



1. Pre-Application Conference Report



PRE-APPLICATION MEETING NOTES

Lacamas Village

PA24-13

Thursday, June 20, 2024

Zoom meeting with City staff

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| Applicant: | AKS Engineering & Forestry Michael Andreotti |
| City of Camas attendees: | Lauren Hollenbeck, Senior Planner Robert Maul, Planning Manager Ahmed Yanka, Engineer II Anita Ashton, Engineering Project Manager Curleigh Carothers, City Engineer Ron Schumacher, Division Chief/Fire Marshal |
| Location: | NE Ingle Road/NE Goodwin Road Camas, WA 98607 Parcel Numbers: 172559000 and 986037656 |
| Zoning: | MF-24 (Multi-Family Residential) |
| Description: | The applicant is proposing to construct 192 single-family townhome lots. |

NOTICE: Notwithstanding any representation by City staff at a pre-application conference, staff is not authorized to waive any requirement of the City Code. Any omission or failure by staff to recite 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

LAUREN HOLLENBECK (360) 817-7253

The proposed development is subject to an approved Development Agreement (DA) and Master Plan via City Resolution 1315, the Green Mountain Planned Residential Development (PRD) (SUB14-02), the Green Mountain Urban Village Short Plat (SP20-02), including any applicable vested city codes and recorded plats. Please note it remains the **applicant's responsibility** to review the approved DA and Master Plan, the Green Mountain PRD (SUB14-02), the Green Mountain Urban Village Short Plat (SP20-02), including the Camas Municipal Code (CMC) and address all applicable provisions. The following pre-application notes are based on application materials and site plan submitted to the City on April 18, 2024:

PLEASE NOTE: Land use applications are now required to be submitted and paid on-line at www.cityofcamas.us/com-dev. When you apply online, be sure to select SUBDIVISION as the main application plan type. If you are unsure, contact the Planning Department for assistance.

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;

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

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| 1. Preliminary plat subdivision | \$8,204.00 + 261.00 per unit |
| 2. Major Design Review | \$2,716.00 |
| 3. Fire Department Review | \$402.00 |

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

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| 4. Building Permit and Plan Review | based on the valuation of the project |
| 5. Engineering Review | 3% of estimated construction costs |

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- three full size paper copies of the site plan drawings. All other documents and reports shall be provided with the on-line application submittal;
6. Copy of the preapplication meeting notes; and
7. A development sign must be posted on site per CMC Section 18.55.110.H(1-5).

Preliminary Subdivision Plat

In addition to the general application requirements listed above, the **specific application requirements for a preliminary subdivision plat in CMC 17.11.030.B** will also need to be complied with and submitted.

A narrative addressing the criteria in **CMC 17.11.030.C** shall also be included with the application submittal.

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

1. The proposed preliminary plat will need to comply with any applicable conditions of approval in the PRD, the preliminary Short Plat in addition to the recorded Development Agreement.
2. A PRD shall provide more **creative and innovative designs** than conventional zoning or subdivisions, and the design and layout shall take into consideration the integration and compatibility of the site and surrounding areas. Be sure to review the Urban Village Narrative for Green Mountain PRD. Staff will be reviewing this document for compliance.
3. Building height, setback and lot coverage requirements are found in Exhibit F of the Green Mountain Mixed Use Master Plan Development Agreement, specifically the density and

dimension standards listed under the 'A Pods' are applicable. The maximum allowable density is 24 dwelling units per acre.

- The minimum rear yard setbacks for alley accessed garages is either 3' or 18'.
 - If front loaded, 20-ft. deep for driveway apron.
 - Franchise utilities to be located in front or side yard easements abutting right of way.
4. Below are preliminary review comments of the plat:
 - a. Show building envelopes
 - b. Lots 136, 182 and 183 side lot line shall be at right angles (CMC 17.09.030.D.2)
 - c. Vehicular access is not allowed off of N Boxwood Street
 - d. Lots 137-172, and 104-108 are double frontage lots (street frontage along 2 opposite lines), which require landscaping buffering requirements along the major road.
 - e. If any of these lots are alley loaded (with the front door on the opposite side of the house from the garage), then the landscape buffering requirements are not applicable, but these lots must provide pedestrian access to the street and shown on the plans.
 - f. Lots 125-136 are front loaded per the Narrative. If lots 137-142 are alley loaded, lots 125-136 cannot face the back of those alley loads.
 - g. Lots 6-25 shall be consistent with the fencing and landscape buffer requirements along the lots abutting NE Ingle Road in the Thrive development to the north.
 5. Provide the additional plans at application submittal:
 - a. A plan identifying the different housing typologies and location of front façade of the building shall be provided at application submittal.
 - b. A parking plan showing all off-street and on-street parking is required at application submittal.
 - c. A plan showing driveway locations to ensure there is no impact to the street tree and lighting requirements. Per the Street Details, the driveway throat width shall not exceed 40% of the total lot frontage, a shared driveway throat is preferred in this situation.
 - d. Provide Phasing Plan if proposed.
 - e. A plan showing the location and height of proposed retaining walls. Provide cross sections of retaining walls over 4-feet in height.

