizations and renovations at existing schools		$2,500,000 2003-2005					
New Elementary							$10,000,000

School							

G. Narrative and Explanation Regarding Impact Fees

The Growth Management Act (GMA) authorizes local jurisdictions to collect impact fees to supplement funding of additional public facilities needed to accommodate new development. Local jurisdictions in Clark County have adopted impact fee programs that require school districts to prepare and adopt Capital Facilities Plans. Impact fees are calculated in accordance with the jurisdictions' formula, which is based on school facility costs to serve new growth.

The District's impact fees have been calculated utilizing the formula in the Clark County and Cities of Camas, Washougal, and Vancouver Impact Fee Ordinances. The resulting figures, in the attached Appendix A, are based on the District's cost per dwelling unit to build the new high school and a new elementary school, both of which add capacity that is needed to serve new development. Credits have also been applied in the formula to account for State Match funds the District receives and projected future property taxes that will be paid by the owner of the dwelling unit.

H. Impact Fees

1. Formula

Single Family Fee	$3,259.32
Multi-Family Fee	$3,682.90

2. School Board Recommendation

Single Family Fee	$ 2,500
Multi-Family Fee	$1,000

APPENDIX A

SCHOOL IMPACT FEE CALCULATION: CAMAS SCHOOL DISTRICT

$$SIF = \left[CS(SF) - (SM) - \left(\frac{(1+i)^{10} - 1}{i(1+i)^{10}} \times AAV \times TLR \right) \right] \times A - FC$$

School Impact Fee - Single Family Residential

Elementary	Middle	High		
$10,000,000.00		$44,500,000.00		Facilities Cost
500		1600		Additional Student Capacity
$20,000.00		$27,812.50		=CS
0.40	0.14	0.07		Student Factor (SF)
$8,000.00		$1,946.88		=CS(SF)
110.32		110.32		Boeckh Index
80.00		120.00		SPI square foot
46.31%		46.31%		State Match Percentage
$1,634.85		$429.15		=SM
$6,365.15	+	$1,517.73	= $7,882.87	=CS(SF)-SM
			0.0495	=Avg. Annual Interest Rate
			0.621154586	=TC (numerator)
			0.080247152	=TC (denominator)
			7.740518766	=TC
			$204,301.00	=AAV
			1,581,395.72	=TC*AAV
			0.0256	=TLR
			$4,048.37	=(AAV/10)*TLR
			$3,834.50	=CS(SF)-SM-TC
			85.0%	=Adjustment (Public Share)
			$3,259.32	Total Maximum Impact Fee

School Impact Fee - Multi Family Residential

Elementary	Middle	High		
$10,000,000.00		$44,500,000.00		Facilities Cost
500		1600		Additional Student Capacity
$20,000.00		$27,812.50		=CS
0.22	0.08	0.09		Student Factor (SF)
$4,400.00		$2,503.13		=CS(SF)
110.32		110.32		Boeckh Index
80.00		120.00		SPI square foot
46.31%		46.31%		State Match Percentage
$899.17		$551.76		=SM
$3,500.83	+	$1,951.36	= $5,452.19	=CS(SF)-SM
			0.0495	=Avg. Annual Interest Rate
			0.621154586	=TC (numerator)
			0.080247152	=TC (denominator)
			7.740518766	=TC
			$56,489.00	=AAV
			437,254.16	=TC*AAV
			0.0256	=TLR
			$1,119.37	=(AAV/10)*TLR
			$4,332.82	=CS(SF)-SM-TC
			85.0%	=Adjustment (Public Share)
			$3,682.90	Total Maximum Impact Fee

WASHOUGAL SCHOOL DISTRICT
CAPITAL FACILITIES PLAN
2003-2009

Adopted by the Washougal School District
Board of Directors
March 2003

WASHOUGAL SCHOOL DISTRICT
2003 CAPITAL FACILITIES PLAN

A. Inventory of Instructional Facilities

1. Elementary Schools

Elementary School	Location	Total Bldg. Sq. ft.	October 2002 Enrollment	Capacity	Number of Portables
Gause (K-5)	1100 34th Street Washougal, WA 98671	53,982	399	479[1]	0
Hathaway (K-5)	630 24th Street Washougal, WA 98671	51,400	388	467	0
Cape Horn-Skye (K-5)	9731 Washougal River Road Washougal, WA 98671	43,493	337	395	0
TOTALS:		148,875	1,124	1,341	0

The District determines capacity at the elementary schools based on a standard of service of 110 square feet per student. This standard of service is derived from the State Board of Education and the Office of the Superintendent of Public Instruction 2003-05 Capital Budget Request.

In 2002, the Washougal School District finished making improvements at all three elementary schools that added capacity that is available to accommodate growth.

2. Middle Schools

Middle School	Location	Total Bldg. Sq. ft.	October 2002 Enrollment	Capacity	Number of Portables
Jemtegaard (6-8)	35300 E. Evergreen Washougal, WA 98671	50,808	427	391	9 classrooms
Canyon Creek (6-8)	9731 Washougal River Road Washougal, WA 98671	48,647	227	350[2]	0
TOTALS:			654	741	9 classrooms

[1] Approximately 1,200 square feet of the building at Gause Elementary is used as a District kitchen. This square footage was excluded from the capacity calculation.

[2] Canyon Creek Middle School was designed to add a second story for future capacity. In anticipation of the future addition, common areas were overbuilt. The current capacity is based on existing instructional space.

The District determines capacity at the middle schools based on a standard of service of 130 square feet per student. Capacity does not include capacity that is attributed to portables. The 130 square feet standard is derived from the State Board of Education and the Office of the Superintendent of Public Instruction 2003-05 Capital Budget Request.

In 2002, the Washougal School District finished constructing Canyon Creek Middle School. The added capacity at Canyon Creek Middle School is available to accommodate growth.

3. High Schools

High School	Location	Total Bldg. Sq. ft.	October 2002 Enrollment	Capacity	Number of Portables
Washougal High	1201 39th Street Washougal, WA 98671	157,291	776	1,048	0
Excelsior (alternative)	1401 39th Street Washougal, WA 98671	0	91	N/A	3 classrooms
TOTALS:			867	1,048	3 classrooms

The District determines capacity at the high schools based on a standard of service of 150 square feet per student. Capacity does not include capacity that is attributed to portables. The 150 square feet standard is derived from the State Board of Education and the Office of the Superintendent of Public Instruction 2003-05 Capital Budget Request.

In 2002, the Washougal School District finished making improvements at Washougal High School that added capacity that is available to accommodate growth.

B. Inventory of Non-Instructional Facilities

Type	Location
District Office	2349 "B" Street, Washougal, WA 98671
Transportation Center	995 "E" Street, Washougal, WA 98671

The Washougal School District Office is in a leased building. The District has acquired property and anticipates that the District Office will be relocated.

C. Needs Forecast

Type of Improvement	Estimated Cost	Additional Capacity
Property	$1,800,000	500
Elementary School	$11,000,000	500
TOTALS:	$12,800,000	1,000

The District needs property for future schools and playfields. The enrollment forecast indicates that in 2009 the District will no longer have adequate capacity to accommodate future growth. Thus, the District also needs a new elementary school.

To accommodate growth on a short term and immediate basis, the Washougal School District may purchase and utilize portable classrooms and this plan incorporates those facilities. The cost of the portables are not included in the impact fee calculation; however, impact fee revenue can be available to fund portable facilities if these facilities are needed to serve growth.

D. Enrollment Forecast

Type of School	2003	2004	2005	2006	2007	2008	2009
Elementary	1,146	1,169	1,200	1,224	1,245	1,288	1,331
Middle	637	614	606	629	668	696	712
High	876	892	901	896	902	897	916
TOTALS:	2,658	2,675	2,707	2,749	2,815	2,881	2,959

The enrollment forecast is based on a 2003 demographic study by Dr. Barry Edmonston, Director of the Population and Research Center, College of Urban and Public Affairs, at Portland State University. The enrollment study included projects for low, medium and high growth rates over a fifteen year period. The above forecast is based on the medium growth rate.

E. Effect of Enrollment Increase on Capacity

Type of School	October 2002 Enrollment	Current Capacity	2009 Enrollment Projections	2009 Capacity
Elementary	1,124	1,341	1,331	1,341
Middle	654	741	712	741
High	867	1,048	916	1,048
TOTALS:	2,645	3,130	2,959	3,130

Capacity does not include additional capacity attributed to property and playfields, the new elementary school or additional capacity that is attributed to portables.

F. Finance Plan

1. Secured Funding

Type	Amount
Impact fees (balance as of June 2002)	$1,119,778
Total Secured	$1,119,778

Secured impact fees, and unsecured impact fees through the year 2003, will be used to pay a portion of the construction costs associated with the improvements in the previous Capital Facilities Plans.

2. Unsecured Funding

Type	Amount
2003-2009 impact fees (estimate)	$2,535,869
Total Unsecured	$2,535,869

The amount of unsecured impact fees is an estimate that is based on an assumption that building permits will continue to be issued at a constant rate that is similar to that observed over the past three years. If there is a decrease in the number of building permits that are issued for single family homes in the District, the District will collect less impact fees, if there is an increase in the number of building permits that are issued, the District will collect more impact fees

G. Narrative and Explanation Regarding Impact Fees

Impact fees are calculated based on the plans and the projected costs to build permanent facilities, the need for which are based on growth. The improvements that the District just completed at all of its schools added capacity to accommodate students due to growth. The portion of the costs attributed to the additional capacity that has been provided, and that remains available, is included in the impact fee calculation in Appendix A.

