



1. Pre-Application Conference Report



PRE-APPLICATION MEETING NOTES

North Shore Village

PA24-16

Thursday, June 6, 2024, 3:30pm (meeting via zoom)

Applicant:	AKS Engineering Attn: Michael Andreotti 9600 NE 126 th Ave, Suite 2520 Vancouver, WA 98682
City of Camas:	Madeline Sutherland, Planner Robert Maul, Planning Manager Anita Ashton, Project Manager Engineering Brian Smith, Building Official Ron Schumacher, Fire Marshal
Location:	313 SE Leadbetter Rd, 305 SE 252 nd Ave Parcel Numbers: 177885000, 178175000
Zoning:	North Shore Mixed Use, NS Residential-High Density, NS Commercial
Description:	The applicant is proposing to construct 94 single family lots, two mixed use lots with associated road and site improvements.

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 "Business and Development".

PLANNING DIVISION

MADELINE SUTHERLAND (360) 817-1568

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 May 14, 2024:

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. Shoreline Permit	\$1,367.00
2. Preliminary Subdivision Review	\$7,848 + \$250 per lot
3. Site Plan Review	\$4,435 + 34 per unit + \$68 per 1,000sf of GFA
4. Major Design Review	\$2,598
5. SEPA	\$886
6. Critical Areas Review <i>(for each type)</i>	\$848
7. Archaeological Review	\$150
8. Fire Department Review	\$460

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.

9. Building Permit and Plan Review	based on the valuation of the project.
10. 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).
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).

Shoreline Substantial Development Permit and Shoreline Conditional Use Permit

Per SMP Table 6-1 a conditional use permit is required for utilities within the Medium Intensity shoreline designation. A pedestrian pathway is permitted in the Medium Intensity designation and requires a shoreline substantial development permit which may be consolidated with the conditional use permit for the utilities. Exemptions from a substantial development permit are in SMP 2.3.2.

Subdivision Preliminary Plat

The preliminary plat for a subdivision is a Type III permit process, where the examiner renders the final decision. A complete application must include the materials in CMC 17.11.030. The narrative must address the approval criteria in Subsection D. The following comments are based on the submittal:

- The lots must meet the dimensional standards for the north shore zones
- The boundaries of each zone should be shown on the preliminary plat as reference

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 the 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 18.09.0030 Table 1.

- *“MX-NS North Shore Mixed Use. This zone provides for a wide range of commercial and residential uses in the North Shore subarea. Compact development that supports transit and pedestrian travel is encouraged. Mixed-use areas should create spaces for community gathering, waiting, discussion, and outdoor commercial activities. Horizontal and vertical mixed-use developments are allowed. Mixed-use development should include multiple entries and windows on the ground floor to facilitate business access, create visual interest, and promote safety. For residential uses, this zone allows a maximum density of 24 dwellings per acre and minimum density of 10 dwelling units per acre. Each horizontal mixed-use development should have no more than 70% of the total acreage of the development dedicated to residential uses. Each vertical mixed-use development shall, at a minimum, dedicate the 107 Item 11. Created: 2022-10-13 14:57:34 [EST] (Supp. No. 42, Update 1) Page 30 of 73 ground floor to commercial uses (up to 50% of the ground floor may be used for indoor parking). Residential multifamily is allowed only on the second floor or above or in the back of commercial buildings as a live-work unit (only 25% of the required 30% can be live-work units).”*
- *Site Plan Review will be conditioned for future commercial developments if none are proposed at this time.*

Temporary Use Permit

A TUP is required for blasting prior to land use approval. TUP requirements are in CMC 18.47.

Boundary Line Adjustment

A boundary line adjustment is required to adjust the proposed property line. The criteria per CMC 17.07.040 will need to be met and addressed in the project narrative. Criteria F does not allow a BLA to be “used to circumvent subdivision or short subdivision procedures”.

Major Design Review

Design Review is required for all new development within mixed use zones and multifamily development per CMC 18.19.020. The standards applicable to this property for Design Review are found in the North Shore Design Review Manual. Additional standards per the North Shore Sub Area Design Manual shall be followed.

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.

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. 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 30-unit tree density per net acre is required in the Northshore area 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.”*

Parking

Parking requirements per CMC 18.11 must be met.

