

Pre-Application Conference Final Report

Project Name: ORCHARDS RV PARK

Case Number: PAC2016-00158

Location: 12804 NE Fourth Plain Boulevard

Request: 293 space RV park on approximately 18 acres in the CC (C-3) and GC zoning districts. A BLA is also proposed to increase the area of the site.

Applicant/Contact: Kia Keyvani
203 E. Reserve St.
Vancouver, WA 98661
(360) 696-4448
kiakeyvani@gmail.com

Property Owner: Asghar Sadri
203 E. Reserve St.
Vancouver, WA 98661

Conference Date: 12/22/2016

Report Issued: 12/29/2016

Neighborhood Association/Contact:
Sifton Neighborhood Association
Christie BrownSilva, President
(360) 326-4353
Email: siftonneighborhood@gmail.com

Type of Review: Type III

County staff	Name	(360) 397-2375 Phone extension	Email address
Planner:	Jan Bazala	4499	Jan.bazala@clark.wa.gov
Engineer: Transportation	David Jardin	4354	David.jardin@clark.wa.gov
Concurrency:	David Jardin	4354	David.jardin@clark.wa.gov
Fire Marshal's	Curtis Eavenson	3320	Curtis.eavenson@clark.wa.gov

Revised 12/18/14



Community Development
1300 Franklin Street, Vancouver, Washington
Phone: (360) 397-2375 Fax: (360) 397-2011
www.clark.wa.gov/development



For an alternate format,
contact the Clark County
ADA Compliance Office.
Phone: (360)397-2322
Relay: 711 or (800) 833-6384
E-mail: ADA@clark.wa.gov

Office:

Building Plans

Examiner: Sherri Williams 4997 Sherri.williams@clark.wa.gov

List of attendees

Note: Copies of the Pre-Application Conference Report will be emailed, instead of mailed, to participants who have provided their email address below.

Name	Mailing address	Email address
County Staff Jan Bazala, David Jardin, Sherri Williams, Kent Hegsted		See above and kent.hegsted@clark.wa.gov
Andrew Lent		Clerk3@delta203.com
Kia Keyvani		kiakeyvani@gmail.com
Brent Ahrend		bahrent@mcknze.com
Steve Morasch		Stevem@landerholm.com

Conference Summary

Questions/issues listed in the application by the applicant.

1. None

Major issues

1) The Arterial Atlas shows a collector running through the site. This will significantly impact the design of the project. Removing this from the atlas would require a comprehensive plan amendment. Any such amendment (if successful) would be required prior to submittal of a site plan application.

2) Any uses in the BPA easement (storm, road to storage, collector road, parking for commercial buildings) will require written permission from BPA as a Fully Complete requirement. Staff recommends contacting BPA as soon as possible in the process, as in our experience their response timelines can be significant.

3) A 30 foot wide railroad right of way exists along the south part of TL158363-000 in Book 90, pg 333. Development in this area will likely require vacation of the right of way, and will be a Fully Complete Item.

4) RV parks are not approved for full-time residency. Stays will be limited to 30 consecutive days and 60 calendar days a year per CCC 14.32A.120. Conditions of approval will note this. **The use may be considered much like a hotel, which is explicitly not eligible for fee waivers. There is no guarantee that the RV park use will receive further fee waivers.**

5) Some common recreational open space area will be needed. Staff will require this under SEPA, as the County has no RV park standards. While this is not a mobile home park, guests could be staying as long as 30 days, and will need some open area for recreation. As a comparison, the mobile home park standards (40.260.140) require 8% of gross area to be open space. The location of the open space should be such that it is centrally located or provided in more than one space. If located only under the power lines at the west end of the site, it may be less attractive to some users, and it will be located approximately 1,500 feet from the furthest space.

Unified Development Code

The code citations and references in this pre-application report relate to Title 40, which is available on the County web site at: <http://www.clark.wa.gov/ord/index.htm>

Process

The proposed RV park use will require Type III zone change and Type II site plan review, in accordance with CCC 40.560.020 and 40.520.040.

The site plan review can be submitted concurrently with the rezoning, in which case the decision for both would be made by a hearings examiner after a public hearing.

Alternatively, the rezone can be applied for first, with the conceptual plan to provide context. In that case, the examiner would rule on the rezone, and if approved, you would follow up with a separate Type II site plan review with more complete plans.

Please refer to the Type II Site Plan Review application handouts for an explanation of the process, a list of the items to be submitted, and the details required to be shown on the preliminary plan. There is also a Zone Change handout, although the zoning districts information and comp plan matrix is out of date.

For either scenario, once the application is submitted, other staff will provide a "Fully Complete" review to see if the required type of information is included in the application.

Once fully complete, a hearing on the zone change is provided within 78 days if feasible, and a decision is issued within 92 days, barring holds or open records requests. If the zone change is submitted first separately and approved, the site plan preliminary decision is issued within 78 days of a Fully Complete application date, provided other reviewers do not request additional information or changes in order to be able to ascertain that the proposal meets county requirements.

For both Types of review, public notice is provided of the application to parcels within 300 feet of the site. Type III applications require the applicant to post the site with a 4' X 8' sign 30 days prior to the hearing.

After preliminary approval of the site plan, engineering construction plans and a final site plan will be required consistent with the preliminary approval as conditioned.

SEPA review will be required for both the rezone and site plan. The proposed conceptual site plan should be submitted with the SEPA, even if the rezone is submitted first. That way only one SEPA will be required.

Zone change

RV parks are allowed only in the GC zone. Most of the site is zoned CC (Community Commercial, formerly C-3).

Approval criteria for zone changes are found in 40.560.020.G.

1. *Requested zone change is consistent with the comprehensive plan map designation.*

Both C-3 (CC) and GC are designated Commercial in the comp plan, so this is met.

2. *The requested zone change is consistent with the plan policies and locational criteria and the purpose statement of the zoning district.*

Page 34 of the comp plan text states:

Community Commercial (CC)

A commercial center area provides services to several neighborhoods in urban areas of Clark County and is implemented with the Community Commercial zone. New community commercial areas should generally be between five and 20 acres in size, spaced two to four miles from similar uses or zones, serve a population of 10,000 to 20,000, locate at minor or major arterial crossroads and serve a primary trade area between 2 to 4 miles.

General Commercial (GC)

General Commercial areas provide a full range of goods and services necessary to serve large areas of the county and traveling public. This designation is implemented with the General Commercial base zone. These areas are generally located at interchanges, along state highways and interstates and adjacent to major and minor arterial roadways. New general commercial areas should generally be more than 20 acres in size, spaced more than four miles from similar uses or zones, serve a population of more than 20,000 and serve a primary trade area between 3 to 6 miles.

There may be other comp plan policies in the 2016 comprehensive plan that support your argument. Check Chapter 7 (Parks, Recreation), among others.

Zoning purpose statements in 40.230.010

A. *Purpose.*

2. *Community Commercial (CC) District. These commercial areas are intended to provide for the regular shopping and service needs for several adjacent neighborhoods. This district is only permitted in areas designated as community commercial or mixed use on the comprehensive plan.*
3. *General Commercial (GC) District. These commercial areas provide a full range of goods and services necessary to serve large areas of the county and the traveling*

public. This district is limited to the general commercial comprehensive plan designation.

