



PRE-APPLICATION MEETING NOTES

PA24-1029

Meeting held via Zoom: Thursday, December 5, at 3:30 p.m.

Notes issued via email on December 23, 2024

Applicant:	PLS Engineering
City of Camas:	Robert Maul, Planning Manager Madeline Sutherland, Planner Anita Ashton, Engineering Brian Smith, Building Official Randy Miller, Fire Marshal
Location:	2625 NE Goodwin Rd Parcel Number: 173192000
Zoning:	Single-Family Residential (R-7.5)
Description:	To construct a PRD with 49 lots.

NOTICE: Notwithstanding any representation by City staff at a pre-application conference, staff is not authorized to waive any requirement of the City Code. Any omission or failure by staff to recite all relevant applicable code requirements to an applicant shall not constitute a waiver of any standard or requirement by the City. [CMC 18.55.060(C)]. This pre-application conference shall be valid for a period of 180 days from the date of the meeting. If an application is not filed within 180 days of the conference or meeting, the applicant must schedule and attend another conference before the city will accept a permit application. [CMC 18.55.060 (D)] Any changes to the code or other applicable laws, which take effect between the pre-application conference and submittal of an application shall be applicable. [CMC 18.55.060 (D)] A link to the Camas Municipal Code (CMC) can be found on the City of Camas website, <http://www.cityofcamas.us/> on the main page under "Business and Development".

PLANNING DIVISION **Madeline Sutherland | (360)817-1568 | msutherland@cityofcamas.us**

Applicable codes for development include Shoreline Master Program, Title 16 Environment, Title 17 Land Development, and Title 18 Zoning, of the Camas Municipal Code (CMC), which can be found on the city website. Please note it remains the **applicant's responsibility** to review the CMC and address all applicable provisions. The following pre-application notes are based on application materials and site plan submitted to the City on November 11, 2024.

Shoreline Substantial Development Permit

The southwest portion of the parcel falls within the Urban Conservancy Shoreline Designation, therefore a Shoreline Substantial Development Permit is required. The Urban Conservancy Designation requires residential uses to be setback 100 feet from the Ordinary High Water Mark, with a maximum height of 35 feet per SMP Table 6-1. Density must comply with the underlying zoning requirements. According to the SMP *"shorelands shall include those lands extending two hundred (200) feet in all directions as measured on a horizontal plane from the ordinary high water mark (OHWM), floodways and contiguous floodplain areas landward two hundred feet from such floodways, associated wetlands, critical areas with associated buffer areas, river deltas associated with the streams, and lakes and tidal waters that are subject to the provisions of this program."*

Planned Residential Development (PRD)

"The purpose of this chapter is to promote the public health, safety and general welfare of the citizens of the City of Camas in accordance with state law and the city's comprehensive plan; to facilitate the innovative development of land..." A PRD is a Type III process where City Council renders the final decision. The criteria in CMC 18.23.100 must be addressed and met. The application requirements are in CMC 18.23.070.

Preliminary Subdivision Plat

A preliminary plat is a Type III permit process where the final decision is rendered by the Hearings Examiner. Preliminary plat requirements are in CMC 17.11.030.

The following comments are based on the materials submitted for the pre-application meeting:

- Lots 1-9 are considered double frontage lots and must meet CMC 17.19.030.D.6.
- CMC 17.19.040.B10.e: *"When the proposed development's average lot size is seven thousand four hundred square feet or less, one additional off-street parking space shall be required for every five units, notwithstanding the requirements of CMC Chapter 18.11. These spaces are intended to be located within a common tract."*

Critical Areas

Critical Area and Mitigation Reports: There are critical areas on site (i.e. wetlands, habitat conservation areas), therefore a critical area report is required. Additional reporting requirements for each critical area type are in SMP 5.3. A mitigation plan is required if there are impacts to critical areas or buffers.

State Environmental Policy Act (SEPA)

Due to critical areas on site, a SEPA checklist is required to be submitted per CMC 16.07.010.

Archaeological Review

An archaeological predetermination report is required if there are any known artifacts within a quarter mile per SMP 5.2.

