



PRE-APPLICATION MEETING NOTES

PA25-1049

Meeting held via Zoom: Thursday, April 3, at 2:30 p.m.

Notes issued via email on April 14, 2025 / Revised April 25, 2025

Applicant:	AKS Engineering & Forestry LLC
City of Camas:	Madeline Coulter, Planner Ahmed Yanka, Engineering Brian Smith, Building Randy Miller, Fire Marshal
Location:	4511 NW 18TH AVE Parcel Number: 125193000
Zoning:	Multi-Family Residential (MF-18)
Description:	To construct 154 single family lots with associated stormwater facility, critical area, parking, and landscaping tracts.

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 18.55.60 (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 Coulter | (360) 817-1568 | mcoulter@cityofcamas.us

Applicable codes for development include 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 March 5, 2025.

Application Requirements

Your proposal will need to comply with the general application requirements per **CMC Section 18.55.110** as follows:

1. A completed city application form and required fee(s), which are addressed at on-line submittal;
2. A complete list of the permit approval sought by the applicant;
3. A current (within thirty days prior to application) mailing list and mailing labels of owners of real property within three hundred feet of the subject parcel, certified as based on the records of the Clark County assessor;
4. A complete and detailed narrative description that describes the proposed development, existing site conditions, existing buildings, public facilities and services, and other natural features. The **narrative shall also explain how the criteria are or can be met**, and address any other information indicated by staff at the pre-application conference as being required;



5. Necessary drawings- All documents and reports shall be provided with the on-line application submittal;
6. Copy of the preapplication meeting notes; and
7. A development sign per CMC 18.55.110.H.

Preliminary Subdivision Review

The site development approval process will be considered under a Type III subdivision, which requires a public hearing where the hearings examiner will render the final decision. The application for preliminary plat shall contain information outlined in CMC 17.11.030.B. The application shall address in a narrative the criteria for approval CMC 17.11.030.D. Building height, setback and lot coverage can be found in CMC 18.09.040 Table 1 & 2.

Major Design Review

Design Review is required for all new developments within multi-family zones per CMC 18.19.020. The standards applicable to this property for Design Review are found in the Design Review Manual to include the *Standard Principles & Guidelines* in addition to the *Specific Principles & Guidelines for Multifamily Developments*.

A submittal for Design Review should include a site plan drawing, a detailed landscape plan, exterior building materials and colors, elevation views and lighting specifications and plan. A final design review decision may be consolidated and issued with the preliminary plat review decision.

Landscaping Regulations and Tree Density

A tree survey is required per CMC 18.13.040.B and must be prepared by a certified arborist or professional forester pursuant to the requirements outlined in CMC 18.13.045. A minimum 20-unit tree density per net acre is required and needs to be incorporated in the overall landscape plan per CMC 18.13.051.A. A preliminary landscape plan is required with the preliminary plat submittal.

Parking Regulations

The proposed use will need to meet the automobile parking requirement pursuant to CMC Chapter 18.11. 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

Clark County GIS mapping identifies wetlands within the subject property. As such, a critical areas report is required if the proposed development is within or adjacent to (within 200-feet) a critical area per CMC Section 16.51.130. The general requirements for a critical areas report are found in CMC Section 16.51.140. The City's code contains additional requirements for each type of critical area that needs to be addressed in CMC Chapter 16.53. A preliminary mitigation plan is required if there will be impacts to the critical area.

SEPA

The proposed development is not categorically exempt from the requirements of the State Environmental Policy Act (SEPA) per CMC Section 16.07.020.A.

Archaeological Review

The site is located in an area of medium-high probability for the presence of archaeological objects and on a site that is more than 5 acres, therefore an archaeological predetermination is required per CMC Section 16.31.070.A. Proof of mailing or emailing to the tribes per CMC 16.31.160.



ENGINEERING
AHMED YANKA (360) 817-7258 ayanka@cityofcamas.us
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. 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 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 is to be submitted with the plans for first review.
 - b. Payment of the 1% plan review (PR) fee shall be due prior to the start of the first review. Staff will review and approve the estimate and invoice the applicant.
 - c. Payment of the 2% construction inspection (CI) fee is due prior to construction plan approval and release of approved plans to the applicant's consultant. Staff will invoice the applicant.
 - d. Under no circumstances will the applicant be allowed to begin construction, including any land-disturbing activities 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. Any 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 an approved traffic control plan (TCP), prior to the start of any work. This permit is not to be submitted via the online portal. It is to be submitted to the future site Inspector for review and approval.
11. Regulations for installation of public improvements, improvement agreements, bonding, final plating, 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.