3. *The zone change either:*
 - a. *Responds to a substantial change in conditions applicable to the area within which the subject property lies;*
 - b. *Better implements applicable comprehensive plan policies than the current map designation; or*
 - c. *Corrects an obvious mapping error.*
4. *There are adequate public facilities and services to serve the requested zone change.*

On its face, the zone change seems feasible; however, the burden of proof is yours to demonstrate compliance with the zone change criteria.

While most of the uses allowed in the GC zone are also allowed in the CC zone, there are some limitations. See Table 40.230.010-1. You could also apply for a rezone to the commercial area as shown PAC2016-00157 even if that parcel obtains preliminary site plan approval under C-3.

Off-Street Parking and Loading. Off-street parking and loading shall be provided as required in Chapter 40.340.

Standard parking spaces are 20' deep. Per 40.340.010.A.10,

- a. Parking and/or loading spaces on the perimeter of a parking lot or abutting interior landscaped areas or sidewalks shall include a wheel stop or curb at least four (4) inches high located three (3) feet back from the front of the parking and/or loading space. Include breaks in curbs, as necessary, to allow flow of stormwater to LID stormwater facilities.
- b. The front three (3) feet of a parking space may be improved with a low-growing vegetated LID feature, instead of asphalt or concrete pavement. However, this area shall not be counted toward landscape or open space area requirements unless it is part of a LID stormwater feature.

18 visitor parking spaces are shown. You'll need to demonstrate where visitors would park. Vehicles will not be allowed to encumber the 20' drive aisles or sidewalks.

Access & circulation

Provision for pedestrian access through the site should be provided such that routes to restrooms, common open areas, and other commercial sites along Fourth Plain are not unduly long. Just a few strategically placed "cut'-throughs" in the vicinity of spaces 423 & 635/614 (for example) would help reduce the length of routes to the restroom.

Landscaping

Per 40.320.010.E.4 every 7 parking spaces require a landscape island with a tree. In order to provide a comparable pavement to tree ratio, a tree would be required for roughly every two RV

spaces. (A standard parking space is 180 square feet, multiplied by 7 equates to a tree every 1,260 square feet of parking. If each RV space contains approximately 750 square feet, one tree per two spaces would be one tree per 1,500 square feet, which is roughly the same.)

Columnar trees may be used in areas subject to damage to RV's.

Required Landscape Buffers

North, along R-18 --10' wide L4

Fourth Plain & 131st frontage-- 10' wide L-2

Abutting Commercial zones not separated by a street --5' wide L-1. **No buffer is shown abutting the commercial building site to the south. Unless the commercial building site is developed first, a 5' minimum buffer will be required with the RV park.**

Any existing on-site landscaping anticipated to count toward these buffers will need to be shown, with species designated. In order to count, they must be located on the property. Off-site landscaping will not count.

Other landscaping and commercial requirements are found in 40.230.010.D.5:

- a. Primary pedestrian circulation routes connecting the street(s) to the primary building entry or entries shall be a minimum of eleven (11) feet (eight (8) feet of sidewalk/walkway with a minimum of three (3) feet of landscaping on one (1) side of the pedestrian route). The minimum three (3) foot landscaped area shall contain suitable tree species planted every twenty-four (24) feet to provide for a continuous tree canopy. The required landscape area should function as a buffer between auto drives and the pedestrian routes. Where the pedestrian circulation route crosses vehicular accessways the landscape area is not required.
- b. Landscaping is required along the side of all buildings where the primary pedestrian access is provided. Minimum requirements shall be trees, of a suitable species according to Section 40.320.010, provided every thirty (30) feet on center planted in a landscaped strip or tree wells along the length of the building.

The pedestrian circulation requirements will apply between the manager's office and NE 131st Avenue.

A preliminary landscape plan will be required, including L-4 wall details.

Solid Waste and Recycling- Provisions for the storage of solid waste and recyclables are found in CCC 40.360. It will need to meet the design standards in CCC 40.360.030.

Under the new stormwater code the storage area needs to be covered and meet the requirements in 40.386.

Signs

Signs are subject to Section 40.310 and are reviewed separately, usually after preliminary site plan approval. Separate building permits may be required for signs as well.

Applicable Regulations

The following identifies the applicable titles of the Clark County Code that must be addressed upon submittal of a full application for the subject development proposal.

Applies	Clark County Code Title and Reference Number
	SEPA - Title 40.570
X	State Environmental Policy Act (SEPA) Environmental Checklist
	Environmental Impact Statement
X	Archeological (40.570.080)
	Land Division - Title 40.540
X	Legal Lot Determination for TL 158637-000 (if not completed first with the Business Park proposal PAC2016-00147)
	Short Plat & Large Lot (40.540.030)
	Subdivision (40.540.040)
	Binding Site Plan (40.540.020B4e)
	Land Use - Title 40
X	Impact Fees (40.610)
X	Zone Change (40.560.020)
X	Zone District CC to GC
X	Site Plan Review (40.520.040)
	Uses Permitted Subject to Plan. Dir. Review (40.520.020)
	Conditional Use (40.520.030)
	Planned Unit Development (40.520.080)
	Provisions Applying to Special Uses (40.260)
X	Landscaping (40.320)
X	Parking & Loading (40.340)
X	Solid Waste & Recycling (40.360)
X	Sewer & Water (40.370)
	Signs (40.310)
	Solid Waste Zoning Permits (40.260.200)
	Interpretations and Exceptions (40.100.050)
	Non-Conforming Uses, Structures & Lots (40.530)
	Variances (40.550.020)
	Columbia River Gorge National Scenic Area (40.240)
	Critical Areas
X	Critical Aquifer Recharge Area - Category 1 (40.410)
	Geologic Hazard Area (40.430)
	Habitat Conservation (40.440)
	Floodplain (40.420)
	Shoreline Management (Separate Plan and Regulations)
	Wetland Protection (40.450)
	Transportation - 40.350
X	Road Modification (40.550.010)
X	Transportation Concurrency (40.350.020)
X	Stormwater and Erosion Control - (40.386)
X	Public Health - Title 24
X	Buildings & Structures - Title 14
X	Fire Protection - Title 15
	Other:

	Other	
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List of required applications

The following list of applications must be submitted in order for the subject development proposal to be considered Counter Complete

Applications*

1. Zone Change
2. Type II Site plan review
3. SEPA
4. Road modification
5. CARA
6. BLA and Legal Lot Determination for TL 158637-000 (if not completed first with the Business Park proposal)

****Assumes that either a comprehensive plan amendment is approved prior to submittal, or a collector road is proposed through the site.***

Exceptions to submittal requirements:

Submittal requirements staff has determined **not** to be applicable or **not** required, given the specifics of the development proposal, are listed below. These items will **not** be required in order for the application to be determined Counter or Fully Complete.

1. none

Additional submittal requirements:

Submittal of additional information, given the specifics of the development proposal and site, are listed below. These items will be required in order for the application to be determined Counter Complete.

1. Permission for uses documentation from BPA
2. Documentation of railroad right of way vacation
3. Documentation of removal of Kerr Road from the arterial atlas

Plan review process notes

For Type II, II-A and III Reviews

Within 30 days of your application being determined fully complete, staff will hold an "Early Issues Meeting" to discuss your application and identify possible plan review issues. Within a few days of this meeting, you will be notified in writing or by email, of their findings and whether there is any need for additional information or supplemental applications (e.g., road modification).

