



PRE-APPLICATION MEETING NOTES

Camas Meadows Hole 9 Subdivision

PA22-49

Thursday, December 1, 2022

2:30pm, Meeting held via Zoom

Applicant:	Romano Development
City of Camas:	Lauren Hollenbeck, Senior Planner Robert Maul, Planning Manager Eric Dugger, Engineering Curleigh Carothers, City Engineer
Location:	4711, 4615, 4555, 4525 NW Camas Meadows Drive Camas, WA 98607 Parcel Numbers: 986026906 ,172970000, 986035733, 986035734, 172963000, 172973000, 175980000
Zoning:	Mixed Use (MX)
Description:	The applicant is proposing to subdivide approximately 13.81-acres into one commercial tract and 73 residential lots; 36 lots for attached homes and 47 lots for detached homes.

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 to an applicant all relevant applicable code requirements shall not constitute a waiver by the City of any standard or requirement. [CMC 18.55.060 (C)] This pre-application conference shall be valid for a period of 180 days from the date it is held. If no application is 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 "City Codes".

PLANNING DIVISION

LAUREN HOLLENBECK (360) 817-7253

Applicable codes for this proposal 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 November 17, 2022:

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);

Fees will be based on the adopted fees at the time of land use application submittal. The current fees include the following:

1. Site Plan Review	\$4,055 + 34.00 per res unit + \$68.00 per 1000 sf of GFA
2. Preliminary Plat	\$7,175 + \$250 per lot
3. Major Design Review	\$2,375.00
4. SEPA	\$810.00
5. Critical Areas Review (<i>for each type</i>)	\$775.00
6. Archaeological Review	\$137.00
7. Fire Department Review	\$354.00

Fees for building permit are collected at the time of the building permit application. Fees for engineering are collected at time of engineering plan approval.

8. Building Permit and Plan Review	based on the valuation of the project
9. Engineering Review	3% of estimated construction costs

2. A complete list of the permit approvals 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 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 and reports- three sets and an electronic copy (send as a PDF by email or on a disc). All documents and reports must be submitted as separate pdf copies;
6. Copy of the pre-application meeting notes;
7. A development sign must be posted on site per CMC Section 18.55.110.H (1-5).

Mixed Use Zone

CMC 18.05.050.I MX Mixed Use. This zone provides for a wide range of commercial and residential uses. Compact development is encouraged that is supportive of transit and pedestrian travel. As such, the provisions in CMC Chapter 18.24 Mixed Use shall be complied with.

CMC 18.24.010.D- To promote new construction of multi-story structures with commercial uses on the ground floor and residential uses on the upper stories.

Preliminary Plat

In addition to the general application requirements in CMC 18.55.110, the specific applicable application requirements in CMC 17.11.030.B are also required. The subdivision approval process is a Type III decision and will require a public hearing before the hearings examiner.

The following preliminary comments are based on the site plan materials with this Pre Application:

- 1) The preliminary plat drawings must meet the density and dimensional standards for lots in a Mixed Use (MX) zone, and infrastructure improvements (i.e. roads, easements, etc.)
- 2) Density calculation is based on development/net acreage which is defined as the total land use development exclusive of open space and critical areas.
- 3) Each dwelling unit within a new development shall be landscaped within at least one tree per CMC 1719.030.F.
- 4) Per CMC 17.19.040.B.1.c, if the average lot size is less than 7,500 square feet, one additional off-street parking space is required for every 5 units and shall be located within a common tract.

- 5) Per CMC 17.19.040.B.10.a, a Circulation plan is required at application that includes the subject site and properties within six hundred feet showing topography, critical areas and existing and proposed streets, trails, etc.
- 6) The storm drainage facility shall include a 10-foot L2 landscape buffer per CMC 17.19.030.F.6.
- 7) The location and height of any retaining walls shall be shown on the grading plan. Retaining wall height requirements are found in CMC 18.17.060.

