PRE-APPLICATION MEETING NOTES
Parklands II short plat
PA25-1057

Thursday, June 6th, 2025
1:30pm, City Hall (virtual meeting)
616 NE 4th Ave. Camas, WA. 98607

Applicant:	Jon Ellsworth
City of Camas attendees:	Lauren Hollenbeck, Senior Planner Robert Maul, Planning Manager Alan Peters, Community Development Director Eric Dugger, Engineer II Anita Ashton, Engineering Project Manager Randy Miller, Deputy Fire Marshal Brian Smith, Building Official
Location:	3711 and 3815 NW Camas Meadows Drive Camas, WA 98607
Zoning:	Business Park (BP) Single-Family Residential (R-15)
Description:	To subdivide approximately 3.09-acres into 8 single-family detached residential lots and a pocket park.

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**

With a Mixed Use Plan Development (MXPD) Overlay zone, development of this property is subject to an approved Development Agreement (DA) and Master Plan (recording number 6248594 AMD) including any applicable codes for this proposal such as Title 16 Environment, Title 17 Land Development and Title 18 Zoning of the Camas Municipal Code (CMC). Please note it remains the **applicant's responsibility** to review the DA and Master Plan including 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 5, 2025:

PLEASE NOTE: Land use applications are now required to be submitted and paid on-line at www.cityofcamas.us/com-dev. If you need assistance, contact the Planning Department.

Application Requirements

Your proposal will need to comply with the general application requirements per **CMC Section 18.55.110** in addition to the specific applicable application requirements outlined in **CMC Section 17.09.030.B** for a preliminary short plat. An application for a short plat is considered a Type II permit. The following is an excerpt from the requirements of CMC Section 17.09.030.B (see code section for full text):

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:	
1. Plat Alteration	$1,519.00
2. Preliminary Short Plat	$9,115.00 + 290.00 per lot
3. Fire Department Review	$358.00
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.	
4. Building Permit and Plan Review	based on the valuation of the project
5. Engineering Review	3% of estimated construction costs

2. Complete applications for other required land use proposals applicable to the proposal;
3. A vicinity map showing location of the site; and
4. Site and development plans which provide the following information outlined in CMC Section 17.09.030.B.5 (a-q):
5. Preliminary grading plan;
6. Preliminary stormwater plan and report;
7. Preliminary geotechnical report;
8. A narrative addressing ownership and maintenance of open spaces, stormwater facilities, public trails and critical areas, and the applicable approval criteria (CMC Section 17.09.030.D) and the standards of the Camas Municipal Code.
9. A development sign must be posted on site per CMC Section 18.55.110.H (1-5).
10. Necessary drawings and reports- three full size paper copies of the site plan drawings. All other documents and reports shall be provided with the on-line application submittal;
11. 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;

Plat Alteration

Any existing easements proposed to be extinguished or rerouted with the project proposal will require a plat alteration per CMC 18.55.270.E, which is a modification to an approved final plat. Plat alterations are a Type III decision and processed as provided in RCW 58.17.215. The engineering plans showing the proposed changes shall be submitted with the plat alteration application.

Please note: The plat alteration application shall be submitted separately from the preliminary short plat application and the plat alteration decision shall be issued prior to the preliminary short plat application submittal.

Preliminary Short Plat

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

1. The preliminary short plat drawings must meet the density and dimensional standards for single-family lots listed in Exhibit B of the approved Development Agreement (DA) recording number 6248594 AMD.
    a. Exhibit B supersedes the dimensional standards shown on the master plan (Exhibit C). Therefore, the front yard setbacks shall be 15-feet, not 10-feet as proposed.
    b. Exhibit B does not list a rear yard setback. As such, staff finds the rear yard setbacks shown on Exhibit C (the proposed site plan) of the DA are applicable, except for potentially lots 4-8 as follows:
        i. Per Section 4.2 of the DA, lots 4-8 are considered double frontage lots and therefore the setback requirements in CMC 17.09.030.D.6 are applicable. If a sight-obscuring fence or masonry wall is provided along the rear lot lines of lots 4-8, the City may consider a deviation of the requirements in CMC 17.09.030.D.6.
2. Per Section 4.2 of the DA, two-inch caliper trees are required to be planted in the rear lots backing NW Camas Meadows Drive. Those trees shall be treated as street trees (i.e. regarding placement, species, etc.)
3. Side lot lines shall be radial to curved streets per CMC 17.19.030.D.2.
4. Building envelopes (setbacks) shall be shown on the preliminary and final plats. Per CMC Section 17.19.030.D.3.a, a 40ft. by 40ft. square dwelling should be able to fit within the building envelope.
5. Each dwelling unit within a new development shall be landscaped with at least one tree per CMC 17.19.030.F.
6. A Pocket Park shall be provided per Section 4.3 of the DA.