H. Impact Fees

Single Family Fee	$3,270.22
Multi-Family Fee	$969.89

APPENDIX A

SCHOOL IMPACT FEE CALCULATION: WASHOUGAL SCHOOL DISTRICT

$$SIF = \left[CS(SF) - (SM) - \left(\frac{(1+i)^{10}-1}{i(1+i)^{10}} \times AAV \times TLR \right) \right] \times A - FC$$

School Impact Fee - Single Family Residential

Elementary	Middle	High		
$900,000				Property Cost
500				Additional Student Capacity
0.32				Student Factor (SF)
$576				=CS
$2,571,648.00	$2,519,915.00	$2,900,800.00		Facilities Cost
217	123	181		Additional Student Capacity
$11,850.91	$20,487.11	$16,026.52		=CS
0.32	0.15	0.17		Student Factor (SF)
$3,792.29	$3,073.07	$2,724.51		=CS(SF)
110.32	110.32	110.32		Boeckh Index
80.00	110.00	120.00		SPI square foot
55.29%	55.29%	55.29%		State Match Percentage
$1,561.50	$1,006.43	$1,244.32		=SM
$2,806.80 +	$2,066.63 +	$1,480.19 =	$6,353.62	=CS(SF)-SM
			0.0495	=Avg. Annual Interest Rate
			0.621154586	=TC (numerator)
			0.080247152	=TC (denominator)
			7.740518766	=TC
			$152,731.00	=AAV
			1,182,217.17	=TC*AAV
			0.0212	=TLR
			$2,506.30	=(AAV/10)*TLR
			$3,847.32	=CS(SF)-SM-TC
			85.0%	=Adjustment (Public Share)
			$3,270.22	Total Maximum Impact Fee

School Impact Fee - Multi Family Residential

Elementary	Middle	High		
900,000				Property Cost
500				Additional Student Capacity
0.08				Student Factor
144				=CS
$2,571,648.00	$2,519,915.00	$2,900,800.00		Facilities Cost
217	123	181		Additional Student Capacity
$11,850.91	$20,487.11	$16,026.52		=CS
0.08	0.04	0.03		Student Factor (SF)
$948.07	$819.48	$480.80		=CS(SF)
110.32	110.32	110.32		Boeckh Index
80.00	110.00	120.00		SPI square foot
55.29%	55.29%	55.29%		State Match Percentage
$390.37	$268.38	$219.59		=SM
$701.70 +	$551.10 +	$261.21 =	$1,514.01	=CS(SF)-SM
			0.0495	=Avg. Annual Interest Rate
			0.621154586	=TC (numerator)
			0.080247152	=TC (denominator)
			7.740518766	=TC
			$22,800.00	=AAV
			176,483.83	=TC*AAV
			0.0212	=TLR
			$374.15	=(AAV/10)*TLR
			$1,139.87	=CS(SF)-SM-TC
			85.0%	=Adjustment (Public Share)
			$968.89	Total Maximum Impact Fee

Washougal 1

Appendix E: County-wide Planning Policies

CHAPTER 1

LAND USE ELEMENT

INTRODUCTION

The Land Use Element of the Clark County Comprehensive Growth Management Plan 2003-2023 (20-Year Plan) provides policy guidance for the uses of land throughout Clark County, which range from residential, commercial and industrial structures to farm and forestry activities to parks, open spaces, and undeveloped environmentally sensitive areas. The Element contains policies to provide guidance as to how and where these uses should be located, and what type of overall land use pattern should evolve as Clark County develops over the next 20-years. In addition to the written descriptions of existing conditions and the policies, the Land Use Element is closely associated with the 20-Year Plan Map. The 20-Year Plan Map delineates the unincorporated area in various categories, or plan designations, which appear on the Map as different colors. Specific policies are applied to specific map designations, providing policy direction for the development of those areas.

This Element includes a review of existing conditions and analyses of how Clark County will meet future needs related to land uses. One critical concern that the Element addresses is whether the Land Use Map and policies designate adequate amounts of land to meet the residential, commercial, industrial, environmental and other needs of Clark County through the next 20-years. A second equally important concern is the integration of land uses. The various types of uses should be located and developed in an integrated, cohesive manner which minimizes transportation and other public and private service needs and costs and fosters greater accessibility, livability and community in Clark County. The Growth Management Act of 1990 (GMA) clearly emphasizes the reduction of urban sprawl. The Land Use Element promotes more compact development patterns which allow for more efficient delivery of services, and promotes a better balance of jobs and housing than exists today to minimize the distance people need to travel between home, workplace and shopping.

The Land Use Element contains provisions for a clear distinction between urban and rural areas through the designation of urban growth boundaries, as required by the GMA. Within urban areas, urban style and density development should occur. Within the rural area, rural style and density development are planned.

Within the urban areas, a range of urban densities and development opportunities are envisioned. Although single family housing will continue to be the most common form of residential development, certain areas within major activity centers and along transportation corridors are planned for increased multi-family and mixed use development, as well as more intensive commercial uses. Protection of environmentally critical lands and an expansive recreational and open space network development are planned in both the urban and rural areas.

Growth Management comprehensive plan. If the results of the seven-year buildable land evaluation reveal deficiencies in buildable land supply within UGA's, Clark County and the cities are required first to adopt and implement reasonable measures that will remedy the buildable land supply shortfall before adjusting UGA boundaries.

The Buildable Lands Program, at minimum should answer the following questions:

- What is the actual density and type of housing that has been constructed in UGA's since the last comprehensive plan was adopted or the last seven-year evaluation completed? Are urban densities being achieved within UGA's? If not, what measures could be taken, other than adjusting UGA's, to comply with the GMA?
- How much land was actually developed for residential use and at what density since the comprehensive plan was adopted or the last seven-year evaluation completed? Based on this and other relevant information, how much land would be needed for residential development during the remainder of the 20-year comprehensive planning period?
- How much land was actually developed for residential use and at what density since the comprehensive plan was adopted or the last seven-year evaluation completed? Based on this and other relevant information, how much land would be needed for residential development during the remainder of the 20-year comprehensive planning period?
- To what extent have capital facilities, critical areas, and rural development affected the supply of land suitable for development over the comprehensive plan's 20-year timeframe?
- Is there enough suitable land in Clark County and each city to accommodate Clark Countywide population growth for the 20-year planning period?
- Does the evaluation demonstrate any inconsistencies between the actual level of residential, commercial, and industrial development that occurred during the seven-year review period compared to the vision contained in Clark County-wide planning policies and comprehensive plans and the goals and requirements of the GMA?
- What measures can be taken that are reasonably likely to increase consistency during the subsequent seven-year period, if the comparison above shows inconsistency?

Land Use Element

The Land Use Element for 20-year comprehensive plans determines the general distribution and location and extent of the uses of land, where appropriate, for agriculture, timber production, housing, commerce, industry, recreation, open spaces, public utilities, public facilities, and other uses. The Land Use Element includes population densities, building intensities, and estimates of future population growth. The land use element is to provide for protection of groundwater resources, and where applicable, address drainage, flooding, and run-off problems and provide for coordinated solutions.

The following policies are to coordinate the efforts of Clark County and cities in designating land uses, densities, and intensities to achieve the pattern described above in their respective Comprehensive Growth Management Plans.

1.1 Countywide Planning Policies

1.1.1 Clark County, municipalities and special districts will work together to establish urban growth areas within which urban growth shall be encouraged and outside of which growth may occur only if it is not urban in nature. Each municipality within Clark County shall be included within an urban growth area. An urban growth area may include territory located outside of a city if such territory is characterized by urban growth or is adjacent to areas characterized by urban growth.

1.1.2 Urban growth areas shall include areas and densities sufficient to permit the urban growth that is projected to occur in Clark County for the succeeding 20-year period.

1.1.3 Urban growth shall be located primarily in areas already characterized by urban growth that have existing public facility and service capacities to adequately serve such development, and second in areas already characterized by urban growth that will be served by a combination of both existing public facilities and services that are provided by either public or private sources. Urban governmental services shall be provided in urban areas. These services may also be provided in rural areas, but only at levels appropriate to serve rural development.

Urban governmental services include those services historically and typically delivered by cities or special districts, and include storm and sanitary sewer systems, domestic water systems, street cleaning services, fire and police protection, public transit services, and other public utilities not normally associated with non-urban areas.

1.1.4 An urban growth area may include more than a single city.

1.1.5 Urban growth is defined as growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products, fiber, or the extraction of mineral resources.

1.1.6 Clark County and cities shall review, at least every seven (7) years, their designated urban growth area or areas in compliance with RCW 36.70A.215. The purpose of the review and evaluation program shall be to determine whether Clark County and its cities are achieving urban densities within Urban Growth Areas. This shall be accomplished by comparing the growth and development assumptions, targets and objectives contained in these policies (and in county and city comprehensive plans) with actual growth and development that has occurred.

1.1.7 Each municipality within Clark County shall annually provide to Clark County parcel specific information on land developed or permitted for building and development in three categories: residential, commercial, and industrial. Clark County and municipalities shall follow the guidelines specified in the Plan Monitoring Procedures Report for the collection, monitoring, and analysis of development activity and potential residential/employment capacity.

1.1.8 Clark County, in cooperation with the municipalities, shall prepare a Buildable Lands Capacity Report every seven years, with the first report completed by September 2002. The report will detail growth, development, capacity, needs,

and consistency between comprehensive plan goals and actual densities for Clark County and the municipalities within it.

1.1.9 Clark County and municipalities shall use the results of the Buildable Lands Capacity Report to determine the most appropriate means to address inconsistencies between land capacity and needs. In addressing these inconsistencies, Clark County and municipalities shall identify reasonable measures, other than adjusting urban growth areas, that will be taken to comply with the requirements of RCW 36.70A.215.

1.1.10 Population projections used for designating urban growth areas will be based upon information provided by the Office of Financial Management and appropriate bi-state/regional sources.

1.1.11 Interagency Cooperation. Clark County and each municipality will work together to:

- establish a Technical Advisory Committee to develop an ongoing coordination program within the urban growth area;
- provide opportunities for each jurisdiction to participate, review and comment on the proposed plans and implementing regulations of the other;
- coordinate activities as they relate to the urban growth area;
- coordinate activities with all special districts;
- seek opportunities for joint efforts, or the combining of operations, to achieve greater efficiency and effectiveness in service provision; and,
- conduct joint hearings within the urban growth areas to consider adoption of Comprehensive Plans.

1.1.12 Coordination of land use planning and development:

- Clark County and each municipality shall cooperatively prepare land use and transportation plans and consistent development guidelines for the urban area.
- Comprehensive Plans must be coordinated. The comprehensive plan of each county or city shall be coordinated with, and consistent with, the comprehensive plans adopted by other counties or cities with which Clark County or city has, in part, common borders or related regional issues. The city and Clark County shall play partnership roles in the production of plans which provide the opportunity for public and mutual participation, review and comment.
- Urban development shall be limited to areas designated by the urban growth boundary. Clark County and each local jurisdiction urban areas would have a higher average density than currently exists, approximately 4, 6 to 8, units per net residential acre depending on the specific urban area. No more than 75 percent of the new housing stock would be of a single product type (i.e., single-family detached residential or attached multi-family). This would not apply to the Yacolt urban growth area due to wastewater management issues.

1.1.13 Urban Growth Area Centers (UGA) have a full range of urban levels of services and can be divided into three main categories in the following density tiers:

- **Vancouver Urban Growth Area Major Centers** are now or will be a major urban area activity centers with a full range of residential, commercial, and industrial uses, high-capacity transit corridors, schools, major cultural and public facilities. Major urban areas centers, have or will have, urban densities of development of at least between 6 and 8 units per net residential acre (4.5 to 6 gross units per acre) as an overall average. Areas along high capacity transit corridors and priority public transit corridors may have higher than average densities while other areas would have lower densities (e.g. established neighborhoods and neighborhoods on the fringes of the urban area). Regional institutions and services (government, museums, etc.) should be located in the urban core.
- **Urban Growth Areas of Battle Ground, Camas, Ridgefield and Washougal** will have a full range of residential, commercial, and industrial uses, schools, neighborhood, community, and regional parks, and are within walking distance to HCT corridors or public transit. These areas will have employment opportunities and lower densities than a major urban area centers, averaging at least between 6 and 8 units per net residential acre (4.5 to 6 gross units per acre). Higher densities occur along transit corridors and in the community center, with lower densities in established neighborhoods and on the outskirts of the community. These urban growth areas centers should have a center focus that combines commercial, civic, cultural and recreational uses.
- **La Center Urban Growth Area will be a Neighborhood Centers** are located in predominantly residential area with at least 4 housing units per net residential acre (3 gross units per acre), and include pedestrian-oriented commercial uses, schools, and small parks. There are no standards for the Yacolt urban growth area due to lack of public sewer. A mix of residential uses and densities are or will be permitted. Neighborhoods are to have a focus around parks, schools, or common areas.