ENGINEERING DIVISION

ANITA ASHTON | (360) 817-7231 | aashton@cityofcamas.us

General Requirements:

1. Final engineering site improvement plans shall be prepared in accordance with the Camas Design Standards Manual (CDSM) and CMC 17.19.040, by a licensed Civil Engineer in Washington State.
2. **Final civil construction plans are not to be submitted until after Planning issues the land-use decision.**
3. **After the land-use decision is issued, the applicant is to submit the final civil construction plans via the online portal at www.cityofcamas.us/Permits under the 'Civil Construction Application'.**
4. CDev Engineering Dept. is responsible for plan review (PR) and construction inspection (CI) of the civil site improvements.
5. A 3% PR&CI fee is collected by engineering for all infrastructure improvements.
 - a. A stamped preliminary engineer's estimate shall be submitted to the CDEV Engineering Dept. with submittal of plans for first review.
 - b. Payment of the 1% plan review (PR) fee shall be due prior to the start of the first review.
 - c. Payment of the 2% construction inspection (CI) fee shall be due prior to construction plan approval and release of approved plans to the applicant's consultant.

- d. Under no circumstances will the applicant be allowed to begin construction prior to engineering plan approval.
6. Per CMC 17.21.060.H Except for one sales office or one model home, building applications will not be accepted until after Final Acceptance has been issued for all infrastructure improvements.
7. Final acceptance is issued by the Community Development Engineering Dept.
8. Existing wells and septic tanks and septic drain fields shall be decommissioned in accordance with State and County guidelines per CMC 17.19.020 (A3).
9. The applicant will be required to purchase all permanent traffic control signs, street name signs, street lighting, and traffic control markings for the proposed development.
10. Work within the city right-of-way (ROW) will require submittal an encroachment permit and approval of a traffic control plan (TCP), prior to the start of any work.
11. Regulations for installation of public improvements, improvement agreements, bonding, final platting, and final acceptance can be found at CMC 17.21.
12. The applicant will be responsible for ensuring that private utilities; underground power, telephone, gas, CATV, interior street/parking lighting, and associated appurtenances are installed.

Traffic/Transportation:

1. A transportation impact analysis (TIA) is required when a proposed development results in 199 vehicle trips per day (VPD) or more.
2. As proposed, the development will generate 480 ADTs, therefore a TIA will be required.
3. The Applicant will be required to have a traffic engineer analyze the following:
 - a. Site distance access at applicants proposed access intersections.
 - b. Vision clearance areas are to be addressed, per CMC 18.17.030.
 - c. Left-turn pocket.
 - d. A traffic circulation plan showing on-site ingress and egress, per CMC 17.19.040 (B.10.a).
 - e. Address movement conflicts with existing nearby intersections; and
 - f. Provide trip AM and PM Peak distribution to and from the site.
3. The City of Vancouver requires trip distributions to the following intersections for payment of proportionate share contributions:

Proportionate Share Project Name	Fee Rate	Number of Trips	Proportionate Share Cost
137 th Ave – from NE 49 th St to Fourth Plain Blvd	\$3,000 per PM peak hour trip		
Fourth Plain Blvd & NE 152 nd Ave	\$333 per PM peak hour trip		
<u>Leiser</u> / St. Helens / MacArthur	\$2,000 per PM peak hour trip		
SE 176 th Ave & SE 20 th St	\$400 per PM peak hour trip		
NE 192 nd Ave & NE 13 th St	\$400 per PM peak hour trip		
SE 192 nd Ave & SE 34 th St	\$150 per PM peak hour trip		
192 nd Ave & SR-14 ramp terminals	\$2,000 per PM peak hour trip		
MacArthur Blvd & Andresen Rd Roundabout	\$2,285 per PM peak hour trip		
MacArthur Blvd & Devine Rd Roundabout	\$2,226 per PM peak hour trip		
Grove St / Columbia House Blvd / SR-14 WB off-ramp	\$600 per <u>AM</u> peak hour trip		
NE 172 nd Ave & NE 18 th St	\$300 per PM peak hour trip		
NE 179 th Place & NE 18 th St	\$900 per PM peak hour trip		
NE 187 th Ave & NE 18 th St	\$1,200 per PM peak hour trip		
NE 162 nd Ave & NE 9 th St	\$1,500 per PM peak hour trip		
NE 172 nd Ave & NE 9 th St	\$4,100 per PM peak hour trip		
NE 192 nd Ave & NE 9 th St	\$1,100 per PM peak hour trip		
NE 187 th Ave & SE 1 st St	\$ 1,100 per PM peak hour trip		
Total Proportionate Share Cost			\$XXXX

Streets:

1. The proposed development is located along the south side of NE Goodwin Road and NE 28th Street.
2. Both NE Goodwin Road and NE 28th Street are classified as an existing 3-lane arterial per the City's 2016 Transportation Comp Plan.
3. Per CMC 17.19.040.B.1, the applicant will be required to construct full depth half-width street improvements from the existing centerline on NE Goodwin Road and NE 28th Street along the frontage of the proposed development on NE Goodwin Road and NE 28th Street.
4. Per CMC 17.19.040.B.5, the applicant will be required to dedicate sufficient right-of-way from the existing centerline for full half-width, full-depth street improvements along the proposed frontage on NE Goodwin and NE 28th Street.
 - a. The existing right-of-way (ROW) width along the frontage of the proposed development is 60-feet wide.
 - b. Future ROW width is to be a minimum 74-feet-wide.
 - c. The applicant will be required to dedicate sufficient ROW to provide for a minimum 37-foot-wide ROW width from the existing centerline of NE Goodwin Road and NE 28th Street.

- d. Current ROW width from centerline is 30-feet.
5. Per CMC 17.19.040.B Street, public roads shall meet the requirements as shown on Table 17.19.040-2 'Minimum Public Street Standards'.
 - a. The applicant has proposed to construct 4 public Roads as follows:
 - i. 52-foot-wide right-of-way, 28-foot paved surface, 5-foot-wide detached sidewalks, and planter strips on both sides.
 - b. As proposed, the new public roads meet the street standards for Local Road Section B.
6. Per CMC 17.19.040.B.10.b.ii Cul-de-sacs and permanent dead-end streets over three hundred feet in length may be denied unless topographic or other physical constraints prohibit achieving this standard.
 - a. When cul-de-sacs or dead-end streets are permitted, a direct pedestrian or bicycle connection shall be provided to the nearest available street or pedestrian oriented use.
 - b. The proposed cul-de-sac is approximately 461-feet in length as measured from the center of proposed NE Goodwin Road and NE 28th Street.
 - i. The applicant will be required to extend the construction of sidewalk from its current location, north of lot 49 to the entrance of the site front of NE 28th Street.
 - c. Per the 2022 Comprehensive Plan, the applicant will be required to construct that portion of the future T-29 trail across the southernmost property line.
 - i. The future T-29 trail is to be placed with a Tract.
7. Street tree planting is required in accordance with CMC 17.91030 (F).
8. LED street lighting is to be installed along all street frontages within and adjacent to the proposed development, in accordance with CDSM.
9. Prior to start of construction, the Contractor will be required submit the General Encroachment for Development Projects. This packet is not online nor is it to be submitted via the online portal. Staff will provide to the Contractor prior to the pre-construction meeting. The packet includes:
 - a. General Encroachment Permit for Development & Capital Projects.
 - b. Erosion Sediment Control/Construction Debris Cleanup forms.
 - c. Indemnification & Hold Harmless Agreement.
 - d. A Certificate of Insurance, per the city's Insurance Requirements.

Stormwater:

1. The site of the proposed development is approximately 11.67 acres in size.
2. The applicant shall submit a preliminary stormwater report (PTIR) in accordance with CMC 14.02 Stormwater Control and the most current edition of Ecology's *Stormwater Management Manual for Western Washington (latest edition 2024 SWMMWW)*.
3. The Department of Ecology (DOE) issued the latest edition of the *Stormwater Management Manual for Western Washington* on August 1, 2024.
4. Stormwater treatment and detention shall be designed in accordance with the latest edition of Ecology's *Stormwater Management Manual for Western Washington (2024 SWMMWW)*.
5. Refer to Ecology's *Figure I-3.2 Flow Chart for Determining Requirements for Re-Development (Vol. I, Chapter 3, Page 90)*.
 - a. As the project will result in 5,000 sf, or greater, of new plus replaced hard surface area; then all Minimum Requirements will apply.
6. Per CMC 17.19.040.C.3.a Stormwater facilities are to be placed in a Tract, with right-of-entry to the City for inspection purposes.
7. Per CMC 14.02.090 ownership and maintenance of onsite stormwater facilities will be the responsibility of the Owner/HOA, per CMC 17.19.040 (C3).
8. Public and private storm easements, if required, are to be shown on the final engineering plans.

9. Provisions are to be provided for roof downspout controls. Stormwater from downspouts is not to be directed onto adjoining parcels. Reference CMC 14.02 and 17.19.040.C for roof downspout controls.

