

Anita Ashton

From: Anita Ashton
Sent: Tuesday, July 26, 2022 3:56 PM
To: 'Mike Odren'
Cc: 'Peter Tuck'; Lauren Hollenbeck; Robert Maul; Curleigh (Jim) Carothers
Subject: RE: Camas Station Engineering Conditions
Attachments: CDSM 2019 Tables 1, 2, & 3 Revisions.pdf

See the attached 2019 Tables 1, 2, & 3.



Anita Ashton
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Desk 360-817-7231
www.cityofcamas.us | aashton@cityofcamas.us

From: Anita Ashton
Sent: Tuesday, July 26, 2022 3:54 PM
To: 'Mike Odren' <mikeo@olsonengr.com>
Cc: Peter Tuck <peter@olsonengr.com>; Lauren Hollenbeck <LHollenbeck@cityofcamas.us>; Robert Maul <RMaul@cityofcamas.us>; Curleigh (Jim) Carothers <jcarothers@cityofcamas.us>
Subject: RE: Camas Station Engineering Conditions

Mike,
See Staff **responses** below. A



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From: Mike Odren <mikeo@olsonengr.com>
Sent: Tuesday, July 26, 2022 3:10 PM
To: Anita Ashton <AAshton@cityofcamas.us>
Cc: Peter Tuck <peter@olsonengr.com>; Lauren Hollenbeck <LHollenbeck@cityofcamas.us>; Robert Maul <RMaul@cityofcamas.us>; Curleigh (Jim) Carothers <jcarothers@cityofcamas.us>; mikeo@olsonengr.com
Subject: RE: Camas Station Engineering Conditions

Thank you, Anita.

I note that the older Table 2 does not indicate off-street parking setbacks. Were those located elsewhere in the code and added to the chart, or just added to the chart?

- See the attached Tables 1, 2, and 3 that were updated in 2019.

- The previous Table 2 reference was from the 2017 updates.

The reason I ask is if we are vested under the older Design Manual, it appears that the off-street parking setback requirement would not apply to this project.

- Per the 2019 Table 1 - Guideline for Geometry of Private Roadway, Note 2 Off-Street Parking, d. Ingress Aisles setback from back of sidewalk: Collectors minimum 40-feet; Arterials minimum 50-feet.

This is important as we'll lose three vacuum stalls should we need to meet the current design manual.

- COA #33 does not state to 'remove', but to 'relocate' the vacuum stalls. Staff would support the following revision to COA #33 to read as follows:
 - The site plans shall be revised to relocate and/or reduce the number of either vacuum stalls or EV charging stations, at the drive access from NW 16th Avenue, to be a minimum of 40-feet from the back of sidewalk in order to meet the CDSM Table 1, Note 2.d standards for off-street parking from back of sidewalk on a collector.

Thanks!

Mike

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From: Anita Ashton <AAshton@cityofcamas.us>
Sent: Tuesday, July 26, 2022 2:56 PM
To: Mike Odren <mikeo@olsonengr.com>
Cc: Peter Tuck <peter@olsonengr.com>; Lauren Hollenbeck <LHollenbeck@cityofcamas.us>; Robert Maul <RMaul@cityofcamas.us>; Curleigh (Jim) Carothers <jcarothers@cityofcamas.us>
Subject: RE: Camas Station Engineering Conditions

Mike,
See Staff **responses** below. A



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From: Mike Odren <mikeo@olsonengr.com>
Sent: Tuesday, July 26, 2022 12:13 PM
To: Anita Ashton <AAshton@cityofcamas.us>
Cc: mikeo@olsonengr.com; Peter Tuck <peter@olsonengr.com>; Lauren Hollenbeck <LHollenbeck@cityofcamas.us>; Robert Maul <RMaul@cityofcamas.us>
Subject: Camas Station Engineering Conditions

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Good afternoon, Anita.

Thank you for taking Peter's and my call earlier. Please find below a summary of our discussion:

- Curb Return Radii
 - Brady Road – It is our understanding that the curb return radii for commercial driveways need to meet those as required for street intersections. For this project each curb return radii needs to be 35'. The northern curb return at the driveway off of Brady Road is currently shown at 25'. A larger curb return radius would not work as there is insufficient right-of-way along Brady Road. Our discussion was such that the city would accept a 25' curb return radius at the northern return, but that the southern return would need to be increased to 35' or larger to accommodate turning movements for the tanker truck, which we agree with. Thank you for the accommodation for the northern return radius.
 - North curb radii: Staff did not agree to the 25' curb radius, but agreed to discuss and get back to you. Staff might support this reduced radius given one of the following:
 - 1. Provide a circulation plan for review and approval, showing southbound truck traffic ingress to the site from NW Brady Road; or
 - 2. The southbound truck traffic ingress to the site can be conditioned as 'No Truck Traffic'.
 - NW 16th Avenue – Installation of 35' curb return radii at this intersection results in an approach as shown on the attached exhibit. If this is acceptable to the city, then we will provide plans that reflect the change shown on the exhibit.
 - Installation of the required 35-foot curb return radius, shown on the on the sketch attached to the 7/26/2022 email, is supported by staff.
- Frontage Improvements along NW 16th Avenue – As mentioned in our conversation, we have actually provided r.o.w. dedication and pavement widening to meet the northern half-width 3-lane Collector/Arterial standard. You mentioned that we need to provide additional r.o.w. to provide a 60-foot full-width r.o.w.
 - Upon Staff review of the proposed street section, which includes 43-feet of pavement, 6-foot wide sidewalk, and 7-foot landscape strip and landscape buffer behind the sidewalk, Staff is in support of the proposed 57-foot total right-of-way width.
 - Therefore, Staff recommends striking Special Condition of Approval #37.