Once contacted, you will have 14 days to submit any requested information and/or supplemental applications. Please note: supplemental applications will not be accepted beyond this 14-day submittal deadline unless an application hold, with payment of fee, has been approved.

For Type II Reviews only

- If the 14-day submittal deadline **is met**, the applicant will receive a courtesy draft staff report at least 7 days prior to the issuance of the decision.
- If the 14-day submittal deadline **is not met** and a hold to extend this time limit has not been approved, a courtesy draft staff report will **not** be issued before the decision.

Request to change public hearing date

A request by the applicant to change the public hearing date for a Type III Review may be granted provided the request is in writing, submitted within thirty (30) days of the fully complete determination, and the re-notice fee is paid.

Application holds

If approved, some application holds require a fee to be paid prior to the effective date of the hold.

Project vesting status

An application, which is subject to pre-application review, shall be contingently vested on the date a fully complete pre-application is filed. The contingent vesting shall become effective if a fully complete application for substantially the same proposal is filed within 180 calendar days of the date the review authority issues its Pre-Application Conference Report.

- This pre-application conference application was NOT sufficiently complete to qualify for contingent vesting pursuant to CCC 40.510.020(G) or .030(G) as applicable, because the pre-application submittal was missing a number of items on the preapplication checklist such as, but not limited to a traffic report, minimum scale, surface material of roadways, etc.**

Appeals

An appeal of the contingent vesting decision above must be filed with the Department of Community Development, Permit Services Center, 1300 Franklin Street, Vancouver, Washington, 98660, within fourteen (14) calendar days from the date the Pre-Application Conference Report is mailed to the applicant.

All other challenges to staff code interpretations or decisions made at the conference or within the conference report may be addressed within the preliminary plan review application.

Fee estimates

The preliminary plan review fees are listed below. Fees not listed include: final construction plan review, final site plan review, final plat review, development inspection and building plan review and inspection. The fees checked below apply to the subject proposal, and are based upon the fee schedule in effect at the time of the pre-application conference and for the project as submitted.

Note: These fees are subject to change. The fees that are applicable to the subject proposal are subject to change if the proposed projects changes and/or if new or additional information is presented.

Preliminary plan review fees

The following list of preliminary plan review fees (i.e., those items marked to the left) must be submitted with the development proposal to be considered Counter Complete.

Community Development

	Application	Base Fee	Issuance Fee
<input type="checkbox"/>	Annual Review – Property owner initiated	\$8,113	\$94
?	Boundary Line Adjustment		
	Base fee-first 2 lots	\$355	\$53
<input type="checkbox"/>	Per lot over 2	\$124	
	Columbia River Gorge		
<input type="checkbox"/>	Gorge Review	\$4,393	\$94
<input type="checkbox"/>	Expedited Gorge Review	\$2,663	\$94
	Conditional Use Permit		
<input type="checkbox"/>	CUP alone	\$5,678	\$53
<input type="checkbox"/>	CUP with Site Plan Review application	\$2,839	\$53
<input type="checkbox"/>	Add for public hearing, if required	\$1,490	
<input type="checkbox"/>	Covenant Release – Full or Partial	\$1,266	\$94
<input type="checkbox"/>	Design Standards Review – Mixed Use, Hwy 99		
<input type="checkbox"/>	Hwy 99 Subarea Level I Review	\$279	\$53
<input type="checkbox"/>	Hwy 99 Subarea Level II Review	\$785	\$53
<input type="checkbox"/>	Hwy 99 Level III / Mixed Use Review	Site plan review fee plus 100%	\$53
	Home Business		
<input type="checkbox"/>	Urban and Rural Type I Review	\$125	\$53
<input type="checkbox"/>	Urban and Rural Type II Review	\$1200	\$53
	Legal Lot Determination		
?	Type I base fee	\$350	\$53
<input type="checkbox"/>	Per lot <u>each</u> additional lot	\$150	N/A
<input type="checkbox"/>	Type II base fee (includes innocent purchaser)-first 2 lots	\$883	\$53
	Per lot <u>over 2</u> lots	\$150	N/A
<input type="checkbox"/>	Public Interest exception	\$3,628	\$53
<input type="checkbox"/>	Lot Reconfiguration -first 2 lots	\$838	\$53
<input type="checkbox"/>	Fee per adjustment over 2 lots	\$124	
<input type="checkbox"/>	Mining	Cost recovery	\$94
	Planned Unit Development or Master Plan		
<input type="checkbox"/>	PUD/MP alone	\$3,142	\$53
<input type="checkbox"/>	PUD/MP with site plan review or sub application	\$1,571	\$53
<input type="checkbox"/>	Add for public hearing, if required	\$1,490	N/A
	Planning Director Review		
<input type="checkbox"/>	Type I (includes code interpretation)	\$500	\$53
<input type="checkbox"/>	Type II Non-conforming use determination	\$2,000	\$53
<input type="checkbox"/>	All other Type II reviews	\$1,000	\$53
<input type="checkbox"/>	Plat Alteration	\$3,331	\$94
<input type="checkbox"/>	Add for public hearing, if required	\$1,882	N/A
<input type="checkbox"/>	Plat Declaration	\$1,471	\$94
	Post Decision Review		
<input type="checkbox"/>	Type I (includes deadline extension requests for phased developments)	\$1,180	\$94
<input type="checkbox"/>	Type II	\$3,162	\$94
<input type="checkbox"/>	Type III	\$5,691	\$94
<input type="checkbox"/>	Pre-application Conference (planning portion only)	\$805	\$94
<input type="checkbox"/>	Pre-application waiver	\$205	N/A
	SEPA		

<input checked="" type="checkbox"/>	Project review	\$1,222	\$53
<input type="checkbox"/>	Non-projects (includes annual review applications)	\$1,987	\$53
<input type="checkbox"/>	EIS review	Cost recovery	\$53
<input type="checkbox"/>	Sewer Waiver	\$222	\$53
	Shoreline		
<input type="checkbox"/>	Shoreline Permit	\$2,899	\$53
<input type="checkbox"/>	Shoreline Conditional Use Permit	\$3,431	\$53
<input type="checkbox"/>	Shoreline when considered with variance	\$3,431	\$53
<input type="checkbox"/>	Shoreline exemption determination	\$421	\$53
<input type="checkbox"/>	Short Plat	\$4,117	\$94
	Site Plan Review		
<input type="checkbox"/>	Type I base fee for up to 20 lots or up to 10,000 s.f.	\$1,621	\$94
<input checked="" type="checkbox"/>	Type II base fee for up to 20 lots or up to 10,000 s.f.	\$4,033	\$94
	Per lot/square foot charges (Type I and II)		
<input type="checkbox"/>	Residential-fee per unit for 21 units and greater	\$30	N/A
<input type="checkbox"/>	Commercial/Industrial etc.-fee per building square foot for 10,001 square feet to 50,000 square feet	\$0.10	N/A
<input type="checkbox"/>	Commercial/Industrial etc.-fee per building square foot for 50,001 square feet and greater	\$0.05	N/A
<input type="checkbox"/>	Unoccupied commercial or utility structure	\$2,429	\$94
<input type="checkbox"/>	Binding site plan stand alone	\$3,379	\$94
<input type="checkbox"/>	Binding site plan, if combined with site plan	\$1,621	\$94
<input type="checkbox"/>	60-day/concurrent review process (in addition to site plan review fees)	\$800	N/A
<input type="checkbox"/>	Special Study Review	Cost recovery	N/A
<input type="checkbox"/>	Special valuation – historic preservation	\$303	N/A
<input type="checkbox"/>	Subdivision -base fee up to 30 lots	\$7,679	\$94
	Fee per lot: 31 to 100 lots	\$125	N/A
	Fee per lot: for the 101 st lot and greater	\$50	N/A
<input type="checkbox"/>	Temporary Use Permit	\$1,584	\$53
	Variance		
<input type="checkbox"/>	Type I stand alone	\$1,014	\$53
<input type="checkbox"/>	Type I when considered with development application	\$499	\$53
<input type="checkbox"/>	Type II	\$1,780	\$53
<input type="checkbox"/>	Type II when considered with development application	\$731	\$53
<input type="checkbox"/>	Type III	\$4,859	\$53
<input type="checkbox"/>	Type III when considered with development application	\$2,928	\$53
	Wineries		
<input type="checkbox"/>	Tasting Room/Events Type I	\$228	\$53
<input type="checkbox"/>	Tasting Room/Events Type II	\$2,284	\$53
<input checked="" type="checkbox"/>	Zone Change	\$5,129	\$94
<input type="checkbox"/>	Application Submittal Fee	\$590	\$94

