



MEMORANDUM

TO: ADAM SMEE, CITY ADMINISTRATOR
KELLY RASMUSSEN, PUBLIC WORKS
DIRECTOR
TODD JOHNSON, CONSULTING PLANNER

FROM: MIKE JOHNSON, P.E.
KERRI SIDEBOTTOM, P.E.

DATE: NOVEMBER 17, 2021

SUBJECT: LOFTS AT KALAMA PRELIMINARY PLAT
REVIEW
CITY OF KALAMA, COWLITZ COUNTY,
WASHINGTON
G&O #20262.03

The applicant proposes to subdivide a 17.03-acre parcel into a 70-lot high-density residential subdivision. The proposal includes a combination of 4-plex and 8-plex buildings which could ultimately result in 329 new dwelling units. The proposed project is located on the southwest side of Old Pacific Highway near 6445 Old Pacific Highway. The information submitted for review included a Preliminary Plat, Preliminary Engineering Plans, Preliminary Stormwater Technical Information Report, Traffic Impact Analysis, and Critical Areas Report. We have reviewed the submittal for compliance with City standards, codes, and policies. A summary of the comments follows.

STREET DESIGN AND ACCESS

The applicant proposes to provide access to the site by constructing four new street connections off the south side of Old Pacific Highway; two street intersections connecting to the interior streets and two driveways. The location of the southerly site access should be coordinated with the location for the proposed Cedar Springs Loop entrance to the proposed Cedar Springs development on the north side of Old Pacific Highway. A network of interior streets is proposed to provide access to the lots within the subdivision. Several lots are proposed to be provided with access from two shared driveways from Old Pacific Highway. These lots would have frontage along Old Pacific Highway and Road D; however, the driveways would provide access to an alley for the uphill units on these lots. Per Kalama Municipal Code (KMC) Section 16.10.040.E, residential subdivisions are to be designed to minimize direct access to collector streets. The applicant has requested a design modification from this standard due to the topography and configuration of the site. The request for these two driveways appears reasonable. The applicant has minimized the connections onto Old Pacific Highway,



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aligned these connections with driveways on the opposite side of the street, and has provided parking areas where vehicles can turn around without having to back onto Old Pacific Highway. We recommend approval of this modification.

KMC Section 16.40.060A.3 and the Development Guidelines and Public Works Standards (DGPWS) Section 6.02 require that streets be designed where practical to allow future extension to serve adjacent properties or subdivisions. Reviewing the topography of the surrounding area, it appears that extending a road to the south from the proposed site might be feasible and would provide access to additional properties to the south. Because of challenging topography, the applicant should provide a right-of-way from the southerly road to the south property line. At the north end of the project, there are a couple of lots that might have some additional development potential; however, due to the topography of these lots this development potential appears limited. All of these lots currently have access from Old Pacific Highway. Therefore, it does not appear that an extension of a roadway to the north would be necessary to provide access to any of the adjacent properties.

It appears that all of the interior roads would be classified as Local Access Streets per Section 6.03 of the DGPWS. The preliminary plat shows roads with several proposed cross sections, all of which appear to meet or exceed the paved width and right-of-way widths for a Local Access Street with the exception of short segment of Road A between Lot 52 and Tract F, where a 38.5-foot right-of-way is proposed. In general, the exterior loop roads typically have at least a 50-foot right-of-way width, 32-foot paved width, and a 5-foot wide sidewalk on one or both sides of the roads. The interior streets branching off of this outer loop typically have a 75-foot right-of-way width, 26-foot roadway width with perpendicular parking, and a 6-foot wide sidewalk on both sides of the road. Some areas are also provided with angle parking instead of perpendicular parking. The applicant has requested a modification to the standards for these street sections. The proposed roads appear to mostly exceed the minimum requirements for the Local Access Street standard. Due to the unique development type and topography of the site, we recommend approval of this modification to the street sections.

The applicant has also requested modifications to the street standards for the following items:

1. The majority of the vertical curves on the site have a curve length of 25 to 30 feet. Per Section 6.02.B.15 of the DGPWS, the vertical curves must be at least 50 feet in length. Many of the vertical curve K values do not meet the requirements for sight distance for a 25 mph road to due to the short curve lengths. The applicant has requested a modification due to the topography of the site. The applicant proposes to post a 15 mph speed



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limit for all interior streets and light all intersections as mitigation for the shorter curve lengths. With these proposed mitigations, we recommend approval of this modification.

2. Several roadways are shown with horizontal curves having unspecified centerline radii which appear to be less than the 200-foot minimum required by Section 6.03 of the DGPWS. The applicant has requested a design modification to this standard due to the topography of the site and the low-volume, low-speed nature of the streets. The applicant has proposed curve radii that meet minimum turning radii for fire apparatus and a posted 15 mph speed limit as mitigation. Due to this topographical constraint and with the proposed mitigations, we recommend approval of this modification.

The applicant shows proposed frontage improvements along Old Pacific Highway consisting of curb, gutter, sidewalk, and stormwater collection. Although not shown on the preliminary plans, street lights must also be included with the frontage improvements. The extent of pavement improvements proposed is unclear. However, since Old Pacific Highway has a fairly consistent paved width of 28 feet without on-street parking for most of its length, including along the frontage of the recently constructed Stone Forest development and the proposed Cedar Springs development. It would be reasonable to keep the existing 14-foot paved half-width and not provide on-street parking as allowed in Note 2 of the Minimum Street Design Standards table on page 6-9 of the DGPWS.