1.1.14 Rural Centers are outside of urban growth areas centers and urban reserve areas and provide public facilities (e.g., fire stations, post offices, schools) and commercial facilities to support rural lifestyles. Rural centers have residential densities consistent with the surrounding rural minimum lot sizes and do not have a full range of urban levels of services

1.1.15 Establish consistent regional criteria to determine the size of urban growth areas for the 20-year comprehensive plans that:

- utilize a market factor (25% for business park and commercial, 50% for industrial, and 0% for Residential);
- include a household size of 2.69 and utilize natural features (such as drainages, steep slopes, riparian corridors, wetland areas, etc.);
- conserve designated agriculture, forest or mineral resource lands;
- ensure an adequate supply of buildable land;
- have the anticipated financial capability to provide infrastructure/services needed for the 20-year growth management population projections; and,
- balance industrial, commercial, and residential lands.

1.1.16 Establish consistent regional criteria for urban growth area boundaries for the 20-year comprehensive plans that consider the following:

- geographic, topographic and man-made features;
- public facility and service availability, limits and extensions;
- jurisdictional and special district boundaries;
- location of designated natural resource lands and critical areas; and,
- minimize split designations of parcels.

20-Year Planning Policies

GOAL: Adopt Urban Growth Area (UGA) boundaries to accommodate residential and employment increases projected within the boundaries over the next 20-years.

1.2 Policies

1.2.1 The UGAs shall be consistent with the following general goals:

- reduce the inappropriate conversion of undeveloped land into sprawling, low-density development;
- provide for the efficient provision of public services;
- protect natural resource, environmentally sensitive and rural areas;
- encourage a clear distinction between urban and rural areas;
- maintain densities which support a multi-modal transportation system;
- support variety, choice and balance in living and working environments;
- promote a variety of residential densities; and,
- include sufficient vacant and buildable land.

1.2.2 The UGAs shall be consistent with the following more specific criteria:

- Each UGA shall provide sufficient urban land to accommodate future population/employment projections through the designated planning period.
- Cities shall be located within UGAs. Urban services shall be provided within those areas. Urban services should generally not be provided outside UGAs. (See Chapter 6, Capital Facilities and Utilities for urban and rural services.)
- Lands included within UGAs shall either be already characterized by urban growth or adjacent to such lands.
- Existing urban land uses and densities should be included within UGAs.
- Land within the UGA shall not contain areas designated for long-term agriculture or forestry resource use.
- UGAs shall provide a balance of industrial, commercial and residential lands.
- The UGAs should utilize natural features (such as drainage ways, steep slopes, open space and riparian corridors) to define the boundaries.
- Each UGA shall have the anticipated financial capability to provide infrastructure/services needed in the area over the planning period under adopted concurrency standards.

CHAPTER 2

HOUSING ELEMENT

INTRODUCTION

The purpose of the Housing Element is to identify the need for, and mechanisms that will lead to, the construction and preservation of decent housing for all economic segments of the Clark County population.

Region-wide in orientation, the Housing Element addresses all of Clark County. It sets policy direction for lands under county government jurisdiction, is coordinated to the greatest extent possible with housing policies developed by cities and towns and provides practical implementation guidance. The need for mechanisms to insure a variety of housing prices and neighborhood designs is discussed, as well as the types of housing that should be available in the future.

RELATIONSHIP TO OTHER ELEMENTS AND PLANS

The Housing Element of the 20-Year Plan builds upon principles and policies established in earlier county comprehensive plans. Earlier plans discussed housing primarily in light of its land use implications. This plan addresses housing in broader terms, reaching beyond land use patterns and densities to discuss issues such as affordability, special needs and community character.

The Housing Element also builds upon principles and policy direction provided by the Countywide Planning Policies and the Community Framework Plan. These policies, developed through an extensive public participation process are intended to provide long-term, overall guidance for Clark County and its cities in developing the Housing Element for the 20-Year Plan.

The Housing Element of the 20-Year Plan also has a relationship to the Clark County/City of Vancouver Consolidated Housing and Community Development Plan 2000 - 2004 (HCD). The HCD is developed by both the City of Vancouver and the county as a planning tool to qualify for federal funds available through the Department of Housing and Urban Development. The HCD contains housing strategies and a thorough needs assessment focusing primarily on low and moderate-income households and special needs populations in regards to affordable housing.

The Housing Element uses many of the statistics and needs assessments prepared in the HCD. Implementation of the policies in the Housing Element through ordinances and programs will assist in meeting needs identified in the HCD.

Special needs populations such as people who are homeless, people at risk for homelessness, the frail/elderly, single parents, physically disabled, victims of domestic abuse, veterans, chronically mentally ill, developmentally disabled, migrant farm workers, and persons living with HIV/AIDS or chemical addictions are addressed in both the Housing Element and the HCD.

Housing affordability is a key component within the Growth Management legislation. Housing affordability will be affected by policies adopted in the other elements including

GOALS AND POLICIES

Clark County has developed general goals and policies it will use to direct housing development. The Clark County Housing policies are as follows:

2.1 County-wide Planning Policies

2.1.0 The County and each municipality shall prepare an inventory and analysis of existing and projected housing.

2.1.1 The Comprehensive Plan of the County and each municipality shall identify sufficient land for housing, including, but not limited to, government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, and group homes and foster care facilities. All jurisdictions will cooperate to plan for a "fair share" of the region's affordable housing needs and housing for special needs population.

2.1.2 Link economic development and housing strategies to achieve parity between job development and housing affordability.

2.1.3 Link transportation and housing strategies to assure reasonable access to multi-model transportation systems and to encourage housing opportunities in locations that will support the development of public transportation.

2.1.4 Link housing strategies with the locations of work sites and jobs.

2.1.5 Link housing strategies with the availability of public facilities and public services.

2.1.6 Encourage infill housing within cities and towns and urban growth areas.

2.1.7 Encourage flexible and cost efficient land use regulations that allow for the creation of alternative housing types which will meet the needs of an economically diverse population.

20-Year Planning Policies

GOAL: ***Provide for a diversity in the type, density, location, and affordability of housing throughout the county and its cities. Encourage and support equal access to housing for rental and homeowners and protect public health and safety.***

2.2 Policies:

2.2.1 Ensure that implementation measures recognize variety of family structure.

2.2.2 Encourage a variety of housing types and densities, including mixed-use centers, services and amenities.

2.2.3 Clark County shall create a voluntary inclusionary zoning program with bonus incentives strategies. A demonstration project should be created to illustrate profitability to finance institutions and developers and to illustrate the effectiveness of the policy to the public.

CHAPTER 3

RURAL AND NATURAL RESOURCE ELEMENT

INTRODUCTION

Clark County's rural and resource areas are characterized by forests, large and small scale farms, rivers and streams that provide quality habitat for fish and wildlife, and a wide variety of homes found in rural centers and scattered on lots in a broad range of sizes. Many rural residential communities are focused in areas with historic roots of large-scale commercial forestry, farming, and mining. Also, rural residential communities are focused on scenic resources such as rivers and views or to lifestyle activities such as the keeping of horses.

The soils and terrain in the rural and resource areas create significant environmentally sensitive areas, such as steep, erodable slopes, wetlands and ground water recharge areas. Maintenance of tree cover, natural vegetation and wetlands are critical to prevention of erosion, flooding, property and habitat damage, the continued functioning of the ecosystem and preservation of rural character.

GROWTH MANAGEMENT ACT

Statewide planning goals were adopted in 1990 as part of the Growth Management Act (GMA) to guide development and adoption of comprehensive plans and development regulations. A basic principle of the GMA is that growth should first be directed to areas already characterized by growth and where growth can be supported with adequate urban facilities and services. By directing development to areas where facilities are currently provided or can be efficiently provided in the future, the county can better utilize limited resources in both rural and urban areas. Additionally, by generally directing growth to such areas, Clark County can ensure that a distinct option for rural living will be available for generations to come. This Chapter satisfies the GMA's mandatory Rural Element (RCW 36.70A.070 (5)) by:

- designating rural lands "lands that are not designated for urban growth, agriculture, forest or mineral resources";
- providing a projected 20-year population growth;
- identifying rural government services;
- providing a variety of densities for residential, commercial and industrial land uses; and,
- addressing rural character of such lands, which can include critical areas as well as small-scale farm and forestry activities.

This Chapter also satisfies the GMA's Goal 8 to maintain and enhance natural resource-based industries and designated resource lands (RCW36.70A.020 (8)).

in Chapter 1, Land Use. Policies that relate to rural lands can be found in most elements of the plan including Land Use, Rural and Resource Lands, Transportation, Public Facilities, Utilities, Parks and Open Space, Economic Development and Community Design.

GOALS AND POLICIES

3.0 County-wide Planning Policy

The County shall recognize existing development and provide lands, which allow rural development in areas, which are developed or committed to development of a rural character.

The county and each municipality shall cooperate to ensure the preservation and protection of natural resources, critical areas, open space, and recreational lands within and near the urban area through adequate and compatible policies and regulations

20-Year Plan Policies

RURAL LANDS

GOAL: ***Maintain the existing rural character and compatibility with resource-based economic uses, such as farming, forestry, mineral extraction and recreation.***

3.1 Policies

3.1.1 Clark County shall maintain and protect the character of its designated Rural Area. Therefore, Clark County's land use regulations and development standards should protect and enhance the following components of the Rural Area:

- environmental quality, particularly as evidenced by the health of wildlife and fisheries (especially salmon and trout), aquifers used for potable water, surface water bodies and natural drainage systems;
- commercial and non-commercial farming, forestry, fisheries, and mining;
- community rural center atmosphere, safety, and locally-owned small businesses;
- regionally significant parks, trails and open space;
- large lot residential development compatible with adjacent farming, forestry and mining and not needing urban facilities and services; and
- historic character and resources including archaeological and cultural sites important to the local community.

3.1.2 The Rural Area designations shown on the Clark County Comprehensive Plan Land Use Map include areas that are rural in character and meet one or more of the following criteria:

- opportunities exist for significant commercial or non-commercial farming and forestry (large-scale farms and forest lands are designated as Natural Resource lands);

CHAPTER 4
ENVIRONMENTAL ELEMENT

INTRODUCTION

Clark County contains a diverse mixture of natural resources, parklands, and open spaces. Of the county's 656 square miles, almost half is in forest and agricultural lands, and surface water. Air, water and land resources are essential to the very existence of human development. They influence every aspect of quality of life, from the local climate to the availability of safe drinking water to flood control and drainage patterns to recreational opportunities and to the habitat that we share with plants and animals.

The Environmental Element provides specific environmental goals and requirements as the basis for development regulations and general goals for land use planning and parks acquisition. The Environmental Element addresses land development throughout the entire unincorporated area of the county, and includes various environmental policies that apply to the entire county.