Landscaping Regulations

A landscape plan shall be prepared in accordance with CMC Chapter 18.13 and the landscaping requirements in the DA.

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.

SEPA

The City issued a Determination of NonSignificance (DNS) on January 12, 2016, as file #SEPA15-14 for the Master Plan and therefore additional SEPA review is not required. However, if more adverse environmental impacts are identified, then SEPA will be required.

Archaeological Review

Although the site is located in an area of high probability for the presence of archaeological objects, an archaeological predetermination study was prepared with the original Parklands at Camas Meadows Master Plan (DA15-03). Therefore, a new archaeological study is not necessary.

ENGINEERING DIVISION **ANITA ASHTON (360) 817-7231 aashton@cityofcamas.us**
ERIC DUGGER (360) 817-7442 edugger@cityofcamas.us

The following requirements apply to the Plat Alteration application.
Said plat alteration application is required for removal of any/all easements, both public and private, over the trail accesses and stormwater conveyance system.

General Requirements:

1. Final engineering site improvement plans shall be prepared in accordance with the Camas Design Standards Manual (CDSM) and CMC 17.19.040, by a licensed Civil Engineer in Washington State.
2. ***Civil construction plans are not to be submitted until after Planning issues the land-use decision.***
3. CDev Engineering Dept. is responsible for plan reviews (PR) and construction inspections (CI) of the civil site improvements.
4. A 3% PR&CI fee is collected by engineering for all infrastructure improvements.
    a. A stamped preliminary engineer's estimate is to be submitted with the plans for first review.
    b. Payment of the 1% plan review (PR) fee shall be due prior to the start of the first review. Staff will review and approve the estimate and invoice the applicant.
    c. Payment of the 2% construction inspection (CI) fee is due prior to construction plan approval and release of approved plans to the applicant's consultant. Staff will invoice the applicant.
    d. Under no circumstances will the applicant be allowed to begin construction, including any land-disturbing activities prior to engineering plan approval.
5. If applicable work on the existing storm main within the city right-of-way (ROW) will require submittal an encroachment permit and an approved traffic control plan (TCP), prior to the start of any work.
    a. This permit is not to be submitted via the online portal. It is to be submitted to the future site Inspector for review and approval prior to pre-construction meetings.

Stormwater:

1. The applicant is responsible for re-routing of the existing stormwater system that traverses original Lots 43 and 44 of the Estates at the Archery.
2. Staff suggests the following options:
    a. If rerouting the conveyance systems that currently impacts the proposed building envelopes for proposed Lots 1, 2, 3, 5, and 6, the applicant's consultant is to work with staff to provide stormwater plans for review and approval for rerouting the stormwater conveyance system and manholes.
    b. To avoid rerouting the stormwater conveyance systems, the applicant's consultant to work with staff to reconfigure/relocated the proposed private street and the building envelopes of Lots 1, 2, 5, and 6.
3. The stormwater easements, which include the conveyance systems and manholes that traverse the proposed development convey stormwater runoff from 5 developments on the south side of NW Camas Meadows Drive, the runoff from NW Larkspur Street and NW Camas Meadows Drive, and runoff from 3509 and 3517 NW Camas Meadows Drive.
4. The stormwater conveyance systems and manholes that traverse the proposed development, are as follows:
    a. A 24-inch perforated pipe dispersion system within a 10-foot storm easement running along the north property line of the proposed development, Lots 1, 2, &3. This catches

and disperses stormwater from Camas Meadows Drive, a portion of McMaster Drive, the developments on the south side of Camas Meadows Drive, as well as from NW Pittock Place and lots 1-5 of Parklands.

b. A pair of 15-inch storm conveyance pipes within 10-foot storm easements running from a storm manhole near the center of the development to the 24-inch perforated pipe dispersion system.

c. An 18-inch storm conveyance pipe within a 10-foot storm easement running across the proposed development from Camas Meadows Drive near the existing driveway access to an existing storm manhole near the center of the development. This conveys stormwater from Camas Meadows Drive, the developments on the south side of Camas Meadows Drive to the dispersion system.

d. An 18-inch storm conveyance pipe within a 10-foot storm easement running along the east side of the proposed 'pocket park for the proposed development from Camas Meadows Drive and NW McMaster Drive and Lot 45 of the Archery at Parklands to the 24-inch dispersion system.

e. A 10-inch storm conveyance pipe from a manhole in NW Pittock Place running to the storm manhole near the center of the development. This conveys stormwater from NW Pittock Place as well as lots 1-5 of Estates at the Archery to the dispersion system.