Critical Areas

Clark County GIS mapping identifies wetlands, slopes, and oak habitat 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. 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. 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. The proposed development is located in the North District and subject to the North Shore design standards, as well as the *Camas Design Standards Manual (CDSM)* and CMC 17.19.040.
2. Civil site construction plans shall be prepared by a licensed Washington State Engineer.
3. The Community Development Engineering Dept. is responsible for plan review (PR) and construction inspection (CI).
4. 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 prior to or with submittal of plans for first review.
 - i. The first review submittal shall consist of one (1) full size set, a PDF copy of the engineering plans, and an electronic version of the final stormwater report (TIR).
 - 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 construction plan approval.
5. **Engineering site improvements plans are not to be submitted until after the land-use decision is issued.**
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, 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. Regulations for installation of public improvements, improvement agreements, bonding, final platting, and final acceptance can be found at CMC 17.21.
11. 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 Impact Studies:

1. A transportation impact study (TIA) is required as the proposed development will result in 200 vehicle trips per day (VPD) or more.
2. The transportation impact study (TIA) shall be prepared in accordance with the City's adopted *Traffic Impact Study Guidelines* as outlined in the CDSM Chapter I Support Documentation and the latest edition of the *ITE Manual* (11th Edition).
3. Developments generating 700 VPD or more on internal roads shall be required to provide for a Neighborhood Traffic Management Plan (NTM) in accordance with the CDSM.
4. The applicant will be required, at a minimum, to have a traffic engineer analyze the following:
 - a. Site distance access at the intersections of:
 - i. NE 252nd and proposed N. 58th Avenue.
 - ii. NE 3rd Street and NE 257th Avenue.
 - iii. NE 3rd Street and NE Everett Street (SR 500).
 - b. A traffic circulation plan showing on-site movements, and ingress and egress to the proposed development, per CMC 17.19.040 (B.10.a).
 - c. Address movement conflicts with nearby intersections, left-turn pocket analysis on NE 252nd Avenue and N. 58th Avenue at the proposed access locations, and applicable private driveways along NE 252nd Avenue.
 - d. Analyze turn movements at both accesses, including storage lanes for turns.
 - e. Address the existing narrow County roads and the traffic impacts to said roads from the proposed development:
 - i. NE 3rd Street consists of approximately 18-feet of paved surface and 46-feet of County ROW.
 - ii. NE 252nd Avenue consists of approximately 18-feet of paved surface and 40-feet of County ROW.
5. Provide trip AM and PM Peak distribution to and from the site.
6. Camas requires offsite intersections to be analyzed based on the trip distribution out to a threshold of 20 new trips per intersection.
7. The preliminary TIA will be sent to City of Vancouver and Clark County traffic engineers for review and comments.

Streets:

1. On-site street improvements will be subject to the North Shore Design Standards (NSDS) for minimum road standards and right-of-way widths, in addition to the Camas Design Standards Manual (CDSM) for all other infrastructure improvements.
2. The proposed development is located northwest of the Lacamas Hills subdivision and west of the future Enclave of North Shore short plat.

Future on-site and off-site road connections to the proposed development:

3. Camas staff is coordinating an effort to look at an alternative east-west North Shore arterial alignment that would best suit the overall layout of the land based on critical areas and existing impacts thereto. Staff will keep the applicant posted on the findings.

On-site Street Requirements:

4. Per CMC 17.19.040.B.1, the applicant will be required to construct all road improvements in accordance with the adopted North Shore Design Manual (NSDM):
 - a. Proposed N Ridgeline Road, N Elk Street, N 54th Avenue, N 55th Avenue, and N 57th Avenue are to be full-width, full-depth road improvements from the intersection with NE 252nd Avenue to the southeastern corner of the proposed development.
 - b. Proposed N Ridgeline Road shall consist of a 60-foot right-of-way width, 28-feet of paved surface, with planter strips, and sidewalks on both sides of the road.
 - c. Proposed N 54th Avenue, N 55th Avenue, N Elk Street, N 57th Avenue shall consist of a minimum 54-foot right-of-way width, 28-feet paved surface with two 10-foot travel lanes and an 8-foot on-street parking lane on one side, planter strips and sidewalks on both sides.
 - d. Proposed N Mill Street and N 58th Avenue are to be a minimum 24-foot half-width full-depth road improvements with a minimum 24-feet paved surface to allow for two-way vehicular movements.
 - i. Additional paved width may be required for on-street parking.
 - e. All half-width street improvements are to be constructed with a minimum 24-foot-wide paved surface to allow for 2-way traffic movements.
 - f. Location of roundabouts are to be in accordance with the NSDM.
5. Per CMC 17.19.040.B.5, the applicant will be required to:
 - a. Dedicate sufficient right-of-way width for full depth half-width street improvements for N Mills Street and N. 58th Avenue.
 - b. Right-of-way dedication for the proposed interior roads shall be per the North Shore Design Manual.
 - c. Right-of-way dedication for Ridgeline Road is to be extended to the southeast property line of Parcel No. 178175000 abutting the western most property line of the future Enclave at North Shore.
 - i. The proposed BLA of Parcel No. 178175000 does not remove the applicant's requirement to extend right-of-way dedication to the southeast property line of Parcel No. 178175000 abutting the western most property line of the future Enclave at North Shore.
6. Per CDSM, Table 3 - Access Spacing Standards:
 - a. The minimum driveway setback from a collector is 110-feet, as measured from the centerline of the adjacent street to the proposed access.
 - b. As proposed, Lot 1 mixed use eastern entrance is approximately 244-feet from N Ridgeline Road.
 - c. The proposed driveway location meets the minimum setback standard from N. Ridgeline Road.
7. Street tree planting is required in accordance with CMC 17.19.030 (F).
8. Off-street parking requirements are to be per CMC 18.11.100.
9. LED street lighting is to be installed along all street frontages within and adjacent to the proposed development, in accordance with CDSM.

County Roads:

10. The proposed development is shown to be accessed via existing Clark County roads, NE 3rd Street and NE 252nd Avenue.
11. NE 3rd Street and NE 252nd Avenue are unimproved County roads west of NE 257th Avenue, that consist of approximately 18-feet of paved surface.
 - a. Both roads are currently used by approximately three (3) existing single-family residences.
 - b. NE 252nd Avenue and NE 3rd Street as configured are not designed for the amount traffic that would be generated by the proposed development.
12. Improvements to these existing County roads will be determined by Clark County. The minimum rural local road standards, per Clark County Design Standards are as follows:
 - a. Rural Local Access, drawing 21, consists of 50-foot ROW, 24-feet of paved surface with 10-foot travel lanes & 2-foot paved shoulders.
 - b. Rural Minor Collector, 2-lane, drawing 20, consists of 60-foot ROW, 40-feet of paved surface with 12-foot travel lanes and 8-foot shoulders.
13. Work on Clark County roads will require permits from Clark County.

Stormwater:

1. The combined site of the proposed development is approximately 36.02 acres.
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) has issued an updated Stormwater Management Manual for Western Washington that becomes effective on August 1, 2024.
 - a. Stormwater requirements are not vested.
4. Per CMC 14.02 Stormwater Control, 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-3.1 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 will apply.
6. The applicant is proposing to construct a stormwater main from the proposed development south to the existing stormwater main located in NE Leadbetter Road, which discharges to Lacamas Lake.
 - a. All treatment of impervious surfaces is to be located within the proposed development.
 - b. The applicant is to verify that the existing stormwater system, culvert, and outfall to Lacamas Lake are sufficiently sized to accommodate stormwater runoff from the proposed development.
7. 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.
8. 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).
9. Public and private storm easements, if required, are to be shown on the final engineering plans.
10. 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.
11. The new stormwater main is to follow, as close as feasible, the future trail alignment through the parks and open space to the south of the proposed development.