RELATIONSHIP OF THE ENVIRONMENTAL ELEMENT TO OTHER ELEMENTS AND PLANS

The Growth Management Act (GMA) recognizes that environmental protection is important to the citizens of the State of Washington. The GMA contains three goals that relate to the natural environment:

- **Environment** This goal requires protection of the environment and enhancement of the state's high quality of life, including air and water quality, and the availability of water.

- **Open Space and Recreation** This goal encourages the retention of open space, the development of recreational opportunities, the conservation of fish and wildlife habitat, increasing access to natural resource lands and water and the development of parks. (See Chapter 7 for a more complete discussion of County parks, recreation and open space.

- **Natural Resource Industries.** This goal requires the maintenance and enhancement of natural resource-based industries, including productive timber, agricultural, and fisheries industries. The conservation of productive forest lands and productive agricultural lands is encouraged, while incompatible uses are discouraged. (See Chapter 3 for a more complete discussion of the County's natural resource industries).

All development activities create some level of impact on the air, water and land resources of the county. The benefits of development activities are easily measured in terms of economic benefits to the county or its cities. However, there are often unintended consequences of development that are not included in the environmental balance sheet. It is these consequences that are addressed through the programs and policies in the Environmental Element.

Washington State Goals and Mandates

As noted earlier, the GMA requires the identification and protection of critical areas (RCW 36.70A.170 and 172). Critical areas can be found within the urban areas and within the rural and resource areas of the county. These critical areas include: flood hazard areas, geological hazard areas, wetlands, shoreline and surface waters, habitat conservation areas, aquifer recharge areas and scenic areas. Mapped critical areas can be found in Figures 1-8. In addition, the GMA requires that jurisdictions give special attention to the preservation and enhancement of anadromous fisheries. Policies outlined below are designed to meet the requirements of the GMA.

4.1 County-wide Planning Policies

4.1.1 Urban growth areas shall be established consistent with the protection of the environment and the enhancement of the county's high quality of life, including air and water quality, and the availability of water. The establishment of urban growth areas shall also be done in a manner consistent with the preservation of land, sites and structures that have historical or archeological significance.

4.1.2 The county and each municipality shall cooperate to ensure the preservation and protection of natural resources, critical areas, open space, and recreational lands within and near the urban area through adequate and compatible policies and regulations. These policies and regulations shall provide for the long-term viability of terrestrial habitat functions and natural watershed processes identified by scientifically-based assessment.

20-year Planning Policies

GOAL: Protect and conserve environmentally critical areas.

4.2 Policies

4.2.1 Clearly define and update maps of environmentally critical areas throughout the County and its cities, using federal, state or other accepted definitions where appropriate. Identify watershed processes on the maps and describe the reach-by-reach relationships among them. In particular, update Priority Habitat Species data as it becomes available from the Department of Wildlife or other sources.

4.2.2 Incorporate ways to respond to watershed processes and Priority Habitat Species data in local planning processes, such as SEPA review and the Habitat Conservation Ordinance.

4.2.3 Update regulatory and incentive programs for the protection and conservation of environmentally critical areas, including wildlife habitat areas, wetlands and shorelines, and the underlying watershed processes. Emphasis should be given to policies and standards to protect and conserve critical areas as larger blocks, corridors or interconnected areas rather than in isolated parcels.

CHAPTER 5

TRANSPORTATION ELEMENT

INTRODUCTION

The Transportation Element must balance the needs of businesses, neighborhoods, schools, freight, industry, retailers, property owners, parks, subdivisions, airports, and the environment. No single sector of the community should dominate the entire transportation plan; however, each sector of the community can profit by achieving a balanced transportation system.

Policies of the Transportation Element are intended to:

- improve mobility with a focus on people and goods, instead of automobiles;
- limit roadway widening (especially in neighborhoods that are bisected by the arterial network);
- improve the pedestrian and bicycle non-motorized network;
- improve pedestrian and bike safety and mobility;
- establish funding priorities with respect to preservation, maintenance, mobility, and safety of transportation facilities;
- enhance access controls on the arterial system in order to improve mobility and safety;
- improve the coordination and working partnerships with other jurisdictions; and,
- enhance circulation and cross-circulation opportunities to reduce congestion on the arterial system.

By law, the Transportation Element must implement and be consistent with other elements of the 20-Year Plan. The policies and LOS standards contained within this element complement the Land Use Element by providing for transportation needs and infrastructure in urban centers, addressing the needs of neighborhoods and adapting the rural transportation system in support of those policies. This element also integrates the goals and directions of the Housing (Chapter 2) and Economic Development (Chapter 9) Elements as well as minimizing the environmental impact of transportation systems.

GMA REQUIREMENTS

The State of Washington's 1990 Growth Management Act (GMA) and amendments mandate the inclusion of a Transportation Element in the Comprehensive Plan. Although the GMA has some very specific requirements, flexibility is written into the law so that each County can tailor its plan to its community goals. Key aspects of the GMA regarding transportation elements include:

- consideration of many types of transportation (air, water, rail, and land--including roadways, transit, ferries, non-motorized, and freight);

GOALS AND POLICIES

Transportation policies that seek to provide for the mobility of people and goods must consider increases in travel demand caused by growth in population and employment. The transportation system must be affordable and minimize environmental impacts to maintain the quality of life. A safe, efficient transportation system can work to enhance economic development within a region in conjunction with supportive land use plans.

Community Framework Plan

The Community Framework Plan and the comprehensive plans of the County and its cities envision a shift in emphasis from a transportation system based on private, single-occupant vehicles to one based on alternative, higher-occupancy travel modes such as ridesharing, public transit, and non-polluting alternatives such as walking, bicycling, and telecommuting. This shift occurred due to changes in funding constraints at the federal and state level as well as consideration of the thirteen GMA planning goals contained in 36.70A.020 RCW.

Regional policies are applicable county-wide. Urban policies only apply to areas within adopted urban growth areas (UGAs) and are supplemental to any city policies. Rural policies apply to all areas outside adopted UGAs.

5.0 County-wide Planning Policies

5.0.1 Clark County, Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Organization (RTPO), state, bi-state, municipalities, and C-TRAN shall work together to establish a truly regional transportation system which:

- reduces reliance on single occupancy vehicle transportation through development of a balanced transportation system which emphasizes transit, high capacity transit, bicycle and pedestrian improvements, and transportation demand management;
- encourages energy efficiency;
- recognizes financial constraints; and,
- minimizes environmental impacts of the transportation systems development, operation and maintenance.

5.0.2 Regional and bi-state transportation facilities shall be planned for within the context of county-wide and bi-state air, land and water resources.

5.0.3 The State, MPO/RTPO, County, and the municipalities shall adequately assess the impacts of regional transportation facilities to maximize the benefits to the region and local communities.

5.0.4 The State, MPO/RTPO, County, and the municipalities shall strive, through transportation system management strategies, to optimize the use of and maintain existing roads to minimize the construction costs and impact associated with roadway facility expansion.

5.0.5 The County, local municipalities and MPO/RTPO shall, to the greatest extent possible, establish consistent roadway standards, level of service standards and methodologies, and functional classification schemes to ensure consistency throughout the region.

5.0.6 The County, local municipalities, C-TRAN and MPO/RTPO shall work together with the business community to develop a transportation demand management strategy to meet the goals of state and federal legislation relating to transportation.

5.0.7 The State, MPO/RTPO, County, local municipalities and C-TRAN shall work cooperatively to consider the development of transportation corridors for high capacity transit and adjacent land uses that support such facilities.

5.0.8 The State, County, MPO/RTPO and local municipalities shall work together to establish a regional transportation system which is planned, balanced and compatible with planned land use densities; these agencies and local municipalities will work together to ensure coordinated transportation and land use planning to achieve adequate mobility and movement of goods and people.

5.0.9 The State, County, MPO/RTPO and local municipalities shall work together to establish a regional transportation system which is planned, balanced and compatible with planned land use densities; theses agencies and local municipalities will work together to ensure coordinated transportation and land use planning to achieve adequate mobility of goods and people.

5.0.10 State or regional facilities that generate substantial travel demand should be sited along or near major transportation and/or public transit corridors.

Regional Implementation Policies

GOAL: Develop a regionally-coordinated transportation system that supports and is consistent with the adopted land use plan.

5.1 Policies

System Development

5.1.1 The capital facilities plans, concurrency strategies, and impact fee programs within each UGA should be jointly undertaken with the city and reviewed for regional consistency by the Southwest Washington Regional Transportation Council.

5.1.2 Long range land use and transportation plans shall be coordinated with high capacity transit plans.

5.1.3 When County Road Projects are designed or transportation improvements are proposed through the development review process, the design of those transportation facilities should be consistent with the current adopted Arterial Atlas, Concurrency Management System and Metropolitan Transportation Plan.

5.1.4 LOS standards for the regional arterial system and transit routes should direct growth to urban centers.

5.1.5 The County shall provide opportunity for full and fair participation by all communities in the transportation decision-making process.

CHAPTER 6

CAPITAL FACILITIES AND UTILITIES ELEMENT

INTRODUCTION

Capital facilities and utilities are the basic services which the public sector provides to support land use developments, both as they currently exist, and as they are anticipated to develop over the course of the 20-year growth management planning horizon. The Capital Facilities and Utilities Element provides a general summary of how and when these basic services will be provided to support future growth as envisioned by the 20-Year Plan, and how they will be paid for.

The Growth Management Act (GMA) establishes many of the requirements for the Capital Facilities and Utilities Element. The GMA establishes an overall goal to "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" (RCW 36.70A.020). The GMA requires that the capital facilities element include an inventory of existing publicly owned capital facilities, a forecast for the future needs for new or expanded facilities and a six year plan to indicate from what sources the identified future facilities will be financed. The GMA defines public facilities to include roadways, street lighting, sidewalks, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools. Public services are defined to include fire protection, law enforcement, public health, education, recreation, environmental protection, and other government services. The Capital Facilities and Utilities Element is intended to provide a general assessment of major public services which impact land use issues, rather than a detailed analysis of every service provided by government.

The Capital Facilities and Utilities Element must be consistent with the other elements of the 20-Year Plan, particularly the Land Use Element. Future development should be encouraged to occur in generally more compact patterns where public facilities already exist, because it can be served more efficiently and inexpensively than dispersed or sprawling land use patterns. The GMA dictates that "urban growth should be located first in areas already characterized by urban growth that have existing public facility and service capabilities to serve such development, and second in areas already characterized by urban growth that will be served by a combination of both existing public facilities and any additional needed public facilities and services that are provided by public or private sources" (RCW 36.70A.110).

Providing new capital facilities in previously undeveloped and unserved areas may in turn lead to new development in dispersed patterns, and should also be avoided. The GMA states that "Further, it is appropriate that urban government services be provided by cities, and urban government services should not be provided in the rural area."

The GMA also emphasizes the concept of concurrency, which requires that needed public facilities and services be in place, or officially planned and scheduled to be put into place, concurrent with new development. This concept requires cities and counties to establish explicit levels of service, or minimum threshold measures, to determine if particular service is adequately provided.