The following requirements apply to the future preliminary short plat application.

General Requirements:

1. Final engineering site improvement plans shall be prepared in accordance with the Camas Design Standards Manual (CDSM) and CMC 17.19.040, by a licensed Civil Engineer in Washington State.
2. ***Civil construction plans are not to be submitted until after Planning issues the land-use decision.***
3. ***After the land-use decision is issued, the applicant is to submit civil construction plans via the online portal at www.cityofcamas.us/Permits under the 'Civil Construction Application'.***
4. CDev Engineering Dept. is responsible for plan reviews (PR) and construction inspections (CI) of the civil site improvements.
5. A 3% PR&CI fee is collected by engineering for all infrastructure improvements.
   a. A stamped preliminary engineer's estimate is to be submitted with the plans for first review.
   b. Payment of the 1% plan review (PR) fee shall be due prior to the start of the first review. Staff will review and approve the estimate and invoice the applicant.
   c. Payment of the 2% construction inspection (CI) fee is due prior to construction plan approval and release of approved plans to the applicant's consultant. Staff will invoice the applicant.
   d. Under no circumstances will the applicant be allowed to begin construction, including any land-disturbing activities prior to engineering plan approval.
6. *Per CMC 17.21.060.H Except for one sales office or one model home, building applications will not be accepted until after Final Acceptance has been issued for all infrastructure improvements.*
7. *Final acceptance is issued by the Community Development Engineering Dept.*
8. 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. If required for work on the existing storm main, work within the city right-of-way (ROW) will require submittal an encroachment permit and an approved traffic control plan (TCP), prior to the start of any work.

a. This permit is not to be submitted via the online portal. It is to be submitted to the future site Inspector for review and approval prior to pre-construction meetings.

10. Regulations for installation of public improvements, improvement agreements, bonding, final plating, 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.

Neighborhood Traffic Management Plan

The city has a Neighborhood Traffic Management Plan (NTM). The NTM plan identifies the need for installation of acceptable traffic calming features when a proposed development will create 700 Average Daily Trips (ADT) or more.

1. The proposed development will not result in 700 or more ADTs, therefore traffic calming features are not required.

Traffic/Transportation:

1. A Transportation Impact Analysis (TIA) is not required as the proposed development will not result in 199 vehicle trips per day (VPD) or more.
2. However, 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 movements, and ingress and egress to the proposed development, per CMC 17.19.040 (B.10.a).
   d. Address movement conflicts with existing nearby intersections; and
   e. Provide trip AM and PM Peak distribution to and from the site.
   f. AM and PM Peak Hour analysis for intersections with 20 or more additional trips
3. COV will require trip distribution numbers to the following proportionate share intersections be included in the preliminary TIA:

Proportionate Share Project Name	Fee Rate	Number of Trips	Proportionate Share Cost
137th Ave – from NE 49th St to Fourth Plain Blvd	$3,000 per PM peak hour trip		
Fourth Plain Blvd & NE 152nd Ave	$333 per PM peak hour trip		
Leiser / St. Helens / MacArthur	$2,000 per PM peak hour trip		
SE 176th Ave & SE 20th St	$400 per PM peak hour trip		
NE 192nd Ave & NE 13th St	$400 per PM peak hour trip		
SE 192nd Ave & SE 34th St	$150 per PM peak hour trip		
192nd Ave & SR-14 ramp terminals	$2,000 per PM peak hour trip		
SE 192nd Ave & Columbia Palisades Dr. (**east/west legs only**)	$830 per PM peak hour trip		
MacArthur Blvd & Andresen Rd Roundabout	$2,285 per PM peak hour trip		
MacArthur Blvd & Devine Rd Roundabout	$2,226 per PM peak hour trip		
Grove St / Columbia House Blvd / SR-14 WB off-ramp	$600 per **AM** peak hour trip		
NE 172nd Ave & NE 18th St	$300 per PM peak hour trip		
NE 179th Place & NE 18th St	$900 per PM peak hour trip		
NE 187th Ave & NE 18th St	$1,200 per PM peak hour trip		
NE 162nd Ave & NE 9th St	$1,500 per PM peak hour trip		
NE 172nd Ave & NE 9th St	$4,100 per PM peak hour trip		
NE 192nd Ave & NE 9th St	$1,100 per PM peak hour trip		
NE 187th Ave & SE 1st St	$ 1,100 per PM peak hour trip		
Total Proportionate Share Cost			**$XXXX**