LOT CONFIGURATION

KMC Section 16.10.040.C discourages lots with frontage on streets on two opposite sides of the lot. Due to the site topography and the unique design of the multifamily structures on the lots with need for access from the upper and lower sides of the buildings, this deviation from the standard appears reasonable.

TRAFFIC IMPACT ANALYSIS

The applicant has submitted a traffic impact analysis prepared by Kelly Engineering dated June 2021. The traffic impact analysis evaluated the impact of traffic to be generated by this site on several area intersections based on development of 311 units. Note that the preliminary plans indicate up to 329 dwelling units. The traffic impact analysis concluded that all of the intersections evaluated would function at acceptable Levels of Service. No off-site mitigation is recommended.



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STORMWATER

The applicant submitted a preliminary stormwater Technical Information Report (TIR) describing how stormwater would be managed for the Sunset Terrace project. The applicant submitted some additional modeling for the proposed Lofts at Kalama project and a memo dated September 6, 2021, describing the proposed approach to stormwater management. The applicant proposes to collect stormwater from the roadways with a system of catch basins and pipes. Stormwater runoff is proposed to be treated in a biofiltration swale located at the northwest corner of the site. The applicant proposes to provide a direct discharge to the Big Lake basin system as was previously proposed for the Sunset Terrace development. It appears that the applicant has set aside adequate space on the site to provide treatment on site. Specific issues that will need to be addressed by the applicant during preparation of engineering plans and prior to construction include the following:

1. A final stormwater Technical Information Report must be prepared and submitted detailing how stormwater will be managed on site.
2. Conveyance calculations must be provided demonstrating that the manmade conveyance is adequate to convey site runoff without surcharging or causing damage to adjacent properties.
3. The bioretention swale must be designed to comply with the Manual's requirements.
4. A turnaround must be provided for the stormwater facility access road.

WATER

According to the 2017 *Water System Plan*, the City had available water capacity for 1,593 equivalent residential units (ERUs). Since 2017, the City has added 75 water connections. The City has also approved 33 lots within the Cedar Springs subdivision. This project would increase the demand by approximately 329 ERUs, resulting in 1,156 ERUs of water capacity remaining. Therefore, the City has adequate water capacity to serve this development.

Water is available along Old Pacific Highway from the City's 430 Pressure Zone. The applicant proposes to extend water service from this water main to the lots within the subdivision using 8-inch diameter water mains. Each unit shall be provided with its own water meter.



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Fire hydrants are shown on the preliminary plans at approximately 400-foot spacing per the requirements of Section 4.03.G of the DGPWS. The locations of fire hydrants should be verified with the local fire authority prior to construction as a condition of approval.

SEWER

The City of Kalama Wastewater Treatment Plant (WWTP) has a design maximum month flow capacity of 0.8 MGD. According to the *General Sewer/Wastewater Facility Plan*, in 2017 a total of 1,551 wastewater ERUs contributed to the sewer system. The maximum month flow at that time at the WWTP was 0.530 MGD (which still has not been exceeded). A wastewater ERU during the maximum month flow can be estimated to be 342 gpd per ERU. The maximum flow capacity of 0.8 MGD can be divided by 342 gpd per ERU to provide a maximum month flow capacity of 2,339 wastewater ERUs. Since 2017, 85 wastewater hookups have been added to the system. The City has also approved 33 units with the Cedar Springs development. This means that currently, 1,669 out of 2,339 wastewater ERUs are being utilized. With the project adding 329 wastewater ERUs to the system, the City has adequate sewer capacity to serve this project.

There currently is not sanitary sewer service at the proposed site. The applicant proposes to collect sanitary sewer on the site using an 8-inch gravity sewer collection system. This gravity system would drain to a new lift station to be built near the northwest corner of the site. The applicant proposes to pump wastewater from the lift station through a force main on Old Pacific Highway to the existing gravity main that is located on Elm Street.

GRADING AND EROSION CONTROL

Prior to construction, the applicant will need to obtain a construction stormwater NPDES permit from the Department of Ecology. An erosion control plan will need to be submitted in accordance with the DGPWS prior to beginning construction.

RECOMMENDATION

We recommend conditional approval of the plat to the Planning Commission and City Council. The conditions include the following:

1. All infrastructure shall be designed and constructed in accordance with the DGPWS.



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2. The location of the southerly site access shall be coordinated with the location of the proposed Cedar Springs Loop access to the proposed Cedar Springs subdivision.
3. A 50-foot right-of-way shall be extended to the south property line to facilitate potential future development to the south.
4. Frontage improvements along Old Pacific Highway shall include curb, gutter, sidewalk, storm drainage, and street lights. The existing 28-foot pavement width may be maintained.
5. Fire hydrant location and spacing shall be consistent with the DGPWS. Final hydrant locations shall be verified and approved by the local fire authority.
6. A sewer lift station and force main shall be constructed to convey wastewater to the City's existing sewer collection system. Conceptually, discharge at the existing sewer at Elm Street is acceptable.
7. Prior to construction, the applicant shall provide evidence of coverage by a Department of Ecology construction stormwater NPDES permit.

MBJ/hh