Design Review (major)

Design Review is subject to all new developments in multifamily zones. The standards applicable to this property for Design Review may be found in the Design Review Manual to include the *Standard Principles & Guidelines* in addition to the *Specific Principles & Guidelines* for Multi-Family Uses and Gateways & Corridors, which are subject to review of the Design Review Committee.

A submittal for design review should include a narrative, site plan drawing, a detailed landscape plan, exterior elevation, building materials and colors, lighting specs and plan, and sign plan (optional). A final design review decision may be consolidated and issued with the Preliminary Plat decision.

Landscaping Regulations

Landscaping shall comply with the applicable standards in CMC 18.13.050 and 18.13.060. As such, a landscape plan must be submitted pursuant to the applicable landscape standards. 10% of landscaping is required per CMC 18.13.050. CMC 17.19.030.F.1 also requires one tree per dwelling unit.

Trail

A trail is required as shown and conditioned on the approved Green Mountain Urban Village Short Plat Decision (city file no. SP20-01).

Parking Regulations

The proposed use will need to meet the automobile parking requirements pursuant to CMC Chapter 18.11. The number of off-street parking spaces is calculated based on the table at CMC 18.11.130 Standards. Per CMC 18.11.020.D, small car parking spaces are allowed at a maximum of 30% of the parking lot and can be as small as 8' wide by 15' deep.

SEPA

SEPA was issued with the Green Mountain PRD (SEPA14-21) and the Urban Village Short Plat (SEPA20-06), which included the proposed parcels for development. Therefore, SEPA is not required for this proposal.

Archaeological Review

Need to comply with the conditions of the archaeological permit issued with the PRD.

ENGINEERING DIVISION

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

AHMED YANKA ayanka@cityofcamas.us

General Requirements:

1. Final engineering site improvement plans shall be prepared in accordance with the Camas Design Standards Manual (CDSM) and CMC 17.19.040, by a licensed Civil Engineer in Washington State.
2. **Final engineering civil site improvement plans are not to be submitted until after Planning issues the land-use decision.**
3. CDev Engineering Dept. is responsible for plan review (PR) and construction inspection (CI) of the civil site improvements outside of building footprints.
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 two (2) full sizes sets, one (1) half size set, an electronic submittal of the engineering plans and one (1) 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. **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.**
6. **Final acceptance is issued by the Community Development Engineering Dept.**
7. If applicable, 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).
8. 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.

9. Work within the city right-of-way (ROW) will require submittal and approval of a traffic control plan (TCP), prior to the start of any work.
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:

1. An update to the original transportation impact analysis (TIA) for Green Mountain PRD Master Plan, will be required in accordance with the City's adopted Traffic Impact Study Guidelines.
2. 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.
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. A traffic circulation plan showing on-site ingress and egress for each Lot, per CMC 17.19.040 (B.10.a).
 - d. Address movement conflicts with existing nearby intersections; and
 - e. Potential left-turn lanes at proposed access location off future N 'A' Street and N 'B' Street
 - f. A left-turn pocket will be required on N Boxwood Street.
 - g. Provide trip AM and PM Peak distribution to and from the site.
4. Intersections to be analyzed will be based on trip distribution.
5. Camas requires offsite intersections to be analyzed based on the trip distribution out to a threshold of 20 new trips per intersection.
6. The City of Vancouver requires trip distributions to the following proportionate share intersections:
 - a. NE 13th Street and NW Goodwin Road
 - b. NE 192nd Avenue and NE 13th Street
 - c. NE 192nd Avenue and SR 14 ramps
 - d. Additional proportionate share intersections may be required after COV's review of the preliminary TIA.
7. The preliminary TIA will also be reviewed by City of Vancouver and Clark County traffic engineers.