12. A water, sanitary sewer, and stormwater easement will be required over and through the parks and open space.

Erosion Control

1. The combined site of the proposed development is approximately 36.02 acres.
2. 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)*.
 - a. Copies of both are to be submitted to Engineering prior to any land-disturbing activities.
3. 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.
4. 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.
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 NE Leadbetter Road.
2. The applicant will be required to design and construct a 12-inch ductile iron transmission water main from NE Leadbetter Road north to serve the proposed development.
3. Per CMC 17.19.040.C.4.a the applicant shall provide a separate 1-inch water service and install water meter boxes for each of the single-family residential lots located within this development.
4. Per CMC 17.19.040.C.4.c the applicant shall provide a separate water service for each of the proposed multi-family buildings and commercial improvements.
5. There is an existing fire hydrant approximately 216-feet west of the intersection of NE Leadbetter and the proposed utility easement.
 - a. The applicant will be required to provide new fire hydrants located within the proposed development, per the CDSM and the FMO.
6. An onsite water sampling station will be required.
7. Separate irrigation services, irrigation meters, and backflow prevention devices will be required.
 - a. Irrigation meters are to be owned by the HOA and/or commercial and multi-family improvements.
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. Trenching, backfill, and surface restoration on NE Leadbetter Road will be required, per CDSM Detail G2 and G2A.
11. A 10-foot separation shall be maintained between water and sanitary sewer lines.
12. The new water main is to follow, as close as feasible, the future trail alignment through the parks and open space to the south of the proposed development.
13. A water, sanitary sewer, and stormwater easement will be required over and through the parks and open space.

Sanitary Sewer:

1. There is an existing 6-inch and 8-inch sanitary sewer force mains on the south side of NE Leadbetter Road.
2. There is an existing pump station located approximately 1470-feet west of the intersection of NE Leadbetter Road and the proposed utility access easement location.

3. Staff is in support of an on-site conventional gravity sewer system with connection to the existing Leadbetter Road pump station.
4. The applicant is required to design and construct a minimum 8-inch sanitary sewer main required to serve the proposed development.
5. Trenching, backfill, and surface restoration on NE Leadbetter Road is required, per CDSM Detail G2 and G2A.
6. A 10-foot separation shall be maintained between water and sanitary sewer lines.
7. The new sewer main is to follow, as close as feasible, the future trail alignment through the parks and open space to the south of the proposed development.
8. A water, sanitary sewer, and stormwater easement will be required over and through the parks and open space.

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,
<http://www.ferguson.com/branch/nw-3rd-ct-vancouver-wa-waterworks>

Parks/Trails:

1. See the 2022 Parks & Open Space Plan
2. The applicant is to work with staff on the location and design of the proposed trail system through the city's parks and open space to the south of the proposed development.
3. The proposed trail alignment is to be:
 - a. Pedestrian friendly and ADA accessible.
 - b. Meandering to impact as few trees as possible.
 - c. Provide staff with options and cross-sections for further discussion.

Garbage & Recycling:

1. Garbage and recycling receptacles for SFR are to be placed at the city right-of-way/sidewalks for pickup.
2. Locations for garbage and recycling receptacles for multi-family and commercial sites are to be approved by the garbage and recycling providers.

Impact Fees & System Development Charges (SDCs):

1. The proposed development is in the **North District**.
2. Impact Fees and SDCs are collected at the time of building permit issuance.
3. **Impact fees and SDCs are adjusted on January 1st of each year.**

Impact Fees for 2024:

1. Single Family Detached:
 - a. Traffic Impact Fees (TIF) - \$10,372.00
 - b. School Impact Fees (SIF) (Camas) – \$6,650.00
 - c. Park/Open Space Impact Fees (PIF) – \$5,853.00
 - d. Fire Impact Fees (FIF) - \$0.69 sf.
2. Apartment (per DU):

- a. Traffic Impact Fees (TIF) - \$5,972.00
 - b. School Impact Fees (SIF) (Camas) – \$6,650.00
 - c. Park/Open Space Impact Fees (PIF) – \$5,853.00
 - d. Fire Impact Fees (FIF) - \$0.37 sf.
3. Commercial:
- a. Traffic Impact Fees (TIF) - Calculated
 - b. School Impact Fees (SIF) (Camas) – N/A
 - c. Park/Open Space Impact Fees (PIF) – Calculated
 - d. Fire Impact Fees (FIF) - \$0.89 sf.