Total Community Development review fees	\$10,625 (add BLA and LLD if not previously completed)
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Public Works

Application	Base Fee	Issuance Fee
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<input type="checkbox"/>	Columbia River Gorge Review	Hourly Rate; \$200 deposit	\$53
<input type="checkbox"/>	Conditional Use Permit	\$1,800	\$53
X	Critical Aquifer Recharge Area (CARA) Type I, II, and III site plan review	\$900	\$53
<input type="checkbox"/>	Floodplain inquiry	\$291	\$53
<input type="checkbox"/>	Geologic Hazard	\$483	\$53
<input type="checkbox"/>	Home business – all major and minor types	Hourly rate; \$200 deposit	\$53
<input type="checkbox"/>	Legal Lot Determination	Hourly rate; \$200 deposit	\$53
<input type="checkbox"/>	Planned Unit Development or Master Plan	Hourly rate; \$200 deposit	\$53
<input type="checkbox"/>	Plat Alteration	Hourly rate \$200 deposit	\$53
<input type="checkbox"/>	Post Decision Review		
<input type="checkbox"/>	Engineering review	\$1,250	\$53
<input type="checkbox"/>	Major change to technical design	1/2 regular fee	\$53
<input type="checkbox"/>	Pre-application Conference	\$1,405	\$53
<input type="checkbox"/>	Pre-application waiver	\$38	N/A
X	Road Modification		
<input type="checkbox"/>	Technical road modification	\$1,200	\$53
<input type="checkbox"/>	Major road modification	\$1,559	\$53
<input type="checkbox"/>	Minor Road Deviation (stand alone)	\$250	\$53
<input type="checkbox"/>	Short Plat	\$2,108	\$94
X	Site Plan Review		
<input type="checkbox"/>	Types I, II, and III	\$2,743	\$94
<input type="checkbox"/>	Unoccupied commercial and utility structures	\$601	\$94
<input type="checkbox"/>	Hwy 99 Subarea reviews	add 25%	N/A
<input type="checkbox"/>	Fast lane review	\$2,743	N/A
<input type="checkbox"/>	60-Day Review	standard fees	N/A
<input type="checkbox"/>	Subdivision	\$3,757	\$94
<input type="checkbox"/>	Variances		
<input type="checkbox"/>	Stormwater	\$1,207	\$53
<input type="checkbox"/>	Administrative land use	\$575	\$53

Total Public Works review fees	\$5,043
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Fire Marshal

	Application	Base Fee
X	Site Plan Type II	\$626
<input type="checkbox"/>	Site Plan Type I and Planning Director Reviews	\$434
<input type="checkbox"/>	All other reviews	\$434
<input type="checkbox"/>	Road Modification	\$326

Total Fire Marshal review fees	\$626
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Impact fees

In 1990, the state legislature authorized counties and cities planning under the Growth Management Act to impose impact fees on development activity to provide partial funding for public system improvements (e.g. roads, schools, parks) which serve new development. Impact

fees are due at the time of issuance of building permits and are **not** a lien placed against the property at the time of final approval. A note reflecting the fee shall be placed on the face of the plan or plat. If you have any questions regarding the Traffic Impact Fee (TIF), please contact Public Works at (360) 397-6118. Impact fees include the following:

Traffic Impact Fee (South Orchards)	\$95,911.65
Park Impact Fee (District # XX)	\$NA
School Impact Fee (XX)	\$NA
Total Impact fees	\$95,911.65

Note: The above impact fees are an estimate and subject to change. Impact fees are set at the time building permit issuance.

Other fees

For fees and information about the next steps in the development and building process, please visit these county web pages.

Final construction plan review and development inspections:

www.clark.wa.gov/publicworks/engineering/index.html

Building permits:

www.clark.wa.gov/development/fees/building.html

Attachment list

- Proposed Plan
- Development Engineering Comments
- Concurrency Comments
- City of Vancouver Engineering and Concurrency Comments
- Fire Marshal Comments
- Building Safety Comments
- City of Vancouver Water Comments
- Copy of RES2013-06-06

For informational handouts with submittal requirements for development applications, please visit our website at www.clark.wa.gov/development

Submit your completed application

You must submit your application(s) in person with payment to:

Public Service Center
 Permit Center
 1300 Franklin Street, first floor
 Vancouver, WA 98660

Phone: (360) 397-2375
 Fax: (360) 397-2011
 Email: devserv@clark.wa.gov
 Web: www.clark.wa.gov/development



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WASHINGTON

**PUBLIC WORKS
DEPARTMENT
DEVELOPMENT ENGINEERING**

MEMORANDUM

TO: Kianoosh Keyvani
FROM: David Jardin
DATE: December 22, 2016
SUBJECT: PAC2016-00158 Orchards RV Park

It is the burden of the applicant for this development to comply with the following standards:

- | |
|--|
| <ul style="list-style-type: none"> • CCC 40.350 (Transportation Ordinance) • CCC 40.385 (Stormwater and Erosion Control Ordinance) • CCC 14.07 (Grading Standards) • CCC 40.410 (Critical Aquifer Recharge Areas) • CCC 40.420 (Floodplain Areas) • CCC 40.430 (Geologic Hazard Areas) |
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This review is based on our interpretation of the materials we received for this pre-application conference. The preliminary plan shall be revised or supplemented at any time it is determined that the full requirements of the County Code have not been met.

In addition to the standard submittal requirements, the FULLY COMPLETE ITEMS REQUIRED FOR PRELIMINARY ENGINEERING REVIEW are as follows:

√	Transportation Plan	√	Stormwater Plan
√	Sight Distance Certification		
√	Road Modification (If necessary)		

SUBJECT PROPERTY:

Parcel No.	Address/Location	Zoning	Parcel Size (acre)
158586-000 158363-000	12810 NE Fourth Plain Blvd., Vancouver, WA 98682	C-3	10.3

PROJECT DESCRIPTION: Pre-application conference to develop 10.3 acres into 281 RV Park sites, with associated buildings.