Table 6.12 Ft. Vancouver Library 20-Year Capital Plan

Library Expansion	Increased Square Footage	Estimated Cost
Expanded Vancouver Main Library	92,000	$34,500,000
New Evergreen Community	25,000	$9,000,000
New Vancouver Mall/Orchards Community	25,000	$8,750,000
New Hazel Dell Community	15,000	$5,250,000
New NE Community	25,000	$8,750,000
Complete La Center Community	2,500	$875,000
New Battle Ground Community	15,000	$5,250,000
Expanded Ridgefield Community	5,000	$1,750,000
Expanded Washougal Community	5,000	$1,750,000
New Woodland Community	6,000	$2,100,000
Total Branch	215,000	$77,975,000
District Operations Center	50,000	5,000,000
Total FVRL	265,500	$82,975,000

Source: FVRL Capital Facilities Plan

GOALS AND POLICIES

State Goals and Mandates

The statewide planning goals were adopted in 1990 as part of GMA. Included within the 13 goals was the mandate to ensure that public services and facilities necessary to support development shall be adequate to the development (RCW 36.70A.020).

Community Framework Plan

Both the policies within the Countywide Planning Policies and the Community Framework Plan (CFP) frame the issues and needs for the 20-Year Plan with regards to capital facilities. See Section 6.0 of the CFP for these policies.

6.0 Countywide Planning Policies

6.0.1 The County, State, municipalities and special districts shall work together to develop realistic levels of service for urban governmental services.

6.0.2 Plans for providing public facilities and services shall be coordinated with plans for designation of urban growth areas, rural uses, and for the transition of undeveloped land to urban uses.

6.0.3 Public facilities and services shall be planned so that service provision maximizes efficiency and cost effectiveness and ensures concurrency.

6.0.4 The County, municipalities and special districts shall, to the greatest extent possible, agree upon present and future service provision within the urban area.

6.0.5 The County, municipalities and special districts shall agree on a full range of services to meet the needs of the urban area, including sewer, water, storm drainage, transportation, police, fire, parks, etc.

6.0.6 The County, its municipalities and special districts shall work together to ensure that the provision of public facilities and services are consistent and designed to implement adopted comprehensive plans.

6.0.7 Local jurisdictions shall establish a process to re-evaluate the land use element of their comprehensive plans upon its determination that the jurisdiction lacks the financing resources to provide necessary public facilities and services to implement their plan.

6.0.8 General and special purpose districts should consider the establishment of impact fees as a method of financing public facilities required to support new development.

6.0.9 The County, its municipalities, and special districts will work together to develop financial tools and techniques that will enable them to secure funds to achieve concurrency.

6.0.10 The Comprehensive Plan of the County and each municipality shall include a process for identifying and siting essential public facilities such as airports, state education facilities and state or regional transportation facilities, state and local correctional facilities, solid waste handling facilities, and regional parks.

6.0.11 When siting state and regional public facilities, the County and each municipality shall consider land use compatibility, economic and environmental impacts and public need.

6.0.12 The County shall work with the State, each municipality and special districts to identify future needs of regional, and state wide public facilities. This will ensure county-wide consistency and avoid duplications or deficiencies in proposed facilities.

6.0.13 The County, municipalities, special districts and Health District will work cooperatively to develop fair and consistent policies and incentives to: eliminate private water and sewer/septic systems in the urban areas; and to encourage connection to public water and sewer systems.

6.0.14 Within Urban Growth Areas, cities and towns should be the providers of urban services. Cities and towns should 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 or town limits, but are within Urban Growth Areas, the city or town and the County should jointly plan for the development, with the County adopting development regulations which are consistent with the city or town standards.

6.0.15 Plans for providing public utility services shall be coordinated with plans for designation of urban growth areas, rural uses, and for the transition of undeveloped land to urban uses.

6.0.16 Public utility services shall be planned so that service provision maximizes efficiency and cost effectiveness and ensures concurrency.

6.0.17 The County, municipalities and special districts shall, to the greatest extent possible, agree upon present and future service provision within the urban area.

6.0.18 Establish a stormwater treatment plan for existing and future developments that complies with salmon recovery objectives.

20 Year Plan Policies

GOAL: Ensure that necessary and adequate capital facilities and services are provided to all development in Clark County in a manner consistent with the 20-Year Plan.

6.1 Policies

6.1.1 Continue to plan for and provide capital facilities and services as necessary to support development consistent with the 20-year Plan, or coordinate and facilitate the planning and provision of such facilities and services by other public or private entities.

6.1.2 The primary role of Clark County regarding service provisions shall involve the planning and delivery of regional, rather than urban, services. It is the policy of Clark County that, in general, cities are the most appropriate units of local government to provide urban governmental services, and that, in general, it is not appropriate that urban governmental services be extended or expanded to rural areas except in those limited circumstances shown to be necessary to protect basic public health and safety and the environment and when such services are financially supportable at rural densities and do not permit urban development.

6.1.3 Explore and assist other providers to explore a variety of funding sources for capital facilities and services, including a range of federal, state, and other grants where possible.

6.1.4 Encourage and assist other utilities, service districts and providers to pursue the use of impact fees, special assessment and improvement districts and other local financing techniques to fund new facilities and services.

6.1.5 Assist and facilitate the siting of capital facility and service infrastructure in a manner consist with the 20-Year Plan, through appropriate land use planning and development review policies and procedures.

6.1.6 Develop a process for identifying and siting essential regional public facilities such as state or regional transportation facilities, state education facilities, airports, corrections facilities, solid waste handling facilities and regional parks.

6.1.7 Clark County incorporates by reference the sewer and water Capital Facilities Plans of the Hazel Dell Sewer District, Clark Public Utilities, and the City of Vancouver. The County should review future changes to these Capital Facilities Plans on an ongoing basis to ensure that consistency with County capital facility and land use plans is maintained.

GOAL: Provide water service to all households minimizing environmental impacts and, at least, long-term public cost.

6.2 Policies

6.2.1 All new development in the urban area shall be served by a connection to a public water system. Existing developments within the urban area using private wells shall be encouraged to convert to public water usage.

CHAPTER 7

PARKS, RECREATION AND OPEN SPACE ELEMENT

"With the growth of a great metropolis here, the absence of parks will make living conditions less and less attractive, less and less wholesome. Insofar, therefore, as the people fail to show the understanding, courage and organizing ability necessary to grasp the present opportunity, the growth of the region will necessarily tend to choke itself."

Olmsted and Hall, Proposed Park Reservations for East Bay Cities, 1930

INTRODUCTION

Overview

Clark County adopted its first Comprehensive Parks and Recreation Plan in 1965, with updates in 1975, 1981, 1987 and 2000. Now, the plan is being updated again, in coordination with the Growth Management Act (GMA).

The Comprehensive Regional Park, Recreation, and Open Space Plan (Regional Parks Plan) and the Vancouver Urban Parks, Recreation, and Open Space Plan (Urban Parks Plan) are the County's blueprints for acquiring, developing and maintaining parks, trails, recreation facilities and open space, and to guide the provision of recreation services and programs. The Regional Parks Plan and the Urban Parks Plan are separately adopted plans required as part of the criteria for funding through the Washington State Interagency Committee for Outdoor Recreation. The goals and policies from each plan have been consolidated and incorporated into this plan. The Regional Parks Plan and the Urban Parks Plan are incorporated herein by reference.

One of the GMA's 13 primary goals is to "Encourage the retention of open space and development of recreational opportunities, to conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks." In addition, the GMA requires that urban government services be provided only in urban areas. The GMA also identifies cities as the appropriate provider of urban services, and counties as providers of regional services. The Regional Parks Plan and Urban Parks Plan lay the groundwork for the park system by:

- Assessing public attitudes toward the acquisition, development and management of parks, open space and recreation facilities, and involving the general public in park, open space and recreation planning;
- Establishing acquisition and development standards for outdoor recreation facilities and grounds, including greenways, open space, trails, special facilities and neighborhood, community and regional parks;
- Establishing priorities for the acquisition and development of park, open space and recreation facilities, and the implementation of recreation programs, and incorporating these priorities into the County's capital facilities program;

GOALS AND POLICIES

The Growth Management Act makes many references to the importance of parks, recreation and open space. Goal 9 of the Act states that local governments should:

> *"Encourage the retention of open space and development of recreational opportunities, to conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks".*

The Act calls for provision of greenbelts and open space areas within and between urban areas. Other provisions of the Act, such as those relating to the environment and public facilities and services, contain language that addresses park, recreation and open space issues.

This 20-Year Plan contains the goals and policies for parks, recreation and open space, which are compiled from the Regional Parks Plan and the Urban Parks Plan. These goals and policies are intended to guide the acquisition and development of park facilities and recreational programs, and to provide guidance to the County's development review process.

The County will continue to plan for urban parks, in cooperation with cities, in unincorporated urban areas. As a provider of Countywide regional services, Clark County will focus available resources on regional facilities and services that benefit all County residents regardless of location. The service standards, needs, policies and capital facility plans in this document reflect the County's shift from a provider of both urban and regional services to a provider of regional services only.

7.0 County-wide Planning Policies

7.0.1 The County and each municipality shall identify open space corridors, riparian areas, important isolated open space and recreational areas within and between urban growth areas, and should prepare a funding and acquisition program for this open space. Open space shall include lands useful for parks and recreation, fish and wildlife habitat, trails, public access to natural resource lands and water, and protection of critical areas.

Urban Parks

GOAL: ***Encourage cities to provide urban parks, open space, and recreational opportunities within urban growth areas, while ensuring that existing County-owned urban parks in unincorporated areas are properly managed and that future urban park opportunities, including greenbelt and open space areas, are preserved.***

7.1 Policies

Acquisition

7.1.1 The County's standard for urban parks shall be 6 acres per 1,000 people, with 5 acres per 1,000 people of neighborhood/community parks and 1 acre per 1,000 people of urban open space.

7.1.2 Within the Vancouver designated urban growth area, urban park services shall be limited to a level that reserves and makes available to the city sites for

CHAPTER 9

ECONOMIC DEVELOPMENT ELEMENT

INTRODUCTION

The 1990 Washington State Growth Management Act (GMA) established the following statewide economic development goal:

> *"Encourage economic development throughout the state that is consistent with adopted comprehensive plans; promote economic opportunity for all residents of the state, especially for unemployed and disadvantaged persons; and encourage growth in areas experiencing insufficient economic growth all within the capacities of the state's natural resources, and local public services and facilities.*

In 1994, Clark County adopted a 20-Year Comprehensive Growth Management Plan. The Plan included an economic development chapter and many elements that help promote and sustain business and industry Countywide.

Among other things, the economic development element establishes an economic vision for the community and expressed support for the core goal of the local and state planning principles. The County's 1994 Plan establishes a path for development. However, local land use plans are required to be updated periodically, through a "periodic review process".

Clark County, representative business organizations, the Youth Commission, the Columbia River Economic Development Council, and other stakeholders contributed significantly in development of the proposed improvements to the local economic development strategies. Cyclical economic conditions underscore the need to continuously evaluate local economic development opportunities.