System Development Charges (SDCs) for 2024:

- 1. Water – Single Family (SFR)
 - a. 3/4" meter - \$9,056.00 + \$450.00 connection fee
 - 2. Sewer - Residential
 - a. Residential - \$7,184.00
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- 1. Water – Apartment Building / Commercial
 - a. 1" meter - \$15,093.00 + \$502.00 connection fee
 - b. 2" meter - \$48,248.00 + \$2,148.00 connection fee
 - c. Applicant to coordinate with their Design Team to ensure that the size of apartment/commercial meters, which are to be shown on water plans, are the correct size prior to final engineering plan review.
 - d. A restocking fee will be collected if apartment/commercial meter sizes are changed after meters are ordered by Operations.
 - 2. Sewer - Commercial
 - a. 1" - \$11,973.00
 - b. 2" – \$38,313.00
 - 3. Irrigation:
 - a. Applicant to coordinate with their Design Team to ensure that the size of irrigation meters, which are to be shown on water plans and irrigation plans, are the correct size prior to final engineering plan review.
 - b. A restocking fee will be collected if irrigation meter sizes are changed after irrigation meters are ordered by Operations.

BUILDING DIVISION

BRIAN SMITH (360) 817-7243

- 1. If any existing structures are to be removed, they'll 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 placement of buildings and structures on or adjacent to slopes steeper than one unit vertical in three unit's horizontal shall conform to Sections R403.1.7.1 through R403.1.7.4. A geotechnical report may be required.
6. The required fire distance between buildings and property line shall be in accordance with the International Residential Code and International Building Code, as applicable.
7. 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.
8. Compliance with the Wildland Urban Interface Code may be required if it's been adopted by the state building code council prior to submittal of any building permits.
9. Storm water from adjacent properties and existing developments should be taken into consideration.
10. Storm sewer disposal and connections shall be identified on the approved plans.
11. Developer shall provide a designated concrete wash out area.
12. Street Naming and Addressing will be completed by the Building Division and will need to comply with the City of Camas Street Naming Manual and CMC 12.24 & 12.28. The Street Naming will be coordinated with the civil permit review.
13. 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.
14. Impact fees and System Development charges shall be applicable.
15. Estimated review for building plan review is currently 4 – 6 weeks.

FIRE DEPARTMENT
RON SCHUMACHER (360) 834-6191

No building or structure regulated by the building and/or fire code shall be erected, constructed, enlarged, altered, repaired, moved, converted or demolished unless a separate permit for each building or structure has first been obtained from the CWFMO Camas Municipal Code 15.04.030.D.12.a

Any inadvertent omission or failure to site or include any applicable codes or code language by the Fire Marshal's office or the City shall not be considered a waiver by the applicant.

- 1) Low Flow Life Safety Residential Fire Sprinklers (NFPA 13D) required in all new residential one and two family dwellings. Because of the compromised secondary access road all garages shall have sprinklers.
- 2) Apartment buildings shall have NFPA 13 systems instead of NFPA 13R because of the compromised secondary access road.
- 3) All apartments in excess of 30' in height shall have an aerial access road of at a minimal 26' in width.
- 4) Depending on size and type of occupancy on commercial lots sprinklers may be required.
- 5) Fire Alarm and Fire Sprinklers Systems shall be designed, installed and tested by Washington State standards, licensing and qualifications.

- 6) Hydrants shall be installed prior to any vertical construction. The distance from a required fire hydrant may be doubled when Low Flow Life Safety Residential Fire Sprinklers are installed throughout a fully sprinklered subdivision. CMC 17.19.040.C.4.a.
- 7) An approved address sign, in accordance with the Camas Municipal Code, must be posted for each residence where the 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
- 8) Underground oil tank removal requires a permit with the fire marshal's office following IFC (International Fire Code) 3404.2.14
- 9) Any existing structures scheduled to be torn down may be considered for fire department training. Contact the FMO for further information.
- 10) Private Streets require a plan for access obstruction per CMC, 17.19.040.A.9
- 11) Secondary access road to meet fire department standards. 28' radius require on any turns.
- 12) Witnessed Hydrant Flushing and fire-flow testing required contact the FMO to schedule.
- 13) Water line size 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.
- 14) If Installed CMC 12.36 Privacy Gate Permit required with the fire marshal's office and the public works department.
- 15) No parking signs required per city and fire codes.
- 16) Temporary fire department access road on lot 5 serving lots 6-10
- 17) If blasting occurs a permit from our office is required.