MAJOR ISSUES:

Transportation:

1. The project shall meet Transportation and Circulation Ordinance CCC 40.350.
2. NE 124th Avenue and NE 131st Avenue appear to be "Urban Neighborhood Circulator" roads. These roads require associated half width improvements. Minimum half-width improvements consist of 27 feet of right-of-way, 18 feet of paved width, curb, gutter and sidewalk.
3. Turning movements shall be provided for this proposal.
4. NE Fourth Plain is within the City of Vancouver and under their jurisdiction.
5. A cross circulation plan is required. Please see the arterial atlas adopted last adopted in 2011 and specifically the collector alignment which impacts this site ("Urban Collector, C-2b). The minimum full-width improvements associated with this collector include 60 feet of right-of-way, 34 feet of paved width, curbs, gutters, and sidewalks (per Standard Detail #7). A north-south road and associated intersection with NE Fourth Plain is necessary.
6. Coordination with BPA is required for improvements placed inside of the BPA easement. Please submit an approval letter from BPA.
7. Sight distance requirements shall be met. Light poles, fences, trees, landscaping, vegetation, and other miscellaneous structures must not interfere with sight distance requirements.
8. If the applicant desires to gain approval of a proposal that does not meet code, a road modification must be approved per CCC 40.550.010.

Stormwater:

1. The project shall comply with the Clark County Stormwater and Erosion Control Ordinance, CCC 40.386.
2. To determine applicable stormwater minimum requirements, refer to page 19 of Book 1 of the 2015 Clark County Stormwater Manual.
3. Per page 9 of Book 1 of the 2015 Clark County Stormwater Manual:
Resurfacing by upgrading from dirt to gravel, asphalt, or concrete; upgrading from gravel to asphalt, or concrete; or upgrading from a bituminous surface treatment ("chip seal") to asphalt or concrete: These are considered new impervious surfaces and are subject to the minimum requirements that are triggered when the thresholds identified for new or redevelopment projects are met.
4. In addition, replaced impervious surface per page 14 of Book 1 of the 2015 Clark County Stormwater Manual is defined for structures as "the removal and replacement of impervious

surfaces down to the foundations” and for other impervious surfaces as “the removal down to bare soil or base course and replacement.”

5. No new development or redevelopment shall be allowed to materially increase or concentrate stormwater runoff onto an adjacent property or block existing drainage from adjacent lots.
6. For project proposing infiltration, refer to page 151 of Book 1 of the 2015 Clark County Stormwater Manual for groundwater separation and monitoring requirements.

CARA:

A portion of this site is in CARA 1 and a portion in CARA 2. A CARA permit may be required.

TRANSPORTATION

Transportation Impact Study (Concurrency):

These issues are managed by Public Works. They will comment in a separate report. Call 397-6118, extension 4944 if there are any questions or concerns regarding the following:

- Transportation concurrency issues
- Traffic impact studies
- Traffic impact fees
- Off-site safety issues
- Requirements to construct raised medians, turning lanes, etc.
- Frontage road improvement agreements
- Signal participation agreements
- Transportation “latecomer” agreements
- County road projects

Pedestrian/Bicycle Circulation, CCC 40.350.010:

The County may require additional circulation in order to provide safe, convenient, and appropriate levels of access for pedestrians, bicyclists, and persons with disabilities.

All sidewalks, driveway aprons, and road intersections shall comply with the Americans with Disabilities Act.

Circulation Plan, CCC 40.350.030(B)(2):

The purpose of a circulation plan is to ensure adequate cross-circulation in a manner which allows subsequent developments to meet these standards, and to provide a mechanism for integrating various streets into an efficient and safe transportation network.

Developments that are required to construct frontage improvements or submit a traffic study shall submit a cross-circulation plan. The plan shall show block length and block perimeter dimensions. Provide a narrative with the plan that describes why the circulation plan is, or is not, in compliance with the standards.

Transportation Design Criteria, CCC 40.350.030(B)(3):

Show, identify, and dimension on the preliminary plan the minimum-width right(s)-of-way, roadway(s), the location(s) of curb/gutter, sidewalk(s), and turnaround(s), as required.

On-site Roads:

Additional requirements:

See below under the heading "Right-of-way Standards" for minimum road standards in urban planned unit developments, multifamily developments, or commercial, office park, and industrial areas.

Salmon Creek Fairgrounds Regional Road Plan:

Some of the road standards have been modified for this sub-area. [See the Arterial Atlas]

Abutting Frontage Roads Improvements, CCC 40.350.030(B)(5):

Additional requirements:

- A traffic study is required for partial-width roads in commercial, office park, or industrial developments in order to verify the adequacy of the roadway for clearance and turning movements.
- See below under the heading "Right-of-way Standards" for minimum road standards in urban planned unit developments, multifamily developments, or commercial, office park, and industrial areas.
- Parking shall be prohibited along partial-width roads

Exception:

Developments that the County Engineer finds, based on an engineering traffic study, will not result in an increase of total site trip generations during the PM peak hour of more than 10 percent are exempt from half-width frontage roadway improvements; PROVIDED, that such otherwise exempted developments shall be required to make frontage improvements in accordance with CCC 40.350.030(B)(7) (intersection design requirements) and CCC 40.350.030(B)(8) (sight distance requirements) and such frontage road improvements as are necessary in order to provide minimally safe access to the development. Dedication of the minimum right-of-way shall still be required.

- Minimally safe access includes safe and adequate vehicular passing clearance, turning movements, emergency vehicle access, and pedestrian safety - particularly the safety of children. The developer has the burden to consider potential hazards, evaluate their significance, and propose mitigation measures, as needed.
- Pedestrian and traffic hazards frequently are brought to our attention by neighbors late in the review process. Approval of the development may be seriously delayed or the development may be denied if the applicant cannot address these hazards as perceived by the neighborhood.
- Where frontage improvements are required, the County will perform pavement deflection testing to determine the adequacy of the existing pavement. Where remaining life of the pavement is less than five years, the road shall be reconstructed to current standards to the centerline or 22 feet, whichever is less. If remaining life is greater than five years, the road

shall be cut back to a location where the structure is sound and the widening constructed. However, in no case, shall the reconstruction be less than four feet in width from the existing edge of pavement to the new edge of pavement or face of curb. The County may require reconstruction to the centerline or 22 feet, whichever is less, if the County Engineer determines the geometrics or other existing features are inadequate.

- Sufficient right-of-way and easement for any road must be provided to accommodate all necessary appurtenances required for construction including, but not limited to, cut or fill slopes or retaining structures, as needed. If sufficient right-of-way is not available, slope easements from neighboring properties may be an acceptable alternative. Such easements, as approved, shall be recorded with the final plat.
- The County may require road cross-sections be submitted showing neighboring topography in order to determine if the road can be constructed as required.

Intersection Design, CCC 40.350.030(B)(7):

For the intersections, show, identify, and dimension the following on the plan:

- Separations from other road intersections (existing and proposed).
 - The angle of the intersecting centerlines, if not 90 degrees.
 - Centerline offset, if proposed.
 - Minimum curb return radii.
 - Minimum right-of-way chords.
 - Additional right-of-way for turning lanes, if required by Public Works.
 - Where connecting to a paved urban street, public or private, the connecting road or driveway shall be paved 25 feet back from the edge of the nearest travel lane or shall be equal to the minimum intersection radii, whichever is greater.
 - Rural driveways connecting with paved public roads shall be paved from the edge of the public road to the right-of-way or to 20-feet from the edge, whichever is greater.
- Separations between road intersections shall be measured from centerline to centerline.
 - Separations between road intersections and driveways shall be measured from the point of tangency at the roadway curb-return to the nearest edge of the driveway.
 - Separations between driveways shall be measured from near edge to near edge of the driveways.