Streets:

1. The proposed development is bordered by two existing streets: NE Ingle Road along the west side and N Boxwood Street along the northeast side.
2. Future streets A and B have been assigned street names by the Building Official. The land-use application, preliminary utility, and site improvement plans are to use the correct street names:
 - a. Street A is renamed as 'N 87th Avenue'.
 - b. Street B is renamed as 'N Huerta Drive'.
3. Approved future streets are to be assigned street names by the Building Official.

NE Ingle Road:

1. NE Ingle Road is designated as an existing unimproved 2-lane collector along the frontage of the proposed development, future SFR Lots 6 to 25 and future Lot 1, and as such:

- a. NE Ingle Road frontage improvements will include right-of-way dedication and half-width street improvements from the existing centerline, including full depth street section, curb & gutter, sidewalks, landscaping, and street lighting, per CMC 17.19.040.
- b. Provisions for a left-turn pocket onto proposed N A Street, aka N 87th Avenue, is required.

Access Spacing Standards:

- c. Access spacing standards on a collector are a minimum of 330-feet and a maximum of 600-feet.
- d. The proposed access onto future N A Street, aka N 87th Avenue, is located approximately 900-feet north of the intersection of NE Ingle Road & NE 28th Street. While the proposed access location exceeds the maximum spacing requirements, the City Engineer is in support of a deviation from the access spacing standards.
- e. Uniform fencing and landscaping, per CSDM Detail STS4, is required along NE Ingle Road.

NE 28th Street:

- 1. NE 28th Street is designated as an existing unimproved 2-lane arterial along the frontage of the proposed development, future Tract C, Tract B, and Tract D and as such:
 - a. NE 28th Street frontage improvements will include right-of-way dedication and half-width street improvements from the existing centerline, including full depth street section, curb & gutter, sidewalks, landscaping, and street lighting, per CMC 17.19.040.
 - b. Provisions for a left-turn pocket onto proposed N B Street, aka N Huerta Drive, is required.

Access Spacing Standards:

- f. Access spacing standards on a collector are a minimum of 660-feet and a maximum of 1,000-feet.
- g. The proposed access onto future N B Street, aka N Huerta Drive, is located approximately 660-feet east of the intersection of NE Ingle Road & NE 28th Street.

N 89th Avenue (constructed with Thrive at GM):

- 1. The north half of N 89th Avenue was constructed with the Thrive at GM development.
- 2. The applicant will be required to dedicate sufficient right-of-way, and which includes full depth street section, curb & gutter, sidewalk, landscaping, and street lighting, per CMC 17.19.040.
- 3. The access off future N 89th Avenue is to be aligned with future N Dogwood Street located on Thrive at GM (aka GMPRD Pod B1).
- 4. The applicant shall provide ADA compliant pedestrian access throughout the site and out onto NE Ingle Road, N Boxwood Street, future N 87th Avenue and future N Huerta Drive.
 - a. To provide ADA compliant pedestrian ramps careful evaluation of street profile grades and site grading will be required.

Future N A Street (aka N 87th Avenue):

- 1. Future N A Street, aka N 87th Avenue, will operate as a local road and as such per CDSM, Section III, Design Standards, Table 3 - Access Spacing Standards, Roadways Classified as a Local Road apply.
- 2. Minimum access spacing on a local road is 110-feet with a maximum access spacing of 600-feet.
 - a. The applicant's site plan shows the proposed access to:
 - i. Tract F (N Fawn Street) off future N A Street, aka N 87th Avenue, is shown to be approximately 200-feet east of the intersection of N 87th Avenue and NE Ingle Road; and
 - ii. Future N Eagle Street to be approximately 400-feet further east of the intersection of future N A Street, aka N 87th Avenue, and NE Ingle Road.

- iii. Both proposed intersection spacings meet the Table 3 requirements f.
- 3. Proposed N A Street, aka N 87th Avenue, improvements will include a minimum 60-foot right-of-way dedication, minimum 36-foot paved surface, curb & gutter, sidewalks, landscaping on both sides of the road, and street lighting, per CMC 17.19.040.