Site Plan Review

Per CMC 18.24.020.A, *“All new development within the Mixed Use (MX) zone shall submit a site plan review application in accordance with CMC Chapter 18.18 Site Plan Review of this title.”* The site development approval process will be considered under a Type II site plan, which is an administrative process. The application for Site Plan Review shall contain information outlined in CMC 18.18.040(A-J). The application shall address in a narrative the criteria for approval CMC 18.18.060 (A-F). Building height, setback and lot coverage can be found in CMC 18.09.030 Table 1.

Major Design Review

Design Review is required for all new development within mixed use 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 Commercial and Mixed Uses*.

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 Site Plan Review decision.

Landscaping Regulations and Tree Retention

Landscaping standards shall apply to all new land divisions per CMC 18.13.020.B.1. A Landscape, Tree and Vegetation plan must be submitted pursuant to CMC 18.13.040.A. If trees are proposed for removal, 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.

CMC 17.19.030.C.1, Buffer Between Uses. *“Where single-family residential lots are to be adjacent to multiple-family, commercial or industrial land use districts, and where natural separation does not exist, adequate landscape buffer strips and/or solid fences for purposes of buffering sound, restricting access, pedestrian safety and privacy shall be provided.”*

Critical Areas Review

Clark Co. GIS mapping identifies habitat and steep slopes on the property (i.e. Fish and Wildlife Conservation Areas and Geologically Hazardous Areas). As such, per CMC Section 16.51.130, a critical areas report prepared by a qualified professional is required if a proposed development is within or adjacent to a critical area. 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.

- If Oregon White Oaks greater than 20” dbh, which are considered a habitat of local importance, are surveyed on site, a critical areas report is required per CMC 16.61.020 *Fish and Wildlife Habitat Conservation areas*.
- Geologically Hazardous Areas are addressed in CMC 16.59.060 and 16.59.070.

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 as the proposed is more than ten multi-family residential units. The current SEPA environmental checklist is on the website.

Archaeological Review

The site is located in an area of high probability for the presence of archaeological objects and therefore an archaeological predetermination is required per CMC Section 16.31.070.A. Submit proof of mailing or emailing the tribes per CMC 16.31.160.

ENGINEERING DIVISION**ANITA ASHTON (360) 817-7231 aashton@cityofcamas.us**General Requirements:

1. Civil site construction plans shall be prepared by a licensed Washington State Engineer in accordance with the *Camas Design Standards Manual (CDSM)* and CMC 17.19.040.
2. Per CMC 17.19.040.C.1 all utilities designed to serve the development shall be placed underground. This includes the dry utilities, such as power, fiber optics, cable, etc.
3. Engineering civil site improvements plans are not to be submitted until after land-use decision is issued.
4. Engineering civil site improvement plans are to be submitted to Community Development (CDev) Engineering Dept. for review and approval.
5. The CDev Dept. is responsible for plan review (PR) and construction inspection (CI).
6. A 3% PR&CI fee is collected by CDev for all infrastructure improvements.
 - a. A stamped preliminary engineer's estimate shall be submitted to the CDEV Engineering Dept prior to or with submittal of plans for first review.
 - i. The first review submittal shall consist of three (3) full size sets and one (1) half size set of the engineering plans, and one (1) hard copy of the preliminary TIR.
 - b. Payment of the 1% plan review (PR) fee shall be due prior to start of 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.
7. Under no circumstances will the applicant be permitted to start any land-disturbing activities: i.e., clearing/grading, tree removal, or infrastructure improvements, etc. prior to final engineering plan approval.
8. Final acceptance is issued by the Community Development Engineering department.
9. 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.
10. Any existing wells, septic tanks, and septic drain fields shall be decommissioned in accordance with State and County guidelines per CMC 17.19.020 (A3).
11. 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.

12. Regulations for installation of public improvements, improvement agreements, bonding, final platting, and final acceptance can be found at CMC 17.21.
13. 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 full transportation impact study (TIA) is required as the proposed development will result in an excess of 200 vehicle trips per day (VPD).
2. Pre-app input for the City of Vancouver: the TIA is to include trip distribution analysis to the following City of Vancouver intersections as part of their traffic analysis.
3. The applicant will be required to pay the necessary proportionate share fees to COV as noted in the table below.