Streets:

1. The proposed development is located on the north side of NW Camas Meadows Drive, which is classified as a fully improved Arterial, per the 2016 Comp Plan Map.
    a. There is an existing commercial driveway approach that was constructed with the 2019 NW Camas Meadows Drive Road Improvements. The commercial driveway approach was intended to be a shared access between Lots 43 and 44.
        i. The commercial approach is to be removed and replaced with full height curb and gutter, planter strip, and sidewalk as part of the proposed development.
2. A driveway approach, sidewalk, and paved turnaround was constructed on the west side of NW McMaster Drive with the Parklands subdivision.
    a. The paved turnaround is located on Lot 44 and was constructed to allow delivery vehicles to turn around prior to the gated entry.
    b. The paved turnaround is not shown on the proposed site plans. The applicant is required to maintain an approved turnaround prior to the gated access to Lots 6-42 of Parklands subdivision.

Proposed Private Street

1. The proposed development is shown to take access from NW Pittock Place, which is an existing private road that provides access to Lots 1-5 of Parklands and measures 42-feet in width with approximately 28-feet of paved surface with a planter strip and sidewalk on one side only.

2. Per CDSM, Table 3 Access Spacing Standards the intersection setback from an Arterial is 300 feet.
    a. The intersection of the proposed private road is setback approximately 180-feet from the centerline of NW Camas Meadows Drive on NW Pittock Place.
    b. The setback for the new private road does not meet the intersection setback requirements from an arterial.
        i. A deviation request from the intersection setback standards to the city engineer is required.
        ii. The city engineer would support the deviation request.
3. The proposed private road is approximately 500-feet in length as measured from the existing centerline of NW Pittock Place, with 8 future single-family lots (Lots 1-8)
4. Per CMC 17.19.040.B Streets, private roads shall meet the requirements as shown on Table 17.19.040-1 'Minimum Private Street Standards - D', Access to 5 or more dwelling units, greater than 300-feet in length requires:
    a. 48-foot-wide tract width, 28-foot-wide paved surface, 5-foot-wide sidewalks and planter strips on both sides of the road, and parking permitted on one side only.
5. The applicant has proposed constructing the Private Street as follows: 42-foot tract width with a 28-foot paved surface with a 7-foot planter strip and a 5-foot sidewalk on one side only.
    a. As proposed, the future private road does not meet the minimum standards as shown on Table 17.19.040-1 'Minimum Private Street Standards - D'.
    b. A deviation request from the minimum Private Road Standard D, as noted above, is to be submitted to the city engineer.
        i. The city engineer would support the deviation request as the site plan included with the DA shows the future private road as less than Private Road Standard D.
6. Per CDSM, Table 1 Guidelines for Private Roads, Note 3 A dead-end turnaround will be required as the road is in excess of 150-feet as measured from the centerline of the adjacent road.
7. Per CMC 17.19.040.B.10.b.iii cul-de-sacs and dead-ends over 300-feet require a bicycle and pedestrian connection to the nearest available street.
    a. The east end of Proposed private road is approximately 500-feet from the intersection of NW Pittock Place to the dead-end turnaround. A pedestrian/bicycle connect is required to the nearest roadway.
8. Street tree planting is required in accordance with CMC 17.19.030.F.
9. Off-street parking requirements are to be per CMC 18.11.100.
10. LED street lighting is to be installed along the proposed private street frontage within the proposed development, in accordance with CDSM, Lighting Standards.