Future N B Street (aka N Huerta Drive):

- 1. Future N B Street, aka N Huerta Drive, will operate as a collector and as such per CDSM, Section III, Design Standards, Table 2 – General Guidelines for a Public Road will apply:
 - a. Future N B Street, aka N Huerta Drive, improvements will include a minimum 60-foot right-of-way dedication, 36-foot paved surface, a full-depth street section, curb & gutter, 6-foot sidewalks on both sides, landscaping planters on both sides, a 5-foot bike lane, and street lighting.
 - b. The applicant will be required to construct the half-width improvements along the frontage of the proposed development, with a minimum 24-foot paved surface if the N B Street, aka Huerta Drive, improvements have not been constructed.
- 2. Future B Street, aka N Huerta Drive, will operate as a collector and as such per CDSM, Section III, Design Standards, Table 3 – Access Spacing Standards, Roadways Classified as a Collector.
 - a. Minimum access spacing on a collector is 330-feet with a maximum access spacing of 600-feet.
 - b. Future N A Street, aka N 87th Avenue, is approximately 400-feet from the intersection of N Goodwin Road and future N B Street, aka N Huerta Drive.
 - c. Future N Alder Street is located approximately 190-feet south of the intersection of N Boxwood Street and future N B Street, aka N Huerta Drive.
 - i. Proposed N. Alder Street does not meet minimum access spacing on a collector and is not supported by Staff.

Proposed N Fawn Street:

- 1. Proposed N Fawn Street is shown to be a private street that is approximately 450-feet in length as measured from the centerline of future N 87th Avenue, with access to 41 dwelling units (DU).
- 2. Proposed N Fawn Street will operate as a local private road and as such 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, 35-foot cul-de-sac, 5-foot sidewalks and 4.5-foot planter strips on both sides, and street lighting.
 - b. Per Table 1, Note 3 roads in excess of 150-feet from the centerline of the adjacent street require a dead-end turn around (aka cul-de-sac).
- 3. Per CMC 17.19.04.A.4 Private streets cannot connect to more than one public street unless it is an alley.
 - a. Proposed N Fawn Street (private) is shown as connecting to existing N Fawn Street (private) and future N A Street, aka N 87th Avenue (public).
 - b. The existing N Fawn Street connects to N Eaglet Street (public).
 - c. The proposed extension of future N Fawn Street to future N A Street, aka future N 87th Avenue (public), would result in a private road connecting to two public roads, which does not meet private road standards and would not be supported by the city engineer.
- 4. Per CMC 17.19.040.B.10.b.iii When cul-de-sac or dead-end streets are permitted that are over three-hundred feet, a direct pedestrian and bicycle connection shall be provided to the nearest available street or pedestrian oriented use. Pedestrian connections need to meet Design Standards Manual for ADA accessibility in accordance with PROWAG and ADAAG.

Proposed N Eaglet (not Eagle) Street and Proposed N Dogwood Street Extension:

1. Both roads are proposed as extensions of the existing local public roads and will consist of 52-foot-wide ROW dedication, 28-foot paved surface, sidewalks and planter strips on both sides, and on-street parking permitted on one-side only.
2. Parking on both sides would require a 60-foot-wide ROW, 35-foot paved surface, sidewalks, and landscape strips on both sides, and approval from the city engineer.
3. The proposed private parking spaces, Tract G and Tract H, are required to meet the minimum intersection and driveway setbacks from roads classified as local and collector, per CDSM, Section III, Design Standards, Table 3 – Access Spacing Standards.

Proposed N Eaglet Street Extension:

1. Future N A Street, aka N 87th Avenue, will operate as a local road and as such per CDSM, Section III, Design Standards, Table 3 - Access Spacing Standards, Roadways Classified as a Local Road apply.
2. Minimum access spacing on a local road is 110-feet with a maximum access spacing of 600-feet.
 - a. The applicant's site plan shows the proposed access to:
 - i. Future N Eagle Street to be approximately 400-feet further east of the intersection of future N A Street, aka N 87th Avenue, and NE Ingle Road.
 - ii. The proposed intersection spacings meet the Table 3 requirements f.

Proposed N Dogwood Extension:

1. Future B Street, aka N Huerta Drive, will operate as a collector and as such per CDSM, Section III, Design Standards, Table 3 – Access Spacing Standards, Roadways Classified as a Collector.
 - a. Minimum access spacing on a collector is 330-feet with a maximum access spacing of 600-feet.
 - b. Future N A Street, aka N 87th Avenue, is approximately 400-feet from the intersection of N Goodwin Road and future N B Street, aka N Huerta Drive.
 - c. Proposed N Dogwood Street is located:
 - i. Approximately 150-feet north of the intersection of future A Street, aka N 87th Avenue and future B Street, aka N Huerta Drive; and
 - ii. Approximately 350-feet south of the of the intersection of N Boxwood Street and future N B Street, aka N Huerta Drive.
 - ii. As proposed N Boxwood Street does not meet minimum access spacing standard from future N A Street, aka N 87th Avenue, and is not supported by Staff.