Proportionate Share Project Name	Fee Rate
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

4. Both COV and Clark County will review the TIA that is submitted with the application.
5. The Applicant will be required to have a traffic engineer analyze the following:
 - a. Vision clearance area is to be addressed, per CMC 18.17.030.
 - b. An onsite traffic circulation plan showing ingress and egress, per CMC 17.19.040 (B.10.a).
 - c. Address movement conflicts with nearby intersections and existing driveways.
 - d. Provide trip AM and PM Peak distribution to and from the site down to less than 20 trips thru any given impacted intersection.
6. Intersections to be analyzed, if any, will be based on the trip distribution out to a threshold of 20 trips per intersection.

Streets:

1. The proposed development is located on NW Camas Meadows Drive, between NW Payne Street and NW Goodwin Road.
2. Per the City's 2016 Transportation Comp Plan, NW Camas Meadows Drive is classified as an existing 3-lane arterial with curb & gutter, sidewalk, and planter strips on both sides (10-foot-wide sidewalk on the northside and 5-foot-wide sidewalk on the southside) and with no on-street parking permitted on either side of the road.

- a. There aren't any existing street trees along the frontage of the proposed development.
 - b. Planting of street trees along the frontage of the proposed development will be required.
- 3. The applicant will be required to replace all damaged and worn curb and sidewalk along the proposed frontage on NW Camas Meadows Drive. Additionally, all sidewalks are required to meet ADA standards.
- 4. The applicant will be required to provide a minimum half-width 2-inch grind and inlay along the frontage of the proposed development, on NW Camas Meadows Drive.
- 5. The applicant has proposed four local public streets: NW 'A' Drive, NW 75th Avenue & NW 77th Avenue in Phase 1 and NW 79th Court in Phase 2. The proposed public roads are to meet minimum public street standards, per CMC 17.19.040.B Table 17.19.040-2 - A as follows:
 - a. 52-foot-wide right-of-way width, 28-foot-wide paved width, 5-foot detached sidewalks and planter strips on both sides, and no parking on one side. The proposed street section requires approval from the city engineer.
 - b. The city engineer is in support of proposed public street sections, provided that ample off-street parking is provided for the townhomes.
 - c. Preliminary plans submitted by applicants shows the cul-de-sac NW 79th Court is less than three hundred feet in length.
 - d. NW 79th Court appears to not meet the minimum public street standard, per CMC 17.19.040.B Table 17.19.040-2.A.
 - e. Minimum 35-foot curve radius is required for all access off NW Camas Meadows Drive.
- 6. The applicant has proposed a private alley, Tract A, with access to 9 dwelling units, which is approximately 240-feet in length.
 - a. Per CMC 17.19.040.B Table 17.19.040-1 Minimum Private Street Standards - C:
 - i. Access to five or more dwelling units and greater than 100-feet and not over 300-feet in length requires a 42-foot-wide tract, 28-feet of paved surface, 5-foot-wide detached sidewalk, and planter strip on one side of the road, and no parking on one side of the road.
 - ii. A deviation from the Minimum Private Street Standards allowing 26-feet of paved surface with no sidewalk or planter strip and no parking on either side is supported by the City Engineer.
 - iii. Minimum 25-foot curve radius is required for all access off local roads
 - b. Per CMC 17.19.040.B Table 17.19.040-1 Minimum Private Street Standards - E:
 - i. An alley requires a 20-foot-wide tract, with 18-feet of paved surface, and no parking on either side.
 - ii. The width of the proposed alley is to provide adequate access for garbage and recycling providers.
 - 1. Per staff discussion with garbage and recycling providers they will need 26-feet-wide paved surface to maneuver the large vehicles for picking up the individual containers.
- 7. The applicant has proposed a private alley, Tract B, with access to 16 dwelling units, which is approximately 400-feet in length.