Neighborhood Traffic Management Plan

1. The City has a Neighborhood Traffic Management Plan (NTM). The NTM plan identifies the need for installation of acceptable traffic calming features when a proposed development will create 700 Average Daily Trips (ADT) or more.
2. The proposed development will result in 700 or more ADTs and will require traffic calming features. The applicant is to work with staff to determine an acceptable location for the traffic calming features.

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. A transportation impact analysis (TIA) is required and shall be prepared in accordance with the



- City’s adopted Traffic Impact Study Guidelines as outlined in the CDSM
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. Address potential for left-turn pocket at access off NW 18th Avenue
 - 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.
 - g. AM and PM Peak Hour analysis for intersections with 20 or more additional trips
 4. The TIA will be sent to the City of Vancouver (COV) Traffic Engineer for review and comments.
 5. COV will require trip distributions to the following intersections for proportionate share fees.

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		
Leiser / 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		
SE 192 nd Ave & Columbia Palisades Dr. (east/west legs only)	\$830 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 AM 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 on the west side of NW Brady Road, north and west of NW 20th Avenue and south of NW 18th Avenue.
2. LED street lighting is to be installed along all street frontages withing and adjacent to the proposed development, in accordance with CDSM.
3. Rolled curbs may be allowed depending on the design of the road, see Street Detail ST8.
 - a. Rolled curb and gutter allowed on farrow frontages, with approval from the city engineer.
 - b. Rolled curb and gutter with curb tight sidewalks are to be installed with a minimum 6-inch-thick sidewalks.
 - c. Rolled curb and gutter is to transition to a full height curb and gutter at intersections and curb ramps.
 - d. Rolled curbs are not permitted on the down slope side of a shed street section.

NW 18th Avenue:

1. NW 18th Avenue is designated as an existing 2 or 3 lane Collector per the 2016 Transportation Comprehensive Plan Map.
2. Per CMC 17.19.040 NW 18th Avenue frontage improvements will include right-of-way dedication and full-depth half-width street improvements from the existing centerline, including full depth street section, curb & gutter, sidewalks, landscaping, and street lighting.
3. NW 18th Avenue consists of 51-foot right-of way, 24-foot paved surface with 6-foot sidewalk and curb & gutter along the south side only.
4. The applicant will be required to dedicate sufficient right-of-way along the frontage to align with the right-of-way along the frontage of the city's reservoir site, parcel no 986055-382.
5. Per CMC 17.19.040.B12.e Curb return radii shall be no less than thirty-five feet on both sides of arterial and collector streets.
6. Left turn pocket into the site is required if one or more of the following:
 - a. Warranted by traffic analysis.
 - b. Ample room for striping upon half-width frontage improvements.

NW Brady Road:

1. NW Brady Road is designated as a fully improved 3-lane arterial along the frontage of the proposed development.
 - a. The applicant will not be required to do any frontage improvements or dedicated right-of-way.
 - b. There is an existing roadway connection with curb ramps on either side that was constructed with the NW Brady Road Improvement plans. The applicant is to connect the west-to-east leg of proposed Street A to NW Brady Road at this location.

Proposed Street A:

1. Proposed Street A is shown as a public street that is approximately 2206 feet as measured from the centerline of NW 18th Avenue.
2. 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 constructing Street A as follows: 52-foot-wide right-of-way, 28-foot paved surface, 5-foot detached sidewalks and planter strips on both sides.
 - b. As proposed, Street A meets the street standards for Local Road Section A with approval by city Engineer.
2. The applicant will be required to extend the west-to-east leg of proposed Street A to connect to NW Brady Road at the street intersection that was constructed with the NW Brady Road Improvements.



- a. The location at which the west-to-east leg of Street A ties into NW Brady Road is to be a right-in and right-out only.
 - b. An intersection approach was constructed with the NW Brady Road improvements for future streets to connect at that location.
3. Per CDSM, Table 3 – Access Spacing Standards, the minimum access spacing on a collector is 330-foot minimum and 600-foot maximum.
4. The proposed access off NW 18th Avenue to the proposed development is approximately 145-feet from then nLIGHT Semiconductor driveway to the west.
 - a. This location does not meet the minimum access spacing standards and would require a deviation request from the minimum access spacing standards to the city engineer.
 - b. The city engineer would be in support of a deviation request from the access spacing standards on NW 18th Avenue.
5. The proposed access from NW 18th Avenue to the proposed development is approximately 176 feet from the driveway access to City of Camas Water Reservoir.
 - a. This location does not meet the minimum access spacing standards and would require a deviation request from the minimum access spacing standards to the city engineer.
 - b. A deviation from the access spacing standards is supported by the city engineer.

