

Landing on the Cowlitz

Infrastructure Engineering & Design Standards

Purpose and Intent

The intent of this agreement is to ensure that all development within the Landing on the Cowlitz is constructed in accordance with the City of Castle Rock's Provisions for Flood Hazard Prevention (CRMC 15.24), Section 60.3 of the Federal Emergency Management Administration (FEMA) regulations, the National Flood Insurance Program (NFIP), and the requirements of the U.S. Environmental Protection Agency (EPA).

Design Standards

Public roadways shall be designed to ensure that the lowest point of any paved section is not less than the base flood elevation (48 feet). Public roadways shall be crowned to ensure that travel lanes are above the base flood elevation.

Private roadways shall be designed to ensure that the lowest point of any paved section is not more than six inches below the base flood elevation. Emergency access shall be provided throughout the site in the event of a 100-year flood.

Utilities shall be designed to avoid impairment or contamination during a flood event and shall be constructed to minimize flood damage. The finish floor elevation of structures serving critical infrastructure shall be set no less than one foot above the base flood elevation.

Permitting Requirements

Building Permit Approval

Prior to building permit approval, the applicant shall provide the City of Castle Rock with an elevation certificate, prepared by a professional land surveyor, confirming that all building pads, or associated lowest adjacent grade, have been elevated to at least one foot above the base flood elevation. The lowest adjacent grade elevation is defined as the lowest ground touching the structure, including any attached decks or garage. Elevations shall be presented to the nearest tenth of a foot and referenced to the same datum as the official National Flood Insurance Program map for the Castle Rock community.

Final Occupancy

Prior to final occupancy, the applicant shall supply the City of Castle Rock with proof of submission to FEMA for a Conditional Determination in the form of either a Conditional Letter of Map Revision based on Fill (CLOMR-F) or a Conditional Letter of Map Amendment (CLOMA) if natural grade is above the base flood elevation. Developers shall note that the CLOMR-F and CLOMA letters do not remove the

mandatory purchase of flood insurance requirements, it merely provides comment from FEMA on the proposed plan and does not revise or amend the NFIP map.

Note, once the conditional determination has been issued by FEMA the developer may, at their own discretion, submit for a final determination in the form of either a Letter of Map Revision Based on Fill (LOMR-F) or Letter of Map Amendment (LOMA). Final determination from FEMA officially revises the current NFIP map to show changes to flood elevations of the property. Final determination is not a requirement of development; however, the developer shall note that the issuance of a LOMA or LOMR-F eliminates the federal flood insurance purchase requirements as a condition of federal or federally backed financing. However, mortgage lenders retain the prerogative to require flood insurance as a condition of providing financing, regardless of the location of a structure.

Phase Completion

After full build-out of each phase of the LOTC, the developer shall submit a final determination request to FEMA to revise the current NFIP map for the full phase. The developer shall note that parcels or structures which have already undergone final determination do not need to be included in the overall phase determination request.