Stormwater:

1. The combined site of the proposed development is approximately 3.25 acres in size.
2. The applicant shall submit a preliminary stormwater report (PTIR) in accordance with CMC 14.02 Stormwater Control and the most current edition of Ecology's *Stormwater Management Manual for Western Washington* ***(latest edition 2024 SWMMWW*)**.
3. Stormwater treatment and detention shall be designed in accordance with the latest edition of Ecology's ***Stormwater Management Manual for Western Washington (2024 SWMMWW). Stormwater requirements are not vested to the original development.***
4. Refer to Ecology's *Figure I-3.2 Flow Chart for Determining Requirements for New Development (Vol. I, Chapter 3, Page 109)*.
    a. As the project will result in 5,000 sf, or greater, of new plus replaced hard surface area; then all Minimum Requirements (#1-#9) will apply.

5. Per CMC 17.19.040.C.3.a Stormwater facilities are to be placed in a Tract, with right-of-entry granted to the City for inspection purposes.
6. Per CMC 14.02.090 ownership and maintenance of onsite stormwater facilities will be the responsibility of the Owner/HOA, per CMC 17.19.040.C.3.
7. Public and private storm easements, if required, are to be shown on the final engineering plans.
8. Provisions are to be provided for roof downspout controls. Stormwater from downspouts is not to be directed onto adjoining parcels. Reference CMC 14.02 and 17.19.040.C for roof downspout controls.

Erosion Control:

1. The combined site of the proposed development is approximately 3.25 acres in size.
2. Per CMC 17.21.030.B an erosion and sediment control (ESC) bond, in the amount 200% of the engineer's estimate for ESC measures, is to be submitted prior to any land-disturbing activities.
3. As the land-disturbing activities are greater than one acre, the applicant will be required to obtain an *NPDES Construction Stormwater General Permit* from Ecology, which includes the *Stormwater Pollution Prevention Plan (SWPPP)*. Copies of both are to be submitted to Engineering prior to any land-disturbing activities.
4. The applicant will be responsible for all erosion and sediment control measures to ensure that sediment laden water does not leave the site or impact adjacent parcels.
5. Mud tracking onto the road surface is discouraged and any mud tracking is to be cleaned up immediately.

Water:

1. There are (2) 8-inch DIP water mains stubbed to the proposed development, as follows:
    a. An 8-inch DIP water main stubbed from NW Pittock Place near the proposed access to the development, which was for the benefit of commercial Lot 43.
    b. An 8-inch DIP water main stubbed from NW McMaster Drive along the eastern edge of the proposed development, which was for the benefit of commercial Lot 44.
2. Per CMC 17.19.040.C.4.a Each lot within a proposed development shall be served by a water distribution system designed and installed in accordance with city design standards.
    a. The applicant will be required to design and construct a minimum 8-inch ductile iron water main to serve the proposed development.
    b. The 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.
3. The applicant may be required to provide new fire hydrants located within the proposed development, per the CDSM and the FMO.
4. Landscaping in open space tracts must have a separate irrigation service, backflow prevention device, meter box and irrigation meter.
    a. The owner of the tract is responsible for payment of all fees associated with the installation of the meter and the water usage.
    b. Irrigation meters are to be owned by the HOA.
5. All trenching, backfill, and surface restoration on NW Camas Meadows Drive and/or NW Pittock Place are to be per CDSM Detail G2 and G2A.
6. A 10-foot separation shall be maintained between water and sanitary sewer lines.

Sanitary Sewer:

1. There are (2) existing 2-inch PVC pressure sewer services stubbed to the proposed development, as follows:
    a. A 2-inch PVC sewer lateral was stubbed from Camas Meadows Drive into proposed Lot 4

b. A 2-inch PVC sewer stub from Camas Meadows Drive into proposed Lot 6 just east of the existing driveway access

2. All trenching, backfill, and surface restoration on NW Camas Meadows Drive and/or NW Pittock Place are to be per CDSM Detail G2 and G2A.
3. A 10-foot separation is required, within the right-of-way and the private road serving the development, between the water service and sewer lateral.

Parks/Trails:

1. The applicant will be required to continue the existing 6-foot wide regional trail located within the wetland buffer that abuts the Parklands at Camas Meadows.
2. The existing pedestrian trail ends at the eastern property line between Lots 6 and 7. The trail is to be continued west behind future Parkland II Lots to the westernmost property line of Parklands Lot 3.