The following statement reflects the course set by the Growth Management Act and consolidates and summarizes the perspectives of the County and CREDC on economic development:

> *Clark County's community and its future will take advantage of opportunities created by dynamic markets and competitive forces. Its unique position will be defined as much by style and process as it is by substance. The area will benefit from leveraging existing strengths into new economic power. The focus of Clark County's Economic Development strategy is to grow a high-wage, knowledge-based economy that creates jobs at a rate in excess of population growth while maintaining and enhancing community identity and our quality of life.*
>
> *Industrial recruitment and other economic development activities will support existing and emerging industrial clusters that have a significant knowledge-based component. Clusters targeted to drive the future economy are semiconductor and electronic manufacturing, telecommunications, knowledge-based service industries, life sciences, healthcare, and expansion*

GOALS AND POLICIES

The Community Framework Plan contained a series of policies for economic development. The intent of this Economic Development Element is to build on the policies already in place, provide more specific direction for implementation of economic development goals, and coordinate with other elements of the comprehensive plan.

9.0 Clark County Economic Development Vision Statement:

"Clark County will grow as a high-wage economy that creates jobs at a rate in excess of population growth, and an increasing percentage of the population will both live and work in Clark County. There will be an emphasis on emerging industrial clusters that have a significant knowledge-based component, while continuing an emphasis on retention and expansion of existing businesses. Economic growth will be supported by master-planned and mixed-use developments in nodes of growth, which will also be the primary focus for infrastructure investments that support economic development."

9.1 County-Wide Planning Policies

9.1.1 The County and cities will demonstrate their commitment to long-term economic growth by promoting a diverse economic base, providing opportunity for all residents, including unemployed and disadvantaged persons. Growth which helps to measurably raise the average annual wage rate of community residents, and preserves the environmental quality and livability of our community, is viable growth and will improve the lifestyle of Clark County residents.

9.1.2 The County and cities will demonstrate their commitment to the retention of those enterprises, which have created the economic base of the County, and promote their continued growth in a predictable environment, which encourages investment and job growth.

9.1.3 The County and cities will encourage long-term growth of businesses of all sizes, because economic diversification and stratification are important factors in overall job growth for the County and cities.

9.1.4 The County and cities will promote productivity and quality among its businesses to meet world and market standards for their products and services.

9.1.5 The County and cities will encourage higher educational levels for residents, and improvements in the measurable performance of high school graduates compared with other counties in the state.

9.1.6 The County and cities may give priority assistance to employers who will increase the standard of living in the community.

9.1.7 The County and cities will plan for long-term economic growth, which enhances the capacity of existing air shed for job-generating activities.

9.1.8 The County and cities will provide for orderly long-term commercial and industrial growth and an adequate supply of land suitable for compatible commercial and industrial development.

9.1.9 The County and cities will encourage the recruitment of new business employers to absorb the increasing labor force, and to supply long-term employment opportunities for County's residents who are currently employed outside of the State.

9.1.10 The County and cities will work together to establish specific common benchmarks that will measure the region's overall economic viability. These benchmarks will be included in the County's Comprehensive Plan and are encouraged to be included in each jurisdictions comprehensive plan.

9.1.11 Encourage use of a multi-modal transportation system that facilitates the reduction of travel times and reduces the need for additional road construction within the region.

9.1.12 Following consultation with interested cities, the County shall, consistent with state requirements, designate Major industrial developments (RCW 36.70A.365) and /or Master planned developments – Master planned locations (RCW 36.70A.367) outside urban growth areas. Appropriate or required Intergovernmental Agreements consistent with the provisions of the state law shall accompany such designation

Rural

The following goals and policies are not County-wide and applies only to the unincorporated areas.

GOAL: Continue to identify targeted industries to guide public policy, infrastructure development, workforce training, and other economic development initiatives.

9.2 Policies

9.2.1 Encourage long-term business investments that generate net fiscal benefits to the region, protect environmental quality, and are consistent with the objective of higher wage jobs for Clark County residents.

9.2.2 Encourage public and not-for-profit partnerships with private business interests in generating economic development projects that would not otherwise occur without the cooperation of all sectors.

9.2.3 Promote a diverse economic base, providing economic opportunity for all residents, including unemployed, under-employed, and special needs populations.

9.2.4 Provide priority assistance to employers who pay a family wage and thereby improve the region's standard of living.

GOAL: Assure an adequate supply of prime industrial sites to meet market demands for industrial development over the planning horizon to create an environment conducive for the startup, growth, and expansion of "targeted" industries.

9.3 Policies

9.3.1 In cooperation with local jurisdictions, maintain a minimum ten-year supply of prime industrial land based on average absorption rates over the last five years.

CHAPTER 10

COMMUNITY DESIGN ELEMENT

INTRODUCTION

The design of our communities is an important element in realizing the goals and policies of the Growth Management Act, the Community Framework Plan, the vision of Clark County's citizens, and the 20-Year Plan.

The Community Design Element relates urban, suburban and rural development to the natural environment. The understanding of these relationships has been central in drafting the 20-Year Plan.

As in natural systems, communities function best when they follow the principles of diversity and interdependence of uses and buildings and the relationship of the physical environment to the human scale that is walkable and supportive of transportation alternatives.

BACKGROUND

Through the Perspectives Program which began in October 1991, citizens in Clark County expressed their opinion about the design of their community. Overriding themes from the comments were:

- preserve open space and natural areas;
- encourage land development that preserves a sense of place and a feeling of community;
- encourage development of a transit system;
- develop a better diversity of employment opportunities and housing;
- avoid sprawling developments; and,
- design criteria are important to the acceptance of higher densities.

These comments lead directly to the development of a Community Design Element. Prior to the 1970's, Clark County was a community with distinct areas of urban development surrounded by agricultural land, forests and open space. The County's rapid growth, increased demands for rural and suburban lifestyles, and greater mobility and affordable housing have resulted in encroachment by residential development into agricultural land and forests. The effects of this growth are tremendous: roads and bridges have been filled with cars; Clark County's air shed is in a non-attainment status for some pollutants, neighborhoods have little sense of community, long commutes are becoming normal, water quality has been degraded, and farm land, wildlife habitats and open space are being lost.

The Community Design Element is an integral part of the entire growth management planning process. Design directly affects land use patterns, transportation planning and neighborhood livability.

GOALS AND POLICIES

10.0 County-wide Planning Policies

10.0.1 The community design element shall help conserve resources and minimize waste.

10.0.2 The County's community design standards shall be appropriate to the region, exhibiting continuity of history and culture and compatibility with the climate, and encourage the development of local character and community identity.

10.0.3 The goals and policies of this element are intended to:

- clarify and define design objectives for zoning ordinances;
- reduce review time during the design phase of proposed projects;
- improve the visual attractiveness of the community;
- encourage quality architecture and landscape design;
- minimize land use conflicts; and,
- develop clear and consistent analysis of new projects.

GOAL: Natural features of Clark County should be incorporated into design and development.

10.1 Policies

10.1.1 Develop a system of formal and informal open spaces throughout the urban areas that includes parks, trails and green spaces.

10.1.2 In the urban area, waterfront development should be environmentally sensitive and allow maximum public access.

10.1.3 Natural land features should be recognized and integrated into the placement of buildings and in site planning. Streams, hillsides and unique vegetation should be considered strong design determinants and incorporated into the overall plan.

10.1.4 The siting of buildings should take advantage of river, mountain, lake and agricultural/pastoral views.

10.1.5 Retention of existing mature vegetation should be encouraged and included as a design element in the site plan. Every effort should be made to preserve existing trees over 8" in diameter.

10.1.6 Where new development adjoins agricultural or rural land or public open space, a soft transitional edge should be provided on-site to create a gradual transition between the open space and new development.

GOAL: Development in urban areas and rural centers should incorporate a diversity of uses designed in a manner that provides for a sense of community, supports the human scale and allows for efficient transportation options.

CHAPTER 11

ANNEXATION/INCORPORATION ELEMENT

INTRODUCTION

The Annexation Element is an essential part of the 20-Year Plan because the stated intent of the Growth Management Act (GMA) is that urban development occur within cities (or areas that eventually will be cities) either through annexation or incorporation. Currently in Clark County, large unincorporated areas are developed at urban densities. The transition of these areas to cities is a process that will require the cooperation of the County, cities and towns, as well as special districts. The Countywide Planning Policies (CWPP) adopted by the Board of County Commissioners provides a framework for addressing regional issues for both the County and its cities. Like the County, each city or town is also required to develop an Annexation element within its comprehensive plan.

HISTORY

In 1967, the State of Washington recognized and addressed the issue of coordinating jurisdictional changes in unincorporated areas by creating Boundary Review Boards (BRB's). BRB's were formed to "...provide a method of guiding and controlling the creation and growth of municipalities in metropolitan areas so that ... residents and businesses in those areas may rely on logical growth of local government affecting them" (RCW 36.93.010). In 1970, the Clark County Board of Commissioners established a local BRB for the County.

In reaching a decision on an annexation request, the BRB must consider the following factors:

- population and territory;
- population density;
- land uses;
- comprehensive plans and zoning;
- assessed value;
- topography; natural boundaries and drainage basins;
- proximity to populated areas and likelihood of significant growth; and,
- other factors which may be unique to that proposal such as location and desirable future location of community facilities.

BRB's must also consider the effect of the proposed annexation on adjacent areas, mutual economic and social interests and the local governmental structures. However, BRB decisions must be based on legislatively defined objectives which must be weighed and balanced.

For annexations, BRB decisions must find that one or more of the following objectives has been achieved:

elected officials from the County, cities and towns, and special districts. The following policies are to set the framework for discussion of the details which will be included in the 20-Year Growth Management Plans for these jurisdictions.

11.0 County-wide Planning Policies

10.0.1 Community Comprehensive Plans shall contain an annexation element. In collaboration with adjacent cities, towns, and Clark County, each city and town shall designate areas to be annexed. Each city and town shall adopt criteria for annexation and a plan for providing urban services and facilities within the annexation area. Policies for the transition of services shall be included in each annexation element. All cities and towns shall phase annexations to coincide with their ability to provide a full range of urban services to areas to be annexed.

10.0.2 No city or town may annex territory beyond its urban growth area.

10.0.3 Developing areas within urban growth and identified annexation areas should annex or commit to annex to adjacent cities in order to receive a full range of city-provided urban services. Unincorporated areas that are already urbanized are encouraged to annex to the appropriate city or town in order to receive urban services. Incorporation of new cities and towns is a legal option allowed for under Washington law. Incorporation may be appropriate if an adequate financial base is identified or annexation is impractical.

10.0.4 The County shall encourage and support annexations to cities and town within Urban Growth Areas if consistent with the policies contained within the annexation element.

10.0.5 No city or town located in a County in which Urban Growth Areas have been designated may annex territory beyond an urban growth area.

10.0.6 An inter-jurisdictional analysis and process which assesses the fiscal and other impacts related to annexation on the County, the city or town, and special purpose districts shall be developed consistent with the policies contained in the annexation.