Erosion Control

1. The site of the proposed development is approximately 11.67 acres in size.
2. Per CMC 17.21.030.B an erosion and sediment control (ESC) bond, in the amount 200% of the engineer's estimate for ESC measures, is to be submitted prior to any land-disturbing activities.
3. As the land-disturbing activities are greater than one acre, the applicant will be required to obtain an *NPDES Construction Stormwater General Permit* from Ecology, which includes the *Stormwater Pollution Prevention Plan (SWPPP)*. Copies of both are to be submitted to Engineering prior to any land-disturbing activities.
4. The applicant will be responsible for all erosion and sediment control measures to ensure that sediment laden water does not leave the site or impact adjacent parcels.
5. Mud tracking onto the road surface is discouraged and any mud tracking is to be cleaned up immediately.

Water:

1. There is an existing 12-inch ductile iron water main located in the south half of NE Goodwin Road and NE 28th Street.
2. Per CMC 17.19.040.C.4 Each lot within a proposed development shall be served by a water distribution system designed and installed in accordance with city design standards.
3. The applicant will be required to design and construct a minimum 8-inch ductile iron water main from NE Goodwin Road and NE 28th Street to serve the proposed development.
 - a. The 8-inch water main is to be extended to the eastern and westernmost property lines for both the proposed dead-ends.
4. The applicant shall provide a minimum 1-inch water service, and water meter box to each of the single-family residential lots located within this development.
5. Landscaping in open space tracts must have a separate irrigation service, backflow prevention device, meter box, and irrigation meter.
 - a. The owner of the tract is responsible for payment for all fees associated with the installation of the meter and the water usage.
 - b. Irrigation meters are to be owned by the HOA.
6. There is an existing fire hydrant on the south side of NE 28th Street, near the intersection of the proposed development.
 - a. The applicant will be required to provide new fire hydrants located within the new development, per FMO.
7. Trenching, backfill, and surface restoration on NE Goodwin Road and NE 28th Street will be required, per CDSM Detail G2 and G2A.
8. Applicant shall demonstrate that there are adequate fire flows available for the development.
9. The tap on the existing water main is to be performed by a tapping Contractor approved by the City's Water/Sewer Dept. Approved list of Contractor's provided below.
10. A 10-foot separation shall be maintained between water and sanitary sewer lines.

Sanitary Sewer:

1. There is an existing 8-inch gravity main on the north side of NE Goodwin Road and NE 28th Street.
2. The applicant will be required analyze the existing 8-inch gravity main in NE Goodwin Road and NE 28th Street as well as the Goodwin Road Pump Station to ensure that both systems can handle the additional inflow from proposed development.

3. Per CMC 17.19.040.C.2 The applicant will be required design and construct a sanitary sewer system to serve the proposed development.
 - a. The applicant shall provide a separate sanitary lateral for each single-family residential lot located within the development.
4. The applicant is required to extend the sewer mains to the western and easternmost dead-ends and to provide a sanitary sewer easement over the proposed paths that run north-to-south and west-to-east for a future sanitary sewer main.
5. Due to the site sloping away from NE Goodwin Road and NE 28th Street, the proposed lots will require individual grinder pumps for each SFR that will be owned and maintained by the individual homeowners.
6. Trenching and surface restoration on NE Goodwin Road and NE 28th Street is to be per CDSM Details G2 and G2A.
7. A 10-foot separation is required, within the right-of-way and the private road serving the development, between the water service and sewer lateral.

City Approved Tapping Contractors:

1. A&A Drilling Services, Inc (water & pressure sewer):
16734 SE Kens Ct. #B, Milwaukie, OR 97267, 800-548-3827,
<http://www.aadrilling.com>
2. Ferguson Waterworks (water only):
14103 NW 3rd Court, Vancouver, WA 98685, 360-896-8708,
<https://www.ferguson.com/branch/nw-3rd-ct-vancouver-wa-waterworks>

Garbage and Recycling:

1. Garbage and recycling receptacles are to be placed at the city right-of-way for pickup.

Parks/Trails:

1. Per the 2022 Parks, Recreation, and Open Space (PROS) Comprehensive plan, there is a segment of the T-29 trail, shown to traverse west-to-east, at the southernmost limits of the proposed development.
 - a. Applicant will be required to provide an easement that can encompass both the pedestrian access trail and the sewer easement.
2. The property to the south and east of the proposed development is owned by Clark County Parks.