City Approved Tapping Contractors:

1. A&A Drilling Services, Inc (water & pressure sewer):
   16734 SE Kens Ct. #B, Milwaukie, OR 97267, 800-548-3827,
   http://www.aadrilling.com
2. Ferguson Waterworks (water only):
   14103 NW 3rd Court, Vancouver, WA 98685, 360-896-8708,
   https://www.ferguson.com/branch/nw-3rd-ct-vancouver-wa-waterworks

Garbage and Recycling:

1. Garbage and recycling receptacles are to be placed at the city right-of-way for pickup.

Impact Fees & System Development Charges (SDCs):

1. This development is 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 2025 (South District):

Single Family:

1. Traffic Impact Fees (TIF) - $4,102.00
2. School Impact Fees (SIF) – $6,650.00
3. Park/Open Space (PIF) – Residential Scaled by Square Footage
   a. 0 to 1,000 sf - $4,259.00
   b. 1,001 to 2,000 sf - $7,802.00
   c. 2,001 to 2,600 sf - $11,841.00
   d. 2,601 sf and above - $13,549.00
4. Fire (FIF) - $0.71 psf

System Development Charges (SDCs) – 2025 Charges:

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

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

Building has no comments at this time.

FIRE DEPARTMENT **RANDY MILLER (360) 834-6191**

1) A separate gate permit is required for the changes required to the NW McMaster Drive Gate as a result of this Parklands II subdivision project. These changes are in regards to the East end of the subdivision affecting the turnaround and relocation of the gate pedestal.
2) For any required Blasting a permit with the fire Marshals Office is required. Please submit this as early as possible, a third party review may be required.
3) Any existing structures scheduled for demolition may be considered for use as a fire department training burn. Contact DFM Randy Miller at the FMO for further information. 360-834-6191
4) NFPA 13D Residential Fire Sprinklers required in all new dwellings. Additionally, it is recommended or may be required to mitigate access issues, turnaround issues or other non-compliant issues to install fire sprinklers in garages, all closets, all bathrooms and any covered outdoor living area. Contact the FMO for further information.
5) If a larger water meter is required to meet fire flow design and the larger meter is not required for reasons of the international residential code/building department, the SDC up-charge fees are waived, the minimal cost difference in the actual meter shall be paid.
6) A flow switch is optional but recommended to tie into the homes security system and or an outside bell.
7) If a PRV is installed, it shall be installed after the fire line supply. If the pressure is over 80 PSI a PRV may be needed on the toilet supply line supplied from the fire sprinkler system.
8) An inside bell or horn strobe is recommended (If system is not tied into a security system) Contact Randy Miller in the FMO for more information.
9) Water supply line from the meter into the structure shall be sized per the fire sprinkler contractors design calculations or a 2- inch line shall be installed.
10) Existing hydrant may suffice however an additional hydrant may be required during the construction review based on our department's operational needs.
11) Witnessed hydrant flushing required to be scheduled with the FMO on any new fire hydrant installation.
12) Access roads or flag lots to be a minimum 12-foot wide paved with a 20-foot wide clearance and a minimum 13.6-foot vertical clearance. These minimums may be greater per city of Camas engineering department where the more restrictive shall apply.
13) Approved Fire Department turnaround required for dead end streets or access driveway over 150 ft to residential structures measured from the center line of where the access road leaves the public street. There may be some additional distance approved with added sprinkler coverage provided above the Basic 13D requirements and may include garages full coverage or dry sidewalls if not heated space above the garage), all bathrooms, all closets, any outdoor living/kitchen area with dry sidewalls. A Platt note shall denote the lots requiring this extra coverage if utilized in the design and approved by the FMO.
14) Provide approved radiuses to access roads/driveways or tracts.
15) Obstructed access plan required for all private roads, flag lots serving more than one home or access tracts. Towing signs are the recommended plan unless an alternate method is provided and approved.

16) Any discovered underground oil or fuel storage tank requires a decommissioning permit through the Fire Marshal Office.
17) A propane Permit is required with the Fire Marshals Office for any tank installation over 124 gallons.
18) Temporary Addresses required at all times for each structure/lot until permanent address numbers are installed, please give attention to making the numbers extremely visible from the street and unlikely to be blocked by parked vehicles so emergency services can easily see and read. Illumination of address numbers is not yet code required however it is highly recommended.
19) For a courtesy list of 13D installers that have been installing systems in Camas and Washougal please contact our admin specialist at 360-834-6191 Option 2.
20) Please do not hesitate to contact the FMO if you have any questions. 360-834-6191 or FMO@cityofcamas.us