Access Management, CCC 40.350.030(B)(4):

All driveways shall comply with the Transportation Standards and the requirements of the Fire Marshal.

Access to local access roads:

- Show on the plan the locations of driveways serving all corner residential lots.
- Driveways longer than 300 feet shall be constructed with an approved turnaround at the terminus and approved turnouts at maximum 500-foot intervals.

Sight Distances, CCC 40.350.030(B)(8):

The materials submitted for this pre-application conference do not provide sufficient information for staff to determine if the proposed development can comply with sight distance standards. Additional evidence shall be submitted with the proposed preliminary plan that shows the

development complies with sight distance standards. Approval of a preliminary plan does not relieve the development from compliance with sight distance requirements.

A written declaration by an engineer licensed in the State of Washington stating that the development complies with sight distance standards is acceptable evidence. The declaration shall be stamped with a valid seal of professional registration.

Show and note on the preliminary plan any driveway or road intersection that does not comply with sight distance requirements.

Street Extensions, CCC 40.350.030(B)(9):

To be addressed as part of the circulation plan.

- Show on the plan a temporary turnaround, barricade, and sign at the end of a stubbed road longer than 150 feet.
- Show on the plan an approved barricade and sign at the end of a stubbed road shorter than 150 feet.
- Show on the plan the locations of all residences, buildings, or structures set back from the future extension or widening of roads to adjacent areas.
- Show all urban roads for which a future extension is needed to be constructed to property lines.

Cul-de-sacs and Turnarounds, CCC 40.350.030(B)(12):

- Show an approved turnaround at the terminus and approved turnouts at maximum 500-foot intervals for driveways longer than 300 feet.
- Show a turnaround for any urban, residential, dead-end road more than 150 feet long. Show a temporary turnaround for stubbed roads longer than 150 feet.

The County may require an off-street accessway to connect a turnaround with other streets, parks, schools, bus stops, or other pedestrian traffic generators for pedestrian or bicycle circulation or for emergency vehicular access.

Right-of-way Standards, CCC 40.350.030(B)(15):

Additional right-of-way or easement may be required where necessary to accommodate slopes, sight distances, or other features necessary for maintenance or to enhance safety.

Urban planned unit and multifamily developments:

- Parking may be deleted if 4 non-tandem off-street parking spaces per unit are provided and distinct signs and markings show that no parking is permitted.
- Internal sidewalks may be replaced by approved public walkways that comply with Section 40.350.010.

Road Modifications CCC 40.550.010:

A. Purpose.

In cases where unusual topographic conditions, nature of existing development, unique or innovative development design or similar factors make strict adherence to the road standards undesirable, or cause undue hardships, or serve no useful purpose, the requirements of these standards may be modified.

B. Classification of Modifications.

Modification requests shall be classified as either a minor deviation, technical road modification, or major road modification. Acceptance of a request under one category shall not preclude the county from reclassifying the request upon further review.

1. **Technical Road Modifications.** Technical road modifications may be approved for minor changes to standards that include, but are not limited to, access, safety, road cross-sections, or construction materials. Due to an increased potential for on-site or off-site impacts, these modifications require a greater level of review, discretion and documentation than minor deviations. Review of technical road modifications requires a separate application and review process in conjunction with review of the main application:

a. **Technical Road Modification Classification Guidelines.** In order for a modification to be considered a technical road modification, the proposal shall meet one or more of the following as applicable:

- (1) Limited engineering analysis by the applicant is sufficient to demonstrate the proposal meets the approval criteria in Section 40.550.010.C;
- (2) Potential safety impacts are expected to be minimal;
- (3) County review and approval requires moderate analysis, discretion, and documentation, and requires multiple review staff;
- (4) The proposed modification is expected to generate minimal public interest; and
- (5) The proposed modification requires an analysis of rough proportionality and nexus issues.

See CCC 40.550.010(B)(2)(b) for Examples of Technical Road Modifications.

2. **Major Road Modifications.** Major road modifications are those that have the potential for significant impacts to the public or the county. These tend to be unique cases, requiring extensive analysis and documentation. Review of major road modifications requires a separate application in conjunction with review of the main application:

a. **Major Road Modification Classification Guidelines.** When one (1) or more of the following apply, the modification will qualify as a major road modification:

- (1) The proposed modification requires an extensive analysis of public impacts, rough proportionality and nexus issues;
- (2) Extensive engineering analysis by the applicant is required to demonstrate the proposal meets the general approval criteria;
- (3) The potential exists for material impacts to public safety;
- (4) The potential exists for shifting improvement obligations on to future developers or the county;
- (5) The proposal may have material impacts to future development patterns;
- (6) The proposal requires significant county review and documentation;
- (7) The proposed modification can be expected to generate considerable public interest; and
- (8) Approval of the proposal may have public policy implications.

See CCC 40.550.010(B)(3)(b) for Examples of Major Road Modifications.

C. Approval Criteria.

1. In reviewing a modification request, the county shall consider the applicable factors that include, but are not limited to, the following:
 - a. Public safety, durability, cost of maintenance, function, and appearance;
 - b. Advancing the goals of the comprehensive plan as a whole;
 - c. Any modification shall be the minimum necessary to alleviate the hardship or disproportional impact;
 - d. Potential benefits of low impact development or innovative concepts;
 - e. Self-imposed hardships shall not be used as a reason to grant a modification request.
2. Modifications to the standards contained in Chapter 40.350 may be granted when the applicant demonstrates at least one (1) of the following:
 - a. Topography, right-of-way, existing construction or physical conditions, or other geographic conditions make compliance with standards clearly impractical for the circumstances;
 - b. A minor change to a specification or standard is required to address a specific design or construction problem which, if not enacted, will result in an unusual hardship;
 - c. An alternative design is proposed which will provide a plan that is functionally equivalent or superior to the standards;
 - d. Application of the standards of Chapter 40.350 to the development would be grossly disproportional to the impacts created;
 - e. A change to a specification or standard is required to ensure consistency with existing features adjacent to or affected by the site where those existing features are not expected to change over time.
3. In addition to Sections 40.550.010.C.1 and 2 above, in considering a road modification request, the county recognizes that in order to address issues associated with rapid growth, the legislature enacted the Growth Management Act. The Act requires urban growth areas to be sized to accommodate growth and prevent urban sprawl by focusing development in underdeveloped portions of an urban area. Consistent with that legislation, the county will require that in the absence of geographic or development constraints, sufficient right-of-way shall be dedicated, and frontage improvements and cross circulation roads shall be constructed in urban growth areas in Clark County such that frontage and cross circulation roads will be substantially completed within the twenty (20) year period provided in RCW 36.70A.110.