Proposed Street B aka NW 20th Avenue:

1. Proposed Street B is shown as a public street that is approximately 552-feet as measured from the centerline of proposed Street A.
2. 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 Street B as follows: 52-foot-wide right-of-way, 28-foot paved surface, 5-foot detached sidewalks and planter strips on both sides.
 - b. As proposed, Street B meets the street standards for Local Road Section A with approval by city Engineer.
3. Staff is in support of the applicant extending NW 20th Avenue due west across city Parcel No. 986055-382 to proposed Street A.
4. The city is willing to dedicate right-of-way across said city parcel no. 986055-382.
5. The section of NW 20th Avenue that was constructed with Parker Village is to be signed as 'No Parking' on the north side of the street.
6. The applicant will be required to construct a curb tight sidewalk along the north side of the existing section of NW 20th Avenue.
7. The applicant should look at combined driveways when possible due to narrow lots and the existing vertical curb.

Proposed Tract E:

1. Proposed Tract E is approximately 264-feet in length as measured from the centerline of proposed Street B.
2. Per CDSM, Section III, Design Standards, Table 1, Section C – Guidelines for Geometry for a Private Road will apply:
 - a. Private streets with access to 5 or more dwelling units (DU) and greater than 100-feet in length and not over 300-feet, require a minimum 42-foot-wide Tract, 28-foot paved surface, 5-foot sidewalks and 4.5-foot planter strips on one side, and street lighting.
 - b. Per Table 1, Note 3 roads more than 150-feet from the centerline of the adjacent street require a dead-end turn around (aka cul-de-sac).
 - c. Per CMC 17.19.040.B.B12.e Curb return radii shall be no less than twenty-five feet.



- d. As, proposed, Tract E does not meet the minimum private street requirements.

Proposed Tract F:

1. Proposed Tract F is shown to be a private street that is approximately 120-feet in length as measured from the centerline of proposed Street b with access to 5 dwelling units (DU).
2. Per CDSM, Section III, Design Standards, Table 1, Section C – Guidelines for Geometry for a Private Road will apply:
 - a. Proposed Tract E is approximately 120-feet in length as measured from the centerline of proposed Street B.
 - b. Per CDSM, Section III, Design Standards, Table 1, Section C – Guidelines for Geometry for a Private Road will apply:
 - c. Private streets with access to 5 or more dwelling units (DU) and greater than 100-feet in length and not over 300-feet, require a minimum 42-foot-wide Tract, 28-foot paved surface, 35-foot cul-de-sac, 5-foot sidewalks and 4.5-foot planter strips on one side, and street lighting.
 - d. Per CMC 17.19.040.B.B12.e Curb return radii shall be no less than twenty-five feet.
 - e. As, proposed, Tract F does not meet the minimum private street requirements.

Proposed Tract G:

1. Proposed Tract G is shown to be a private street that is approximately 307-feet in length as measured from the centerline of proposed Street A with access to 8 dwelling units (DU).
2. Per CDSM, Section III, Design Standards, Table 1, Section D – Guidelines for Geometry for a Private Road will apply:
 - a. Private streets with access to 5 or more dwelling units (DU) and greater than 300-feet in length, require a minimum 48-foot-wide Tract, 28-foot paved surface, 5-foot detached sidewalks and 4.5-foot planter strips on both sides, no parking on one side and street lighting.
 - b. Per Table 1, Note 3 roads more than 150-feet from the centerline of the adjacent street require a dead-end turn around.
 - c. Per CMC 17.19.040.B.B12.e Curb return radii shall be no less than twenty-five feet.
 - d. As proposed, Tract G does not meet the minimum private requirements.

Stormwater:

1. The combined site of the proposed development is approximately 24.41 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. Stormwater treatment and detention shall be designed in accordance with the latest edition of Ecology's *Stormwater Management Manual for Western Washington (2024 SWMMWW)*.
4. Refer to Ecology's *Figure I-3.2 Flow Chart for Determining Requirements for New-Development (Vol. I, Chapter 3, Page 109)*.
 - a. As the project will result in 5,000 sf, or greater, of new plus replaced hard surface area; then all Minimum Requirements (#1-#9) will apply.
5. 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.
6. 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).
7. Public and private storm easements, if required, are to be shown on the final engineering plans.