GOALS AND POLICIES

The CWPP provides a framework for the issues that need to be addressed within the 20-Year Plan. Cities and towns are required to designate areas to be annexed and develop a plan for providing urban services and facilities to those areas. Annexation cannot occur beyond the urban growth areas. Identified annexation areas within the urban growth area should annex or commit to annex in order to receive a full range of city provided urban services.

GOAL: ***Establish the orderly transition of unincorporated area within the urban growth boundary from county jurisdiction to the appropriate municipality, either through annexation or incorporation.***

11.1 Policies

11.1.0 Establish agreements regarding land use regulations and provision of services in the urban growth areas outside existing cities or towns addressing:

- proposed land use designations;

Appendix F: Figures

CITY OF CAMAS AND URBAN GROWTH AREA

(As of January 20, 2004)

N

0 1,600 3,200 6,400

Feet

- City Limits
- Urban Growth Boundary
- Urban Reserve
- UGB Expansion - Proposed

Note:
Information on this map was collected from several sources. The City of Camas expressly disclaims any liability for any inaccuracies that may be present. Users of this information should themselves check any details for accuracy.

SMFIPA.MXD PLOT DATE: 2/02/04

Figure 1

CITY OF CAMAS
10' CONTOURS

0 1,200 2,400 4,800 Feet

N

- City Limits
- Urban Growth Boundary
- Urban Reserve

Note:
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SMCONT.MXD PLOT DATE: 2/03/04

Figure 2

CITY OF CAMAS STEEP SLOPES

N

0 1,200 2,400 4,800 Feet

- City Limits
- Urban Growth Boundary
- Urban Reserve
- Steep Slopes

Note:
Information on this map was collected from several sources. The City of Camas expressly disclaims any liability for any inaccuracies that may be present. Users of this information should themselves check any details for accuracy.

SMSTEEP MXD PLOT DATE: 2/03/04

Figure 3

CITY OF CAMAS SOIL GROUPS

0 1,200 2,400 4,800 Feet

N

- City Limits
- Urban Growth Boundary
- Urban Reserve

GROUP, SOILCLASS

- Water , WAT
- Cove, CvA
- Cove, CwA
- Dollar, DoB
- Fill Land, Fn
- Gee, GeD
- Hesson, HcB
- Hesson, HcD
- Hesson, HcE
- Hesson, HcF
- Hesson, HgB
- Hesson, HgD
- Hillsboro, HIB
- Hillsboro, HIC
- Hillsboro, HID
- Hillsboro, HIE
- Hillsboro, HIF
- Hillsboro, HoA
- Hillsboro, HoG
- Lauren, LeB
- Lauren, LgB
- Lauren, LrC
- Lauren, LrF
- Minniece, MnA
- Newberg, NbA
- Newberg, NbB
- Odne, OdB
- Olequa, OhD
- Olympic, OlB
- Olympic, OlD
- Olympic, OlF
- Olympic, OmE
- Olympic, OmF
- Olympic, OpC
- Pilchuck, PhB
- Powell, PoB
- Powell, PoD
- Powell, PoE
- Puyallup, PuA
- Rockland, Rk
- Sauvie, SmA
- Sauvie, SnA
- Vader, VaB
- Vader, VaC
- Washougal, WgB
- Washougal, WgE
- Wind River, WrB

Note:
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SMSOIL.MXD PLOT DATE: 2/03/04

Figure 4

CITY OF CAMAS WETLANDS MAP

0 1,200 2,400 4,800 Feet

N

- City Limits
- Urban Growth Boundary
- Urban Reserve

WETLANDS

- 1988 NWI
- PMX
- Delineated
- Created
- Buffer

Note:
Information on this map was collected from several sources. The City of Camas expressly disclaims any liability for any inaccuracies that may be present. Users of this information should themselves check any details for accuracy.

SMWETL.MXD PLOT DATE: 2/03/04

Figure 5

CITY OF CAMAS TRANSPORTATION COMPREHENSIVE PLAN

0 1,200 2,400 4,800 Feet

N

- CITY LIMITS
- URBAN RESERVE
- URBAN GROWTH BOUNDARY
- Transit Center
- Existing 4 Lane Arterial
- Proposed 4 Lane Arterial
- Existing 2 Lane Arterial
- Proposed 2 Lane Arterial
- Existing 2 Lane Collector
- Proposed 2 Lane Collector

WETLANDS

- 1988 NWI
- PMX
- Delineated
- Created
- Buffer

PARKS & OPEN SPACE

- Park
- Green Space
- School Property
- Municipal Features

Note:
Information on this map was collected from several sources. The City of Camas expressly disclaims any liability for any inaccuracies that may be present. Users of this information should themselves check any details for accuracy.

SMTRCOMP.MXD PLOT DATE: 2/03/04

Figure 6

CITY OF CAMAS COMPREHENSIVE PLAN

(As of January 20, 2004)

N

0 1,600 3,200 6,400
Feet

- City Limits
- Urban Growth Boundary
- Urban Reserve
- Park
- Green Space
- Municipal Features
- School Property
- UGB Expansion - Proposed

DESIGNATIONS

- Single-Family_High
- Single-Family_Medium
- Single-Family_Low
- Multi-Family_High
- Multi-Family_Low
- Commercial
- LI/BP
- Industrial

Note:
Information on this map was collected from several sources. The City of Camas expressly disclaims any liability for any inaccuracies that may be present. Users of this information should themselves check any details for accuracy.

SWCOMP94.MXD PLOT DATE: 3/5/04

Figure 7

CITY OF CAMAS ZONING MAP

(As of March 8, 2004)

N

0 1,200 2,400 4,800 Feet

- City Limits
- Urban Growth Boundary
- Urban Reserve
- Park
- Green Space
- Municipal Features
- School Property
- NDC Master Plan
- Zone Boundary
- Mixed-Use Overlay
- Area 'E'

Zone	Average Lot Size	Range of Lot Sizes[1] Minimum	Maximum	Density Units/Acre	PRD[2] Density Bonus Units/Acre
R-20	20,000	16,000	24,000	2.10	2.52
R-15	15,000	12,000	18,000	2.90	3.48
R-12	12,000	9,600	14,400	3.63	4.36
R-10	10,000	8,000	12,000	4.36	5.23
R-7.5	7,500	6,000	9,000	5.81	6.97
R-6	6,000	4,800	7,200	7.26	8.71
R-5	5,000	4,000	6,000	8.71	10.45

[1] 20% Range from to average lot size

[2] All R zones may be developed as a PRD, provided that the minimum parcel (s) is 10 acres.

Note:
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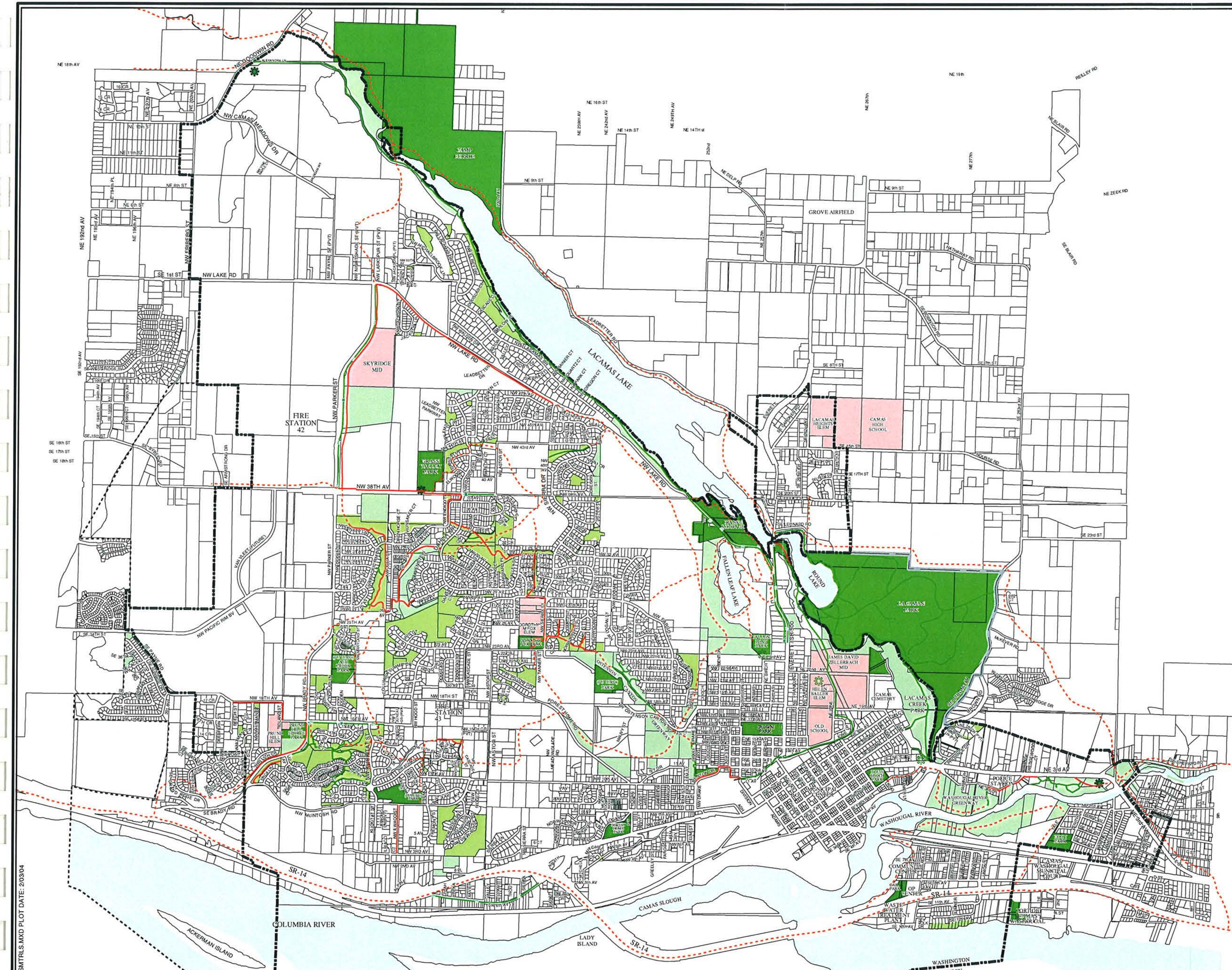
SMZONE04.MXD PLOT DATE: 3/05/04

Figure 8

CITY OF CAMAS PARKS & TRAIL SYSTEM



0 1,200 2,400 4,800 Feet

N

- CITY LIMITS
- URBAN RESERVE
- URBAN GROWTH BOUNDARY
- Park
- Green Space
- Homeowner's Open Space
- School Property
- Bikelane