D. Procedures.

1. Modifications Requested with an Associated Preliminary Land Use Application.
 - a. Minor deviations are reviewed and approved through the transportation review findings of the underlying land use application and do not require a separate application.
 - b. Technical and major road modification requests shall be proposed under a separate application in conjunction with an application for the underlying development proposal in accordance with Chapter 40.500.
2. Modifications Requested after the Preliminary Land Use Decision.
 - a. Minor deviations may be approved during the engineering construction plan review process without a separate application.
 - b. Technical or major road modifications requested after the preliminary land use decision shall be submitted with an application for post-decision review under Section 40.520.060 if the responsible official finds that the proposed modification has the potential to affect land use aspects of the original decision or has the potential for off-site impacts. If no post-decision review is required under Section

40.520.060, the modification shall be processed as a separate road modification application with the applicable fee listed in Title 6.

STORMWATER and EROSION CONTROL ORDINANCE

The current Stormwater and Erosion Control Ordinance is CCC 40.386, adopted November 24, 2015 and became effective on January 8, 2016.

Applicability, CCC 40.386.010(B)

1. The provisions of this chapter shall apply to all new development, redevelopment, land disturbing activities, and drainage projects consistent with the Clark County Stormwater Manual/
2. Meeting the requirements of this chapter is the joint and severable responsibility of both the owner(s) of the site on which land-disturbing activity occurs and the person(s) undertaking such activity, including the project applicant. In addition, if the land-disturbing activity involves a county-issued permit per other Clark County code requirements, the applicant is also responsible for meeting the requirements of this chapter.
3. The responsible official is authorized to enforce the provisions of this chapter using the remedies and procedures in Title 32.

Exemptions, CCC 40.386.010(C)

Exemptions to the requirements of this chapter shall be granted for the specific activities listed in Section 40.386.010(C).

Minimum Requirements, CCC 40.386.010(E)

"Minimum requirements" means the nine (9) sets of requirements that are part of the SMMWW, as follows:

- Minimum requirement No. 1: Preparation of stormwater site plans;
- Minimum requirement No. 2: Construction stormwater pollution prevention;
- Minimum requirement No. 3: Source control of pollution;
- Minimum requirement No. 4: Preservation of natural drainage systems and outfalls;
- Minimum requirement No. 5: On-site stormwater management;
- Minimum requirement No. 6: Runoff treatment;
- Minimum requirement No. 7: Flow control;
- Minimum requirement No. 8: Wetlands protection; and
- Minimum requirement No. 9: Operation and maintenance.

Standards – Stormwater Control, CCC 40.386.020

The Clark County Stormwater Manual is adopted by reference, and the requirements contained therein will be the minimum standards for this chapter except as modified in this chapter.

Administration, CCC 40.386.040

A. General.

1. An applicant proposing any new development, redevelopment, land-disturbing activity or drainage project governed by this chapter shall submit to Clark County the plans, studies, and information described in the Clark County Stormwater Manual. The purpose of the stormwater plan is to determine whether a proposal can meet the requirements set forth in this chapter.

2. All plans, studies, and reports submitted pursuant to this chapter must be stamped, signed and dated by an engineer, and other licensed professionals if appropriate, responsible for their preparation.
3. Stormwater site plans are exempt from the requirement to be prepared by an engineer for projects that only apply minimum requirements No. 1 through No. 5 for construction CCC 40.386 (adopted 2015-11-24) 5 of agricultural or residential buildings and their appurtenances on an existing lot. Alterations to an existing site plan prepared by a licensed engineer are not exempt.

B. Preliminary Stormwater Plan.

1. As part of a land-use application, the applicant shall submit a preliminary stormwater plan meeting the requirements of the Clark County Stormwater Manual for all new development, redevelopment, land-disturbing activities or drainage projects not exempted by Section 40.386.010(C).
2. The preliminary stormwater plan submittal shall consist of a preliminary development plan and a preliminary technical information report (TIR). The engineer shall include a statement that all required information is included and that the proposed stormwater facilities are feasible.

C. Final Stormwater Plan.

1. The applicant shall submit a final stormwater plan and shall obtain approval of the final stormwater plan from the responsible official prior to beginning construction related to any new development, redevelopment, land-disturbing activity or drainage project not exempted by section 40.386.010(C). The final stormwater plan provides final engineering design and construction drawings in accordance with the Clark County Stormwater Manual.
2. The final stormwater plan must include a construction stormwater pollution prevention plan (SWPPP) prepared in accordance with the Clark County Stormwater Manual for any new development, redevelopment, land-disturbing activity or drainage project not exempted by Section 40.386.010(C)
3. If a Final Stormwater Plan differs from the approved Preliminary Stormwater Plan in a manner that, in the opinion of the Responsible Official, raises significant water quality or quantity control issues, it shall require another SEPA determination (if subject to the State Environmental Policy Act [SEPA]) and a post-decision review, in accordance with CCC Section 40.520.060.

D. Plan Review Process

1. For a land use application requiring a public hearing, the Hearings Examiner shall consider the preliminary stormwater plan in accordance with the procedures applicable to the land use application. All other preliminary stormwater plans shall be acted on by the responsible official within the timeline for the preliminary land use decision.
2. Variances. For purposes of this chapter, the following requirements shall apply with regard to variances:
 - a. Type I and Type II (Administrative) Variances. The responsible official may grant an administrative variance to the standards of this chapter using a Type I or Type II process pursuant to Sections 40.510.010 and 40.510.020 prior to permit approval and construction; provided, that the requested change is due to site specific conditions and the intent of this chapter is met.

These variances are limited to changes to design and construction of stormwater infrastructure and must meet the criteria listed in Section 40.386.010(D)(2)(a)

- b. Type III Variances. The Hearings Examiner may grant a variance from the requirements of this chapter using a Type III process pursuant to Section 40.510.030 prior to permit approval and construction; provided that the provisions of this chapter are met. Written findings of fact are required that address the listed in Section 40.386.010(D)(2)(b)

E. Inspection.

The responsible official shall inspect all new development, redevelopment and drainage projects to ensure compliance with this chapter and the standards of the Clark County Stormwater Manual.

1. The project applicant must schedule a pre-construction conference and pre-construction inspection to ensure that stormwater and erosion control BMPs are in place and access to public right-of-way is properly installed.
2. The project applicant shall obtain approval on all inspections necessary to manage the project and comply with the Clark County Stormwater Manual.
3. The project applicant shall inspect all temporary erosion and sedimentation BMPs throughout construction to verify proper installation and maintenance of required soil erosion and sediment controls.
4. The responsible official shall inspect new development, redevelopment and drainage projects sites upon completion of construction and before final approval/occupancy to CCC 40.386 (adopted 2015-11-24) 7 verify proper installation of permanent erosion controls, stormwater facilities, and BMPs and compliance with Chapter 40.386 CCC and the Clark County Stormwater Manual.

F. Acceptance.

The responsible official shall inspect all new development, redevelopment and drainage projects to ensure compliance with this chapter and the standards of the Clark County Stormwater Manual.

G. Record Drawings.

1. Upon completion of the construction of conveyance systems, stormwater treatment facilities, flow control facilities and structural source control BMPs (excluding the construction of on-site stormwater management BMPs) and prior to final inspection approval, the applicant shall submit to Clark County record drawings of the full stormwater plan prepared and stamped by a licensed engineer.
2. The drawings must accurately represent the project as constructed. They must depict the actual vertical and horizontal locations of roads and drainage facilities constructed on and off site as part of the development, redevelopment, land disturbing activity or drainage project. Record drawings must be stamped, signed and dated by an engineer and must meet the standards contained in the Clark County Stormwater Manual.