8. 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 combined site of the proposed development is approximately 24.21 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 are three existing watermains located around the vicinity of the proposed development:
 - a. A 16-inch ductile iron main located on the east side of NW Brady Road.
 - b. A 12-inch ductile iron main located on the north side of NW 18th Avenue
 - c. An 8-inch ductile iron main stubbed to the western end of NW 20th Avenue.
2. There is a 16-inch ductile iron water transmission main located on the north side of NW 20th Avenue behind the existing curb and gutter. It takes a 90-degree turn at the end of NW 20th Avenue and another 90-degree turn across the city's parcel no. 986055-382 to the reservoir.
 - a. The applicant is NOT to tie into the 16-inch water main.
 - b. If any portion of the existing 16-inch water transmission main is located outside of the right-of-way on the north side of NW 20th Avenue, a utility easement will be required over that portion of the existing 16-inch water transmission main that is outside of the right-of-way.
 - c. A note is to be added to the water utility plans and the final plat stating that permanent structures are not to be built within the future utility easement.
3. 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.
 - a. The applicant will be required to design and construct a minimum 8-inch ductile iron water main to serve the proposed development.
 - b. The 8-inch water main is to be designed as a looped system.
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. The applicant will be required to provide new fire hydrants located within the new development, per CDSM and the FMO.
7. Trenching, backfill, and surface restoration on NW Brady Road, NW 18th Avenue and NW 20th Avenue 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 10-inch STEF main located on the west side of NW Brady Road.
2. There is an existing 8-inch STEF discharge line from Parker Village Subdivision STEF Tank located approximately 250-feet east of the end of NW 20th Avenue.
3. The applicant will be required analyze the existing 10-inch STEF main and Parker Village Subdivision 8-inch STEF discharge line to ensure that both lines can handle the additional inflow from proposed development.
4. Per CMC 17.19.040.C.2 The applicant will be required design and construct a minimum 8-inch sanitary sewer STEF system to serve the proposed development.
 - a. The applicant shall provide a separate conventional gravity sanitary lateral for each single-family residential lot located within the development.
 - b. The applicant will be required to install community STEF Tank(s) that are to be owned and maintained by the HOA.
5. Trenching and surface restoration on NW Brady Road and NW 20th Avenue is to be per CDSM Details G2 and G2A.
6. 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. Not applicable

Impact Fees & System Development Charges (SDCs):

1. This development is in the South 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 (South District):

Single Family:

1. Traffic Impact Fees (TIF) - \$4,102.00
2. School Impact Fees (SIF) – \$6,650.00
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

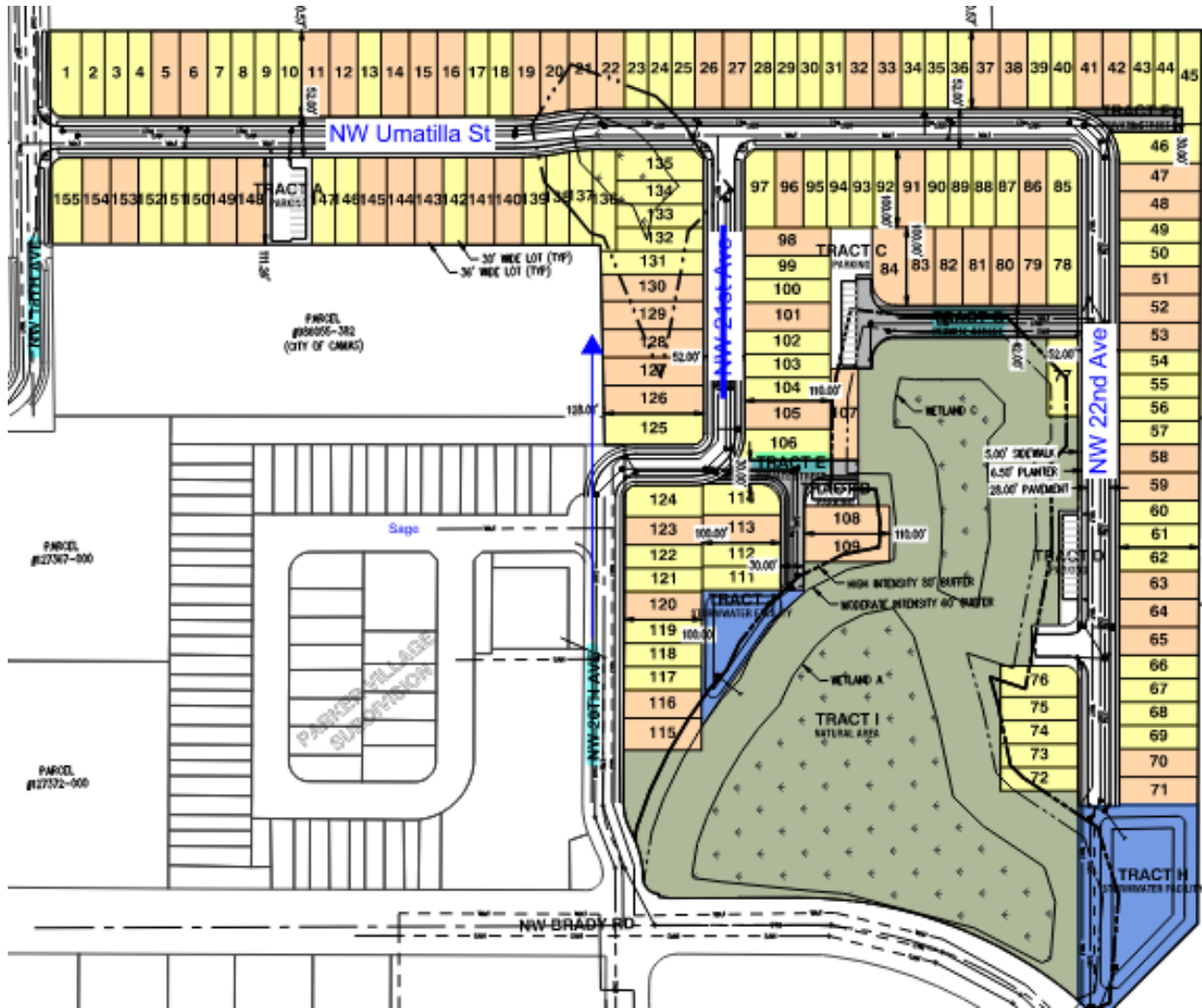
System Development Charges (SDCs) – 2025 Charges:

- 1. Water –
 - a. 3/4" meter - \$9,337.00 + \$495 connection fee
 - b. 1" meter - \$15,560.00 + \$552 connection fee
- 2. Sewer – Residential
 - a. Residential - \$7,407.00 + STEF Inspection

BUILDING DIVISION

BRIAN SMITH (360) 817-1568 bsmith@cityofcamas.us

- 1. Existing structures to be removed will need an asbestos survey and demolition permit.
- 2. Decommissioning of septic tanks and drain fields through Clark County Department of Health
- 3. Property corners shall be established by a licensed surveyor.
- 4. The structures will be reviewed under the most current building codes as adopted by the State of Washington.
- 5. The structural drawings and calculations shall be prepared and stamped by a Professional Engineer licensed by the State of Washington.
- 6. The required fire suppression system shall be in accordance with IBC and other applicable codes standards and shall be reviewed by the Camas Fire Marshal's office.
- 7. Storm water from adjacent properties and existing developments should be taken into consideration.
- 8. Storm sewer disposal and connections shall be identified on the approved plans.
- 9. All lots shall be provided a storm drain lateral at the lowest practical location.
- 10. Developer shall provide a designated concrete wash out area.
- 11. Impact fees and System Development charges shall be applicable
- 12. An approved monument sign for posting addresses shall be provided at all Flag lots, the monument sign, location and design a shall be noted on the Plat.



FIRE DEPARTMENT

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 or may be required to mitigate access or turnaround issues, to install fire sprinklers in garages. Contact the FMO for further information.
- 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/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) Multiple Fire Hydrants required, will be evaluated based on IFC appendix C and the operational needs of the Fire Department.
- 9) Witnessed hydrant flushing required with the FMO on all new fire hydrant installations.
- 10) 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.
- 11) Approved Fire Department turnaround required for dead end streets or access driveway over 150 ft to residential structures measured from the center line of where the access road leaves the public street.
- 12) Provide approved radiuses to access roads/driveways for tracts.
- 13) Obstructed access plan required for all private roads, flag lots serving more than one home or access tracts. Towing signs are the recommended plan unless an alternate method is provided and approved.
- 14) Any discovered underground oil or fuel storage tank during the development requires a decommissioning permit through the Fire Marshal Office.
- 15) A propane Permit is required with the Fire Marshals Office for any tank installation over 124 gallons.
- 16) Approved address monument required where the access road, flag lot or driveway leaves the public street. Contact the FMO for approval.
- 17) 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, unlikely to be blocked by parked vehicles so emergency services can easily see & read in order to find 911 generated calls.
- 18) Please do not hesitate to contact the FMO if you have any questions. 360-834-6191 or FMO@cityofcamas.us