CMC 17.19.040.B.1 states the following:

B. Streets.

1. Half Width Improvement. Half width improvements, when determined appropriate by the City Engineer, shall include utility easements, pedestrian pathway, storm water drainage, street lighting and signage, environmental permits, provisions for mitigation improvements and mitigation areas as necessary, bike lanes, and improvements to the centerline of the right-of-way as necessary to provide the minimum structural street section per the Camas Design Standard Manual

As indicated above, the Applicant is only required to provide the half-width improvements from the centerline of the roadway to their property. Any additional r.o.w. or pavement widening to meet the full standard of a roadway would, in this instance, need to take place along the south side of NW 16th Avenue. Would you please provide your concurrence that what is currently proposed meets the roadway requirements? **See Staff response above.**

- I noted that Tables 1, 2, and 3 in the Camas Design Standards Manual were updated 3/2/22. We are vested to the code in effect February 24, 2022. Would you please forward those tables that were in effect at that date? We want to ensure consistency with the codes/standards that the project is being held to and conditioned with.
 - **CDSM Tables 1, 2, and 3 were updated and/or created to reflect code requirements that were in-place at time of application/vesting.**
 - **CMC 17.19.040.B.12.e did not change. 17.19.040.B.12.e was added to Table 2 for ease of reference.**
 - **See CMC 17.19.040.B.12.e Shall have concrete curbs and gutters. Curb return radii shall be no less than thirty-five feet on arterial and collector streets, and no less than twenty-five feet on all other streets. Larger radii may be required at the direction of the city engineer.**

Thanks!

Mike

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TABLE 1 - GUIDELINES FOR GEOMETRY OF PRIVATE ROADWAY

ITEM	ALLEY PRIVATE	ACCESS TO FOUR OR LESS DWELLING UNITS PRIVATE STREET 'A'	ACCESS TO FIVE OR MORE DWELLING UNITS (LESS THAN OR EQUAL TO 100' IN LENGTH) PRIVATE STREET 'B'	ACCESS TO FIVE OR MORE DWELLING UNITS (GREATER THAN 100' AND NOT OVER 300' IN LENGTH) PRIVATE STREET 'C'	ACCESS TO FIVE OR MORE DWELLING UNITS (GREATER THAN 300' IN LENGTH) PRIVATE STREET 'D'
TRACT WIDTH (PRIVATE)	25 FEET	20 FEET (TRACT OR EASEMENT)	30 FEET	42 FEET	48 FEET
STREET WIDTH	20 FEET	12 FEET	20 FEET	28 FEET	28 FEET
CUL-DE-SAC TURNAROUND RADIUS	N/A	35 FEET	35 FEET	35 FEET	35 FEET
SIDEWALK / PLANTER WIDTH	N/A	OPTIONAL 5-FEET / NO PLANTER STRIP	ONE SIDE 5-FEET WITH 4- FOOT PLANTER STRIP	ONE SIDE 5-FEET WITH 4.5 FOOT PLANTER STRIP	BOTH SIDES 5-FEET WITH 4.5-FOOT PLANTER STRIP
BIKE LANES	N/A	N/A	N/A	N/A	N/A
MIN. CENTERLINE RADIUS	70 FEET	100 FEET	100 FEET	200 FEET	200 FEET
PARKING	NO PARKING BOTH SIDES	NO PARKING BOTH SIDES	NO PARKING BOTH SIDES	PARKING ONE SIDE ONLY	PARKING ONE SIDE ONLY
CLEAR ZONE*	1.5 FEET MIN.	1.5 FEET	1.5 FEET MIN.	1.5 FEET MIN.	1.5 FEET MIN.
ACCESS CONTROL	N/A	N/A ¹	N/A ¹	N/A ¹	N/A ¹
LIGHTING REQUIRED	NO	YES	YES	YES	YES

* LAG MANUAL, WSDOT DESIGN MANUAL

¹ POSSIBLE BY COUNCIL MANDATE LIMITING CERTAIN LOTS DURING DEVELOPMENT REVIEW

NOTES:

1. ACCESS TO TWO OR LESS LOTS MAY BE DESIGNED AND ESTABLISHED AS AN EASEMENT RATHER THAN A TRACT. GARBAGE AND RECYCLING CONTAINERS SHALL BE PLACED AT THE PUBLIC RIGHT-OF-WAY.
2. OFF-STREET PARKING:
 - a. STANDARD SIZE SPACES: MINIMUM 9-FEET WIDE; MINIMUM 18-FEET LONG
 - b. SMALL CAR SPACES: MINIMUM 8-FEET WIDE; MINIMUM 15-FEET LONG; MARKED 'COMPACTS ONLY'
 - c. AISLE DIMENSIONS: ONE-WAY AISLE MINIMUM 15-FEET WIDE; TWO-WAY AISLE MINIMUM 24-FEET WIDE
 - d. INGRESS AISLES SETBACK FROM BACK OF SIDEWALK: COLLECTORS MINIMUM 40-FEET; ARTERIALS MINIMUM 50-FEET

TABLE 2 - GENERAL GUIDELINES FOR GEOMETRY OF ROADWAY

ITEM	COMMERCIAL/ INDUSTRIAL/ (PRIVATE)	2 LANE LOCAL SPRINKLERED ⁴	2 LANE LOCAL - NEIGHBORHOOD	2 LANE ² COLLECTOR / ARTERIAL	3 LANE COLLECTOR / ARTERIAL	5 LANE ARTERIAL
R.O.W. WIDTH	40 FEET (TRACT)	52 FEET	60 FEET	60 FEET	74 FEET	100 FEET
STREET WIDTH	24 FEET	28 FEET	36 FEET	36 FEET	46 FEET / INCLUDES 12 FOOT MEDIAN	74 FEET / INCLUDES 14 FOOT MEDIAN
CUL-DE-SAC RADIUS	N/A	35 FEET	35 FEET	N/A	N/A	N/A
SIDEWALK / PLANTER WIDTH	ONE SIDE 5-FEET WITH 4.5-FOOT PLANTER STRIP	BOTH SIDES 5-FEET WITH 4.5-FOOT & 7.5- FOOT PLANTER STRIPS	BOTH SIDES 5-FEET WITH 4.5-FOOT & 7.5- FOOT PLANTER STRIPS	BOTH SIDES 6-FEET WITH 4.5-FOOT & 5.5- FOOT PLANTER STRIPS	BOTH SIDES 6-FEET WITH 5.5-FOOT & 7.5 FOOT PLANTER STRIPS	BOTH SIDES 6-FEET WITH 4.5-FOOT & 6.5- FOOT PLANTER STRIPS
BIKE LANES	N/A	N/A	N/A	5-FEET	5-FEET	6-FEET
MIN. CENTERLINE RADIUS	42 FEET FIRE ACCESS	70 FEET	70 FEET	200 FEET	300 FEET ³	300 FEET ³
PARKING	NO PARKING BOTH SIDES	PARKING ONE SIDE ONLY	NO PARKING BOTH SIDES	NO PARKING BOTH SIDES	NO PARKING BOTH SIDES	NO PARKING BOTH SIDES
CLEAR ZONE*	1.5 FEET MIN.	1.5 FEET	1.5 FEET MIN.	1.5 FEET MIN.	1.5 FEET MIN.	AS DIRECTED
ACCESS CONTROL	YES	N/A ¹	N/A ¹	YES	YES	YES
LIGHTING REQUIRED	YES	YES	YES	YES	YES	YES
CURB RADII	30 FEET MIN.	25 FEET MIN.	25 FEET MIN.	35 FEET MIN.	35 FEET MIN.	35 FEET MIN.
OFF-STREET PARKING SETBACKS	N/A	N/A	N/A	INGRESS AISLES 40' FROM BACK OF SIDEWALK	INGRESS AISLES 50' FROM BACK OF SIDEWALK	INGRESS AISLES 50' FROM BACK OF SIDEWALK

* LAG MANUAL, WSDOT DESIGN MANUAL

¹ POSSIBLE BY COUNCIL MANDATE LIMITING CERTAIN LOTS DURING DEVELOPMENT REVIEW

² LEFT TURN LANES REQUIRED AT INTERSECTIONS

³ MUST MEET AASHTO GUIDELINES FOR SPEED AND SIGHT DISTANCE

⁴ STREET SECTION REQUIRES APPROVAL FROM THE CITY ENGINEER.

FOR INTERSECTION SPACING AND SETBACK, SEE ACCESS SPACING STANDARDS – TABLE 3 (NEXT PAGE)

TABLE 3 - ACCESS SPACING STANDARDS
RESOLUTION 17-005

ROADWAY CLASS	MINIMUM ACCESS SPACING***	MAXIMUM ACCESS SPACING	MINIMUM INTERSECTION & DRIVEWAY SETBACK	NEW RESIDENTIAL ACCESS PERMITTED
ARTERIAL	660-FEET	1,000-FEET	300-FEET	NO**
COLLECTOR	330-FEET	600-FEET	110-FEET*	NO**
LOCAL	110-FEET	600-FEET	N/A	YES

* BASED ON TURN DESIGN SPEED OF 20 MPH

** TEMPORARY ACCESS MAY BE PERMITTED OR COMBINED FOR LANDLOCKED PARCELS

*** INCLUDES NON-RESIDENTIAL DRIVEWAYS