Department of Ecology Permit for Construction Stormwater:

A permit from the Department of Ecology (DOE) is required if:

- The construction project disturbs one or more acres of land through clearing, grading, excavating, or stockpiling of fill material; **AND**
- There is a possibility that stormwater could run off the development site during construction and into surface waters or conveyance systems leading to surface waters of the state.

The cumulative acreage of the entire project whether in a single or in a multiphase project will count toward the one acre threshold. This applies even if the applicant is responsible for only a small portion [less than one acre] of the larger project planned over time.

- Construction site operators must apply for a permit 60 days prior to discharging stormwater.
- For more information or to download the Notice of Intent (NOI) application form, please go to: <http://www.ecy.wa.gov/programs/wq/stormwater/construction/#Construction>

GRADING, EXCAVATION, FILL AND STOCKPILE

Applicability, CCC 14.07.020

Grading, Excavation, Fill and Stockpile Ordinance CCC 14.07, applies to all land-disturbing earthwork activities unless exempted by Section 14.07.040(2).

CRITICAL AQUIFER RECHARGE AREAS

Based on the County GIS, much of the property is within Critical Aquifer Recharge Area (CARA), "Category I CARA" and "Category II CARA". In accordance with CCC 40.410.020(A), a CARA permit may be required to be obtained in compliance with Section CCC 40.410. See CCC 40.410.



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CLARK COUNTY
WASHINGTON

Public Works Transportation

TO: Applicant and Planner
FROM: David Jardin, Transportation Engineering Staff
DATE: September 29, 2016
SUBJECT: Concurrency Comments for Pre-application Developments—
September 29, 2016

Per CCC 40.350.020, Transportation Concurrency Management System, a transportation impact study shall be required for all development applications in which the proposed development is projected to have an impact upon any affected transportation corridor or intersection of regional significance. Unless waived or modified, a review shall address the issues in the Concurrency Administrative Manual.

Traffic Impact Study

Any development generating 10 or more peak hour trips is required to complete a traffic impact study. A general outline is provided in the concurrency administrative manual. A traffic impact study shall analyze impacts according to the following:

- 50 or less new peak hour trips; one mile from site
- 51-250 new peak hour trips; two miles from the site
- 251 or more new peak hour trips; three miles from the site

If a traffic study is required, then a hard copy of the study, along with a CD with all of the hard copy submittals, including all of the figures, exhibits, and addendums shall be included. The files shall be in pdf format. If the CD is not submitted, along with the hard copy, the application will be fully incomplete. If a traffic impact study is required for a proposed development, the County will need to conduct a concurrency analysis for the proposed development. This analysis is done by outside consultants. The applicant will be required to reimburse the county for the cost of any outside (consultant) analysis.

If a major traffic study is required, the applicant is encouraged to have the trip generation, distribution, pass-by, and assignment assumptions reviewed by the County, prior to the full traffic study submittal to the County.

Trafix™ modeling traffic data can be obtained by contacting David Jardin at david.jardin@clark.wa.gov or (360) 397-6118 extension 4354. Accident data can be obtained by contacting Michael Derleth at michael.derleth@clark.wa.gov or (360) 397-6118 extension 5794. The traffic profile form can be found at <http://www.clark.wa.gov/public-works/documents/profileform.pdf>

PAC2016-00158 Orchards RV Park:

Planner: Jan Bazala

Development Engineer: David Jardin

Arterial Atlas: 19-10

A traffic study of limited scope **is** required to develop 10.3 acres into a 281 space RV Park with associated RV Park structures. The site is located at 12804 NE Fourth Plain Blvd - Vancouver.

- The applicant's traffic study will need to analyze the site access onto NE 131st Street for safety, as well as turn warrants, queuing and clear zone deficiencies.
- The City of Vancouver may have additional comments regarding this development because of its proximity to the city limit line.

Orchards RV Park
Parcels #158363000 & 158586000

County Pre-app (PAC2016-00158)
Case Mgr (Jan Bazala)

CONCURRENCY (VMC 11.95)

- Per the Concurrency Memorandum of Understanding dated July 21, 1998 Transportation Services is in receipt preliminary project information as submitted to Clark County for the proposed project.
- Based on submitted information and the City of Vancouver's initial review the proposed development may send trips to the following Transportation Management Zones (TMZ) and Transportation Analysis Zones (TAZ).

TAZ #336
TMZ/Corridor
138th Avenue
Fourth Plain

Limits of Corridor
NE 28th Street to Fourth Plain
117th Avenue to 162nd Avenue

- After an initial review of the submitted information it appears the proposed project may send trips into the city's street systems and concurrency corridors. The City of Vancouver requests the following submittal requirements be placed on the proposed project:

Trip Generation and Distribution

- Use the most current edition of the Institute of Transportation Engineers (ITE) Trip Generation, and follow the guidelines specified in the most current ITE Trip Generation Handbook. Trip generation and distribution shall be justified by the applicant and approved by the City Traffic Engineer prior to completion of the TIA.
- Approved pass-by trips shall be included at driveways.

A. General TIA Requirements.

- For any development sending 5 or more net new PM peak hour trips through the city's concurrency corridors, trip generation and distribution is required for project-generated AM & PM peak hour trips at or adjacent to all site accesses.
- When sending fewer than 5 PM peak trips through the city's concurrency corridors only trip generation is required. In this case, the trip generation calculation does not have to be completed by a licensed engineer.
- Additionally, for developments sending 20 or more PM peak hour trips through the city's concurrency corridors, the analysis shall encompass all intersections specified by the traffic engineer for LOS analysis that fall within the limits identified in 11.70.090. The analysis may also include intersections beyond the thresholds listed in 11.70.090 where significant traffic hazards would be caused or materially aggravated by the proposed development.
- Trip distribution shall use the Regional Transportation Council select link assignment for the project TAZ. However, if the project sends fewer than 20 net new PM peak hour trips through the city's concurrency corridors, trip distribution may be based on existing traffic patterns and guidelines in the current ITE Trip Generation Handbook.

B. Transportation Concurrency Requirements.

- For developments sending 5 or more net new PM peak hour trips through the city's concurrency corridors, the applicant is required to submit trip generation and distribution for the proposed development and to list the number of PM peak trips entering each of the concurrency corridors in table format. See Table 1 below for the list of corridors.
- For developments sending fewer than 5 PM peak trips through the city's concurrency corridors, trip distribution is not required. However, for concurrency purposes, all trips shall be assumed to impact the closest concurrency corridor.

- Transportation Concurrency is evaluated according to the Corridor Classification. The Director may require additional information or modeling if an impacted corridor is operating close to the adopted level of service. Generally, where a proposed development sends trips to a Category 1 or Category 2 corridor, the Director shall track those trips and presume concurrency between LOS measurements pursuant to VMC 11.70.090.

Table 1: Concurrency Corridors and Current Classification

Arterial Concurrency Corridor	Extent	LOS Standard Avg. PM Peak Speed (MPH)	2012 Corridor Classification
Mill Plain Blvd.	Fourth Plain to I-5	10	Category 1
	I-5 to Andresen	12	Category 1
	Andresen to I-205	12	Category 1
	I-205 to 136th Ave.	10	Category 1
	136th Ave. to 164th Ave.	10	Category 1
	164th Ave. to 192nd Ave.	10	Category 1
St. Johns / Ft. Van Way	Mill Plain to 63rd St.	12	Category 1
Fourth