Proposed N Cottonwood Street:

1. Proposed N Cottonwood Street is shown to be a private street that is approximately 450-feet in length as measured from the centerline of N 89th Avenue to N Dogwood Street, with access to 30 dwelling units (DU).
2. As proposed, N Cottonwood Street does not meet the minimum private street requirements.
3. 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, 35-foot cul-de-sac, 5-foot sidewalks and 4.5-foot planter strips on both sides, and street lighting.
 - b. Per Table 1, Note 3 roads in excess of 150-feet from the centerline of the adjacent street require a dead-end turn around (aka cul-de-sac).

4. Per CMC 17.19.04.A.4 Private streets cannot connect to more than one public street unless it is an alley.
 - a. Proposed N Cottonwood Street is shown as connecting to existing N 89th Avenue and future N Dogwood Street. This would result in a private road connecting to two public roads, which does not meet private road standards and would not be supported by the city engineer.
5. Per CMC 17.19.040.B.10.b.iii When cul-de-sac or dead-end streets are permitted that are over three-hundred feet, a direct pedestrian and bicycle connection shall be provided to the nearest available street or pedestrian oriented use. Pedestrian connections need to meet Design Standards Manual for ADA accessibility in accordance with PROWAG and ADAAG.

Proposed N Alder Street:

1. Proposed N Alder Street is shown to be a private street that is approximately 450-feet in length as measured from the centerline of future N Huerta Drive with access to 35 dwelling units (DU), via two additional private street shown as proposed N 87th Avenue and proposed N 86th Avenue.
2. Per CDSM, Section III, Design Standards, Table 3 Access Spacing Standards, the minimum access spacing on a collector is 330-feet with a maximum of 600-feet.
 - a. The proposed location is shown as approximately 200-feet from the intersection of N Boxwood Street and future N Huerta Drive, which does not meet the minimum access spacing standards and would not be supported by the city engineer.
 - b. Additionally, proposed N Alder Street is shown to be located on future commercial Lot 4, which is also not supported by the city engineer.
 - c. Access to the proposed Lots 158 through 192 would be required from N Boxwood Street.
3. Proposed N Alder Street will operate as a local private road and as such 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, 35-foot cul-de-sac, 5-foot sidewalks and 4.5-foot planter strips on both sides, and street lighting.
 - b. Per Table 1, Note 3 roads in excess of 150-feet from the centerline of the adjacent street require a dead-end turn around.
4. Per CMC 17.19.04.A.4 Private streets cannot connect to more than one public street unless it is an alley.
5. Per CMC 17.19.040.B.10.b.iii When cul-de-sac or dead-end streets are permitted that are over three-hundred feet, a direct pedestrian and bicycle connection shall be provided to the nearest available street or pedestrian oriented use. Pedestrian connections need to meet Design Standards Manual for ADA accessibility in accordance with PROWAG and ADAAG.

Stormwater:

1. The combined two parcels (numbered 172559000 and 986037656) are approximately 35 acres.
2. A preliminary stormwater report/memo (TIR) is to be submitted with the land-use application.
3. The stormwater facilities on Tract A and Tract B are addressed in the TIR that was submitted with the Urban Village Short Plat (UVSP).
4. 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.
 - b. The preliminary stormwater report/memo submitted with the proposed application is to verify that the assumptions in the original TIR for the Urban Village Short Plat are applicable to the proposed development and meet the requirements for treatment and

detention in accordance with the latest edition of Ecology's *Stormwater Management Manual for Western Washington* (currently 2024 SWMMWW).