- a. Per CMC 17.19.040.B Table 17.19.040-1 Minimum Private Street Standards - D:
 - i. Access to five or more dwelling units and greater than 300-feet in length requires a 48-foot-wide tract, 28-feet of paved surface, 5-foot-wide detached sidewalks and planter strips on both sides, and no parking on one side of the road.
 - ii. A deviation from the Minimum Private Street Standards allowing 26-feet of paved surface with no sidewalk or planter strip and no parking on either side may be supported by the City Engineer.
 - iii. Minimum 25-foot curve radius is required for all access off local roads
 - b. Per CMC 17.19.040.B Table 17.19.040-1 Minimum Private Street Standards - E:
 - i. An alley requires a 20-foot-wide tract, with 18-feet of paved surface, and no parking on either side.
 - ii. The width of the proposed alley is to provide adequate access for garbage and recycling providers.
 - iii. Per staff discussion with garbage and recycling providers they will need a 26-foot-wide paved surface to maneuver the large vehicles for picking up the individual containers.
8. The applicant has proposed a parking area, Tract C, with 11 spaces that takes access off NW 'A' Drive and private alley Tract B.
- a. Per CDSM, Section 3 Design Standards, Table 3 Access Spacing Standards for a roadway classified as a local road is a minimum of 110-feet and a maximum of 600-feet.
 - i. The proposed access to NW 'A' Drive is approximately 70-feet west of the intersection of NW 'A' Drive and NW 75th Avenue.
 - ii. This access does not meet the minimum access spacing requirements.
 - iii. A deviation from the minimum access spacing standards may be supported by the City Engineer in this circumstance.
 - iv. Minimum 25-foot curve radius is required for all access off local roads
9. The applicant has proposed a private alley, Tract E, with access to 3 dwelling units, as well as access to Stormwater Facility Tract F and Open Space Tract G, which is approximately 295-feet in length and has emergency access to NW Camas Meadows Drive
- a. Per CMC 17.19.040.B Table 17.19.040-1 Minimum Private Street Standards - A:
 - i. Access to four or less dwelling units requires a 20-foot tract, with 12-feet of paved surface, optional sidewalk, and no parking on either side.
 - b. Per CDSM, Section 3 Design Standards, Table 3 Access Spacing Standards for a roadway classified as an arterial is a minimum of 600-feet and a maximum of 1,000-feet.
 - i. The proposed access is approximately 150-feet from the intersection of NW Camas Meadows Drive and proposed NW 75th Avenue.
 - ii. This proposed access does not meet the minimum access spacing requirements on an arterial and is not supported by the City Engineer.
 - c. NW 'A' Drive is to be extended to include the frontage of lots 52-54.

- d. A turnaround may be required, applicant is to work with the Fire Marshall's Office and City of Camas Engineering staff for a solution.
10. The applicant has proposed a private access, Tract H, with access to 2 dwelling units.
- a. Per CMC 17.19.040.B Table 17.19.040-1 Minimum Private Street Standards:
 - i. A. Access to four or less dwelling units requires a 20-foot tract, with 12-feet of paved surface, optional sidewalk, and no parking on either side.
11. The applicant has proposed a private alley, Tract I, with access to 8 dwelling units, which is approximately 250-feet in length.
- a. Per CMC 17.19.040.B Table 17.19.040-1 Minimum Private Street Standards:
 - i. C. Access to five or more dwelling units and greater than 100-feet and not over 300-feet in length requires a 42-foot-wide tract, 28-feet of paved surface, 5-foot-wide detached sidewalk, and planter strip on one side of the road, and no parking on one side of the road.
 - ii. A deviation from the Minimum Private Street Standards allowing 26-feet of paved surface with no sidewalk or planter strip and no parking on either side is supported by the City Engineer.
 - iii. Minimum 25-foot curve radius is required for all access off local roads
 - b. Per CMC 17.19.040.B Table 17.19.040-1 Minimum Private Street Standards:
 - i. E. An alley requires a 20-foot-wide tract, with 18-feet of paved surface, and no parking on either side.
 - ii. The width of the proposed alley is to provide adequate access for garbage and recycling providers.
 - iii. Per staff discussion with garbage and recycling providers they will need a 28-foot-wide paved surface to maneuver the large vehicles for picking up the individual containers.
12. Per CDSM, Section 3 Design Standards, Table 3 Access Spacing Standards for a roadway classified as an arterial is a minimum of 600-feet and a maximum of 1,000-feet.
- a. The applicant has proposed 3 public access points, one each at NW 'A' Drive, NW 75th Avenue & NW 77th Avenue.
 - i. The proposed access at 'Road A' is located north of the existing access driveway to 4900 NW Camas Meadows Drive. The existing driveway is approximately 100-feet south of the proposed access. This access is also approximately 550-feet southeasterly of the existing driveway access to 4901 NW Camas Meadows Drive. This access is also approximately 800-feet northwesterly of the proposed access at NW 77th Avenue.
 - 1. This proposed access does not meet the minimum access spacing requirements on an arterial and is not supported by the City Engineer.
 - ii. The proposed access at NW 75th Avenue is located approximately 150-feet southeasterly of the existing access driveway to 4600 NW Camas Meadows Drive.
 - 1. This access appears to align with future Road A that will be constructed with the future Camas Business Center (Panattoni) development.