Impact Fees & System Development Charges (SDCs):

1. This development is in the North District.
2. Impact fees and SDCs are collected at time of building permit issuance.
3. The impact fees and SDCs noted below are for informational purposes only.
4. **Impact fees and SDCs are adjusted on January 1st of each year.**

Impact Fees for 2025 (North District):

Single Family:

1. Traffic Impact Fees (TIF) - \$10,633.00
2. School Impact Fees (SIF) – \$6,432.62
3. Park/Open Space (PIF) – Residential Scaled by Square Footage
 - a. 0 to 1,000 sf - \$4,259.00
 - b. 1,001 to 2,000 sf - \$7,802.00
 - c. 2,001 to 2,600 sf - \$11,841.00
 - d. 2,601 sf and above - \$13,549.00
4. Fire (FIF) - \$0.71 psf

System Development Charges (SDCs) – 2025 Charges:

1. Water –
 - a. 3/4" meter - \$9,337.00 + connection fee
 - b. 1" meter - \$15,560.00 + connection fee
2. Sewer – Residential
 - a. Residential - \$7,407.00

FIRE DIVISION**RANDY MILLER | (360) 834-6191 | fmo@cityofcamas.us**

- 1) Any existing structures scheduled for demolition may be considered for use as a fire department training burn. Contact DFM Randy Miller at the FMO for further information. 360-834-6191
- 2) NFPA 13D Residential Fire Sprinklers required in all new dwellings. Additionally, it is recommended to install fire sprinklers in all garages in consultation with your fire sprinkler contractor. Contact the FMO for further information. This may be a requirement option to mitigate noncompliance issues.
- 3) If a larger water meter is required to meet fire flow and the larger meter is not required for reasons of the international residential code from the building department, the SDC up-charges are waived and the minimal cost difference in the actual meter shall be paid.
- 4) A flow switch is optional but recommended to tie into the homes security system along with an outside bell.
- 5) If a PRV is needed for pressures over 80 PSI on the domestic supply, it shall be installed after the fire line supply. If the pressure is over 80 PSI a PRV may be needed on the toilet supply line supplied from the fire sprinkler system.
- 6) An inside bell or horn strobe is recommended (If system is not tied into a security system) Contact Randy Miller in the FMO for more information.
- 7) Water supply line from the meter into the structure shall be sized per the fire sprinkler contractors design calculations or a 2- inch line shall be installed.
- 8) Providing fire sprinklers in garages are optional but strongly encouraged. Please contact the FMO for further details.
- 9) At a minimum provide the installation of a fire hydrant at the entrance to the subdivision off of 28th St, a Fire Hydrant on the corner of lot 14, additional fire hydrants may be required and will be evaluated on construction submittals.
- 10) Witnessed hydrant flushing is required with the FMO on all new fire hydrant installations.
- 11) Access roads or flag lots to be a minimum 12-foot wide paved with a 20-foot wide clearance and a minimum 13.6-foot vertical clearance. These minimums may be greater per city of Camas engineering department, the stricter road standard applies.
- 12) Approved Fire Department turnaround required for dead end streets or access driveway over 150 ft. Measured from the center line of from the main road accessing the short plat.
- 13) Provide approved radiuses to access roads/driveways etc. that do not require fire engines to turn into oncoming traffic to accomplish the turn and to avoid rear tires of emergency vehicles from making contact with curbs/sidewalks.
- 14) Obstructed access plan required for all private roads, driveways, flag lots serving more than one home or access tracts. Towing signs are the recommended plan unless an alternate method is provided and approved.
- 15) Any discovered underground oil or fuel storage tank requires a decommissioning permit through the FMO.
- 16) A propane Permit is required with the Fire Marshals Office for any tanks over 124 gallons.
- 17) Approved address monument required on any flag lot where the access road leaves the main public or private road. Address monument and numbers shall be clearly visible and readable from all

directions. Contact the FMO for approval. Further discussion shall be required for one access serving two different street names/numbers and whether there is a way for this to be accomplished.

- 18) Permanent addresses on homes to be mounted so that a garage sconce or other light illuminates the numbers.
- 19) Temporary Addresses required at all times for each structure/lot until permanent address numbers are installed, please give attention to making the numbers extremely visible from the street and unlikely to be blocked by parked vehicles so emergency services can easily see and read.
- 20) Please do not hesitate to contact the FMO if you have any questions. 360-834-6191 or FMO@cityofcamas.us