- c. 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).
- d. Tract A is sized for treatment and detention for UVSP Lots 1 and 2.
- e. Tract B is sized for treatment and detention of UVSP Lot 7.
- 5. The proposed stormwater facilities, which are located on Tract A and future stormwater Tracts B of Green Mountain PRD Urban Village SP.
- 6. The Tract A stormwater facility was constructed with the Thrive at GM (aka GMPRD Pod B1).
- 7. The Tract B stormwater facility is to be constructed in advance of the proposed development.
 - a. Maintenance of stormwater facilities tracts will be the responsibility of the owner/HOA per CMC 17.19.040.C.3.
 - b. A right-of-entry, for purposes of inspection, is granted to the City and is to be included as a note on the civil site improvement plans.
- 8. On-site private stormwater easements, if applicable, are to be shown on the construction drawings.
- 9. Provisions are to be provided for roof downspout controls. Stormwater from downspouts is not to be directed onto adjoining parcels or lots. Reference Ecology's latest edition of the SWMMWW (2024) for roof downspout controls and CMC 14.02 and 17.19.040.C.

Stormwater Conveyance Systems:

- 10. The applicants will be required to extend the stormwater conveyance system from NE Ingle Road through future N 87th Avenue. The conveyance system improvements will include manholes, catch basins, treatment vaults, and storm laterals to each single-family townhome lots along with stubs to future commercial and mixed-use lots.
- 11. The applicants will be required to extend the stormwater conveyance system through future N Huerta Drive through future N Huerta Drive to the Tract B Storm Facility. The conveyance system improvement will include manholes, catch basins, treatment vaults, and storm laterals to each single-family townhome lots along with stubs to future commercial and mixed-use lots.

Erosion Control

- 1. The proposed development is over one acre in size (35 Acres).
- 2. Per CMC 17.21.030.B an erosion and sediment control (ESC) bond, in the amount 200% of the engineer's estimate for ESC measures, is to be submitted prior to any land-disturbing activities.
- 3. As the land-disturbing activities are greater than one acre, the applicant will be required to obtain an *NPDES Construction Stormwater General Permit* from Ecology, which includes the *Stormwater Pollution Prevention Plan (SWPPP)*. Copies of both are to be submitted to Engineering prior to any land-disturbing activities.
- 4. The applicant will be responsible for all erosion and sediment control measures to ensure that sediment laden water does not leave the site or impact adjacent parcels.
- 5. Mud tracking onto the road surface is discouraged and any mud tracking is to be cleaned up immediately.

Water:

- 1. There is an existing 12-inch ductile iron water main located on the east side of NE Ingle Road.
 - a. The applicants will be required to extend the water main from the existing water stub off NE Ingle Road through future N 87th Avenue to the intersection with future N Huerta

- Drive, and to provide water services to each single-family townhome lots along with future commercial and mixed-use lots.
2. There is an existing 18-inch ductile iron water main located on the east/north side of N Boxwood Street with an 18-inch by 8-inch tee stubbed to the western/southern right-of-way of N Boxwood Street at the approximate location of future N Huerta Drive.
 - a. The applicants for will be required to extend the water main from NE 28th Street through future N Huerta Drive, tie into the existing water stub off NE Boxwood Street, and to provide water services to each single-family townhome lots along with future commercial and mixed-use lots.
 3. The water mains are to be installed in conjunction with the required street improvements on N 87th Avenue and on N Huerta Drive.
 4. The applicant will be required to extend the on-site water main north to tie into the water main from GM PRD Pod B1.
 5. The applicant will be required to demonstrate that there is adequate water pressure to meet fire flow requirements for the development.
 6. The applicant will be required to provide a separate water service and water meter to each single-family townhome lots within this development.
 7. A water sampling station will be required for this development.
 8. A separate irrigation service with meter and backflow prevention device will be required for the single-family townhomes proposed development.
 9. The fire main is to be shown on the civil water plans, for informational purposes only.
 - a. A separate fire permit is required for the NFPA fire main, which is permitted thru the Fire Marshal's (FM) office. Contact the FM for submittal and permitting requirements.
 10. A minimum 10-foot separation shall be maintained between water and sanitary sewer lines when located within the public right-of-way.
 11. Public utilities within the right-of-way shall be located per General Detail G9 Standard Utility Locations.
 12. Surface restoration on NE Ingle Road, NE 28th Street, and N Boxwood Street shall be in accordance with CDSM, General Detail G2A.
 - a. Based on surfaces conditions at time of construction, the site Inspector may extend the limits of restoration.
 13. The proposed development is subject to Water Latecomers, per AFN 5584549, if this development ties into the utilities on NE 28th Street.