Trailhead

- Primary
- Secondary

Note:
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Figure 9

CITY OF CAMAS GREENSPACE

0 1,200 2,400 4,800 Feet

N

- City Limits
- Urban Growth Boundary
- Urban Reserve
- Greenspace

Note:
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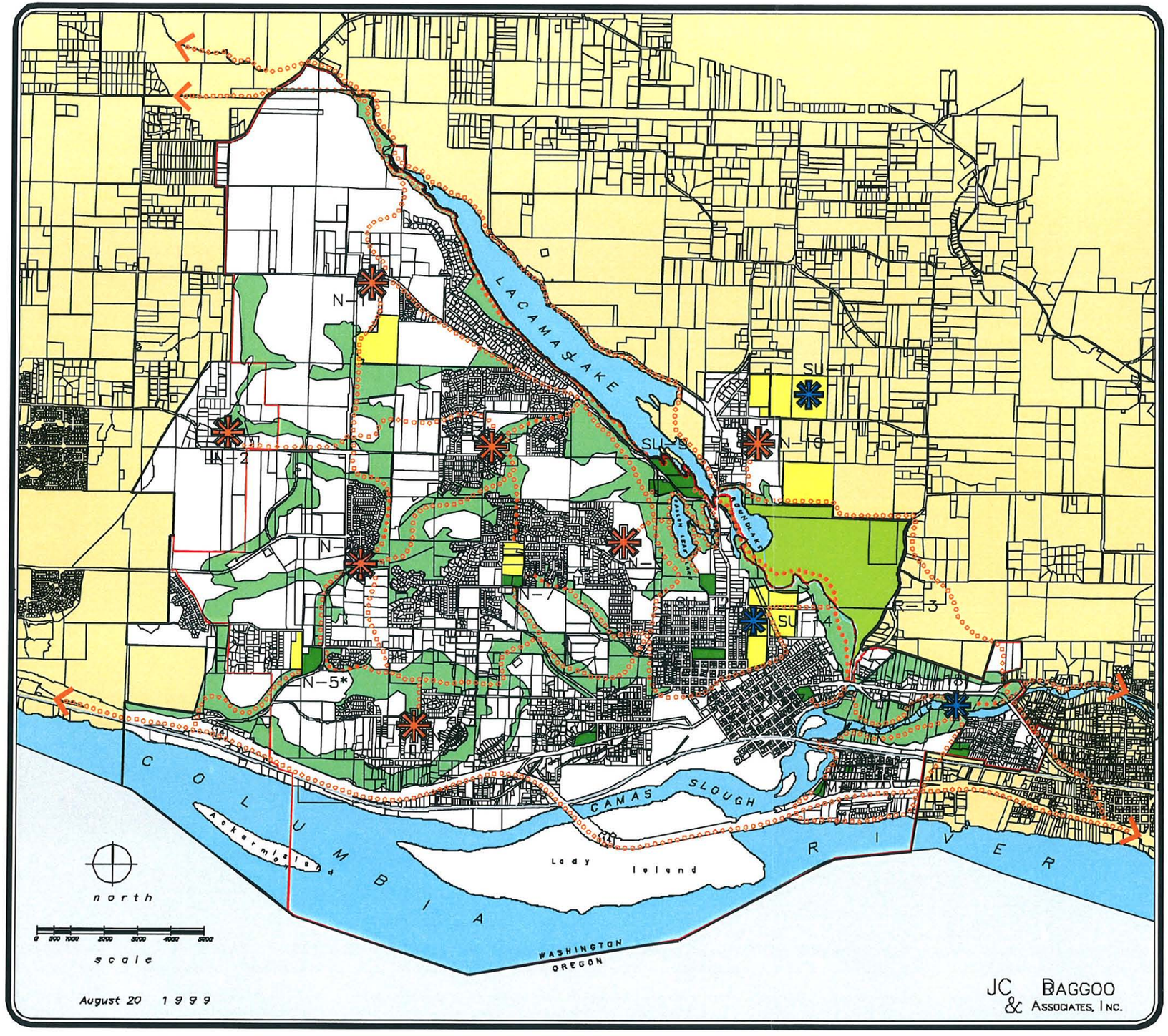
SMGRNWAY.MXD PLOT DATE: 2/03/04

Figure 10

PARKS AND OPEN SPACE PLAN

CITY OF CAMAS, WASHINGTON



Legend:

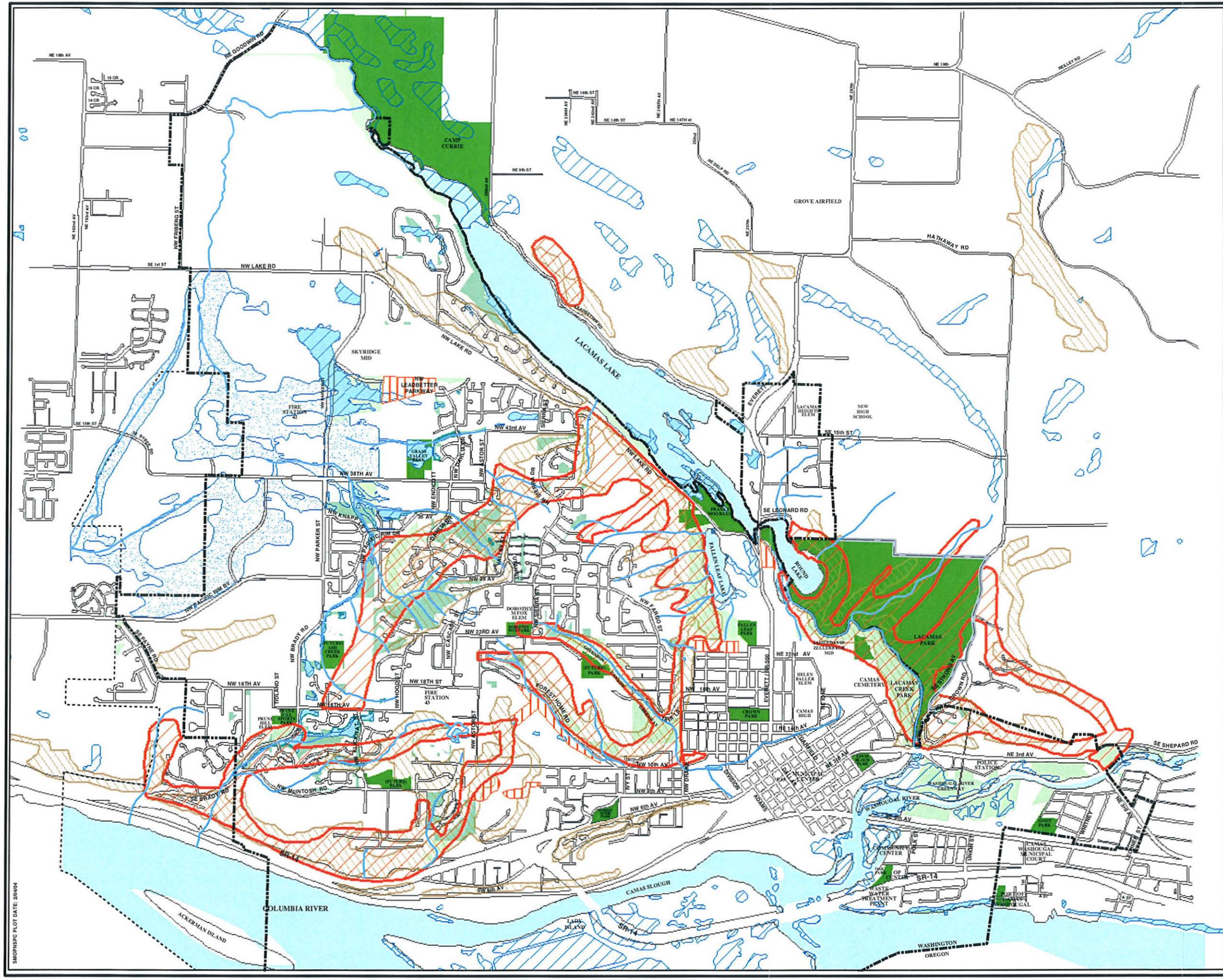
- City Limits
- UGMA Boundary
- City of Camas Parks
- Clark County Parks
- School Sites
- Proposed Neighborhood Park
- Proposed Special Use Area
- Proposed Open Space Network
- Proposed Trail System

Note: Neighborhood Parks with an asterisk * indicate parks are performing a community-based function.

FACILITY PLAN

Figure 11

CITY OF CAMAS OPEN SPACE NETWORK



- City Limits
- Urban Reserve
- Urban Growth Boundary
- Park
- Green Space
- Open Space Network
- Added Open Space Network
- Steep Slopes
- Homeowner's Open Space
- Delineated Wetland
- Created Wetland
- Wetland Buffer
- Wetland (PMX)
- Wetland (NWI)
- CREEKS

Note:
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Figure 12

CITY OF CAMAS PARKS & TRAIL SYSTEM

N

0 1,200 2,400 4,800 Feet

- CITY LIMITS
- URBAN RESERVE
- URBAN GROWTH BOUNDARY
- School Property
- PROPOSED TRAILHEADS

TRAILS

- Proposed
- Existing
- Existing Maintained by City

PARKS & OPEN SPACE

- City Park
- Open Space
- Greenway
- County Park
- County Open Space
- Port Park
- Homeowner's Open Space

Note:
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Figure 13

SMT:RLSTAT.MXD PLOT DATE: 2/03/04

CITY OF CAMAS WATER FACILITY MAP

0 1,200 2,400 4,800 Feet

N

- City Limits
- Urban Growth Boundary
- Urban Reserve
- Service Boundary
- Fire Hydrant
- Booster Pump
- Chlorination Plant
- City Well
- Filter Plant
- Pressure Reducing Valve
- Private Well
- Reservoir
- Area

MATERIAL

- Ductile Iron
- Cast Iron
- Steel
- PVC
- Galvanized
- Private
- Unknown

Note:
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SMWTR.MXD PLOT DATE: 2/04/04

Figure 14

CITY OF CAMAS SEWER UTILITIES MAP

N

- City Limits
- Urban Growth Boundary
- Urban Reserve

SEWER FEATURES

- Pump Station (Private)
- Pump Station (Public)

TYPE OF SYSTEM

- Gravity
- Force Main
- STEP
- STEF
- STEG
- Step System Areas (Existing)

Note:
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Figure 15

SMSSWR.MXD PLOT DATE: 2/04/04

CITY OF CAMAS STORM DRAINAGE SYSTEM

(MAP IN PROGRESS)

0 1,200 2,400 4,800 Feet

N

- City Limits
- Urban Growth Boundary
- Urban Reserve
- CREEKS
- DischargePoint

Main

Type

- Storm Line
- Culvert
- Inline Storage
- Overflow

Channel

Type

- Ditch
- Stream
- Swale
- Filter Strip

Note:
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SMSDS MXD PLOT DATE: 20404

Figure 16

CITY OF CAMAS
FISHER BASIN DRAINAGE UTILITY

ORDINANCE # 1707

N

0 1,200 2,400 4,800 Feet

- City Limits
- Urban Growth Boundary
- Urban Reserve

Layer

- Original Fisher Basin Drainage Boundary
- Actual Fisher Basin Drainage Boundary
- Fisher Basin Outside Urban Growth Boundary
- Fisher Basin Inside Urban Growth Boundary (Not Assessed)
- Fisher Basin Storm Water Development Fee (Paid)

Note:
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Figure 17

SMFBDB.MXD PLOT DATE: 2/04/04