- iii. The proposed access at NW 77th Avenue aligns with the northern most driveway access to 4600 NW Camas Meadows Drive and is supported by the City Engineer.
- 13. Per CDSM, Section 3 Design Standards, Table 3 Access Spacing Standards: Minimum Intersection & Driveway Setback from an arterial is 300-feet.
 - a. The proposed intersection setback for the private road, Tract A, Tract B & Tract I, is approximately 140-feet from the centerline of NW Camas Meadows Drive.
 - b. The proposed intersection setback for NW 'A' Drive is approximately 250-feet from the centerline of NW Camas Meadows Drive.
 - c. These do not meet the minimum intersection setback requirements.
- 14. Street tree planting is required in accordance with CMC 17.19.030 (F).
- 15. LED street lighting is to be installed along all street frontages within and adjacent to the proposed development, in accordance with CDSM.
 - a. There are existing streetlights along the frontage on NW Camas Meadows Drive.
 - b. The applicant will be required to provide street lighting on proposed public roads.
- 16. If applicable, private streets, with street lighting, are to have separate meters and the maintenance of all lights and power will be the responsibility of the Owner/Homeowner's Association.

Stormwater:

- 1. The site of the proposed development is approximately 8.80 acres.
- 2. There is an existing 12-inch storm main located on the center of NW Camas Meadows Drive.
- 3. A preliminary stormwater report (TIR), in accordance with the latest edition of Ecology's *Stormwater Management Manual for Western Washington (current edition 2019 SWMMWW)*, is required at time of application.
- 4. Per CMC 14.02 Stormwater Control, stormwater treatment and detention shall be designed in accordance with the latest edition of Ecology's *SWMMWW*.
- 5. Refer to Ecology's *Figure I-3.1 Flow Chart for Determining Requirements for New Development (Vol. I, Chapter 3)*.
 - a. All development projects shall comply with Minimum Requirement (MR) #2 – Submittal of a Stormwater Pollution Prevent Plan (SWPPP).
 - b. As the project results in 5,000 sf, or greater, of new plus replaced hard surface area; than Minimum Requirements (MR) #1- #9 will apply.
- 6. Per CMC 17.19.040.C.3.a requires that storm facilities be in a separate tract.
- 7. Ownership and maintenance of private stormwater tracts will be the responsibility of the property homeowners and/or HOA, per CMC 17.19.040.C.3, with a right-of-entry to the City for inspection purposes of storm facilities.
- 8. Onsite private storm easements, if required, are to be shown on the construction drawings.
- 9. A designated concrete washout area (BMP C154, Vol. II, Chap. 3, pgs. 320-326) is to be shown on the site plans.
 - a. The concrete washout area is to be removed prior to issuance of occupancy for the last residence constructed.

Erosion Control

1. The size of the proposed development is approximately 8.80 acres.
2. Per CMC 17.21.030.B an erosion and sediment control (ESC) bond, in the amount of 200% of the engineer's estimate for ESC measures, is required for land-disturbing activities exceeding an acre. The bond 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).
4. Copies of both are to be submitted to engineering prior to any land-disturbing activities.
5. 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.
6. 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 cast iron water main located on the north side (under the sidewalk) of Camas Meadows Drive.
2. There are 3 existing fire hydrants on NW Camas Meadows Drive in the vicinity of the proposed development:
 - One located approximately 475-feet northwest of the intersection with proposed NW 'A' Drive.
 - A second located approximately 530-feet southeasterly of the intersection with proposed NW 'A' Drive.
 - A third approximately 300-feet southeasterly of the intersection with proposed NW 75th Avenue.
3. The applicant will be required to provide a minimum of two new hydrants located on proposed NW 'A' Drive.
4. The applicant will be required to design and construct a minimum 8-inch ductile iron water main from NW Camas Meadows Drive through the proposed development.
 - Applicant may be required to provide a looped water system.
5. The applicant shall provide a separate water service and meter box to each lot of the development.
6. The applicant shall demonstrate that there are adequate fire flows available for the development.
7. Trenching, backfill, and surface restoration on NW Camas Meadows Drive will be per CDSM Detail G2 and G2A.
8. A 10-foot separation shall be maintained between water and sanitary sewer lines within the right-of-way and within the private roadway.
 - A utility access and maintenance easement shall be provided over and under said utility to the City when located within the private roadway.
9. The tap on the existing waterline is to be performed by a tapping Contractor approved by the City's Water/Sewer Dept. Approved list provided below.

Sanitary Sewer:

1. There is an existing 10-inch PVC Class 200 pressurized sewer main located on the north side of NW Camas Meadows Drive.
2. The applicant will be required to design and construct a new STEP sewer main to serve the proposed development with 1-inch laterals provided to each lot of the development.
3. At the time of single-family residential construction, each lot will be required to provide and install STEP tanks.
 - o The STEP tank is to be per CDSM STEP Tank Details.
 - o The STEP tank is to be installed by a certified Roth tank installer.
4. The applicant will be required to provide a right-of-entry to the City for maintenance of the STEP tanks and the STEP tanks are to be located such that the City has access for maintenance and pumping.
5. If determined by the Utility Manager, the applicant may be required to provide a downstream capacity analysis; and based on said analysis, improvements to the existing pump station may be required.
6. Trenching, backfill, and surface restoration on NW Camas Meadows Drive will be per CDSM Detail G2 and G2A.
7. A 10-foot separation shall be maintained between water and sanitary sewer lines within the right-of-way and within the private roadway.
 - o A utility access and maintenance easement shall be provided over and under said utility to the City when located within the private roadway.
8. The tap on the existing STEP main is to be performed by a tapping Contractor approved by the City's Water/Sewer Dept. Approved list provided below.

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 located at the edge of the public right-of-way on proposed Road A and Road B.
2. Placement of garbage and recycling receptacles on NW Camas Meadows Drive will not be permitted.
3. Proposed private Tracts A, B & I, dwelling units #1 thru #25 & #66 thru #73 shall place garbage and recycling receptacles at the back of the dwelling units in each Tract.
 - a. Garbage and recycling providers require a 28-foot-wide paved surface to allow for pickup of garbage and recycling containers.

Parks/Trails:

1. Not applicable

Impact Fees & System Development Charges (SDCs):

1. The proposed 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 2022:

1. Single Family Detached:
 - a. Traffic Impact Fees - \$3,657.00
 - b. School Impact Fees (SIF) (Camas) – \$5,371.00
 - c. Park/Open Space Impact Fees (PIF) – \$5,217.00
 - d. Fire Impact Fees (FIF) - \$0.20 sf
2. Townhome, per dwelling unit (DU):
 - a. Traffic Impact Fees - \$2,253.00
 - b. School Impact Fees (SIF) (Camas) – 5,371.00
 - d. Park/Open Space Impact Fees (PIF) – 5,217.00
 - e. Fire Impact Fees (FIF) - \$0.20 sf

System Development Charges (SDCs) for 2022:

1. Water
 - a. 3/4" meter - \$8,071.00 + \$401.00 connection fee
2. Sewer

Residential - \$3,740.00 + \$177.00 STEP/STEF Inspection

BUILDING DIVISION**BRIAN SMITH (360) 817-7243**

1. Property corners shall be established by a licensed surveyor.
2. The structures will be reviewed under the most current building codes as adopted by The State of Washington.
3. The structural drawings and calculations shall be prepared and stamped by a Professional Engineer licensed by the State of Washington.
4. The placement of buildings and structures on or adjacent to slopes steeper than one unit vertical in three units horizontal shall conform to Sections R403.1.7.1 through R403.1.7.4. A geotechnical report may be required
5. 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.
6. Storm water from adjacent properties and existing developments should be taken into consideration.
7. Storm sewer disposal and connections shall be identified on the approved plans.
8. All lots shall be provided a storm drain lateral at the lowest practical location.

9. Developer shall provide a designated concrete wash out area.
10. Impact fees and System Development charges shall be applicable
11. Estimated review for building plan review is currently 4 – 6 weeks

FIRE DEPARTMENT

RANDY MILLER (360) 834-6191

The following are requirements for the aforementioned project. The review is based on information presented or plans submitted. Changes in the submitted plans must be in writing and authorized by the Camas/Washougal Fire Marshal Office (AHJ).

Commercial

All commercial spaces will be subject to the International Fire Code permit requirements /process. Various permits will be required based on use, square footage. Permit submittals shall occur directly to the Camas Washougal Fire Marshal's Office 605 NE 3rd Ave Camas, 360-834-6191. Contact the office with any questions on submittal requirements.

Fire Hydrants

Hydrants are prescriptive per IFC Appendix "C" and generally the spacing is 500 ft however there will be fire ground application considerations given to the actual design of the development so that spacing may increase or decrease. There is a 25% increase provided for residential developments that have NFPA 13D residential fire sprinklers.

All new hydrants required to have a witnessed flush scheduled with the FMO. The chains on the 2 ½ inch ports shall be removed and the 5 inch port Storz adapter installed prior to scheduling the flush. Approved diffusers shall be used to capture debris during flush.

Any private fire hydrants shall be ordered from the factory in Red.

Fire Sprinklers

All homes shall have a NFPA 13D fire sprinkler system installed

All fire sprinkler work to be performed by individuals holding appropriate "Washington State Certificate of Competency for Fire Sprinkler Work" per WAC 212-80 and RCW 18.160. If the underground is installed by another contractor, proof of a "Washington State Certificate of Competency for Fire Sprinkler Work" is required. This requirement shall include design, installation and Testing.

Water line size for residential installation from the meter into the house shall be determined with the fire sprinkler contractor and not the underground or plumbing contractor. If the Fire Sprinkler Contractor is not consulted then a minimum 2 inch supply line is required.

Inspection and testing of the fire sprinkler system shall be scheduled with the Camas/Washougal Fire Marshal Office. A minimum 24 hour notice required.

Fire Department Access

All roads must have an all weather surface prior to combustible construction. All approved turnarounds, widths and slopes must meet current Engineering Standards.

Any dead end access over 150 feet requires an approved emergency vehicle turnaround. This distance is measured from the center line of the public street where the access leaves the main road to the front of the residence.

On this current rendition tract E with Bollards, is not supported by the FMO.

Entrances to all roads, tracts, driveways etc. shall have an approved curb radius on each side.

Other requirements when applicable

If existing or discovered, underground oil tank removal requires a permit with the fire marshal's office following IFC (International Fire Code) 3404.2.14

An approved address sign, in accordance with the Camas Municipal Code, must be posted for each residence where the access road or flag lot leaves the public road or access tract. This sign shall be of permanence in its design/installation and shall be approved prior to installation. Contact the FMO for approval. CMC 17.19.030.D.5.d

If the landowner is interested in having any existing buildings donated for practice fire training please contact the FMO for further details

Fire Sprinkler and Fire alarm Permits will be issued by the Camas/ Washougal Fire Marshal Office 605 NE 3rd Camas, WA.

Private Streets or access tracts/driveways to multiple homes require a plan for access obstruction per CMC, 17.19.040.A.9. The preferred plan is for approved signage indicating a towing service to remove the vehicle obstructing emergency access.