Sanitary Sewer:

1. There is an existing 10-inch PCV gravity sewer main located on the west side of NE Ingle Road.
 - a. The applicant will be required to extend the sanitary sewer main from the stub off NE Ingle Road through future N 87th Avenue to the intersection with future N Huerta Drive and to provide sanitary sewer laterals to each of the proposed single-family townhome lots along with stubs for future commercial and mixed-use lots.
2. There is an existing 8-inch PVC gravity sewer main located on the north side of NE 28th Street.
 - a. The applicant will be required to extend the sanitary sewer main from NE 28th Street north through future N Huerta Drive, and to provide sanitary sewer laterals to each single-family townhome lots and future stubs to commercial and mixed-use lots.
3. The applicant will be required to provide an on-site sewer main, minimum 6-inch, with laterals to each of the proposed single-family townhome lots along with stubs for future commercial and mixed-use lots.

4. The applicant is to verify that there is sufficient capacity at the Goodwin Road sewer pump station to accommodate the proposed development.
5. The sewer main is to be installed in conjunction with the required half-width street improvements.
6. A minimum 10-foot separation shall be maintained between water and sanitary sewer lines when located within the public right-of-way.
7. Public utilities within the right-of-way shall be located per General Detail G9 Standard Utility Locations.
8. Surface restoration on NE Ingle Road, NE 28th Street, and N Boxwood Street shall be in accordance with *CDSM*, General Detail G2A.
 - a. Based on surfaces conditions at time of construction, the site Inspector may extend the limits of restoration.
9. The proposed development is subject to Sewer Latecomers, per AFN 5584549, if this development ties into the utilities on NE 28th Street.

Garbage and Recycling:

1. Locations of garbage and recycling receptacles on public streets are to be located at the right-of-way in front of each dwelling unit.
2. Access to garbage and recycling receptacles on private streets shall meet the requirements paved surface widths of the applicable providers.
3. Rear loaded dwelling units that require garbage and recycling receptacles to be picked up from an alley in lieu of a street frontage, are to be a minimum of 26-feet of paved surface width.

Parks/Trails:

1. The 2014 Parks, Recreation, and Open Space (PROS) Plan indicates that there is a proposed regional trail system to be constructed as part of the Green Mountain PRD.
2. The applicant will be required to construct pedestrian access throughout the proposed development, connecting to future N 87th Avenue, future GM PRD Pod B1, NE Boxwood Street, and NE Ingle Road.
3. The city will work with the applicant to determine the best location.

Impact Fees & System Development Charges (SDCs):

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

Impact Fees for 2024 (North District):

Single Family:

1. Traffic Impact Fees (TIF) - \$10,372.00
2. School Impact Fees (SIF) (Evergreen) – \$3,753.39
3. Park/Open Space (PIF) – \$5,853.00
4. Fire (FIF) - \$0.69 psf

Duplex/Townhome per Dwelling Unit (DU):

1. Traffic Impact Fees (TIF) - \$6,391.00
2. School Impact Fees (SIF) (Evergreen) – \$3,753.39
3. Park/Open Space (PIF) – \$5,853.00

4. Fire (FIF) - \$0.37 psf

System Development Charges (SDCs) – 2024 Charges:

1. Water –
 - a. 3/4" meter - \$9,056.00 + \$450.00 connection fee
 - b. 1" meter - \$15,093.00 + \$502.00 connection fee
2. Sewer – Residential
 - a. Residential - \$7,184.00

FIRE DEPARTMENT **RON SCHUMACHER (360) 834-6191 rschumacher@cityofcamas.us**

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 Marshals office or the City shall not be considered a waiver by the applicant.

- 1) Private streets require an obstructed parking emergency access plan. A tow service is the practical method to accomplish this. The lack of parking in this development, knowing that homeowners typically own multiple cars, have guest or family events etc. creates the situation where cars will be parked causing emergency access obstructions.
- 2) Residential Fire Sprinklers are required in all new dwellings. Please provide clarification on the.
- 3) A 2-inch water supply from the potable meter into the house is required, OR sized by design per the fire sprinkler contractor.
- 4) If required Private Fire Hydrants shall be painted red direct from the factory.
- 5) Address considerations on dwellings shall be at a height that a parked vehicle will not obstruct. Address numbers shall be clearly readable and visible from the street traveling either direction.
- 6) Please do not hesitate to contact the FMO if you have any questions. 360-834-6191 or FMO@cityofcamas.us

BUILDING DIVISION **BRIAN SMITH (360) 817-7243 bsmith@cityofcamas.us**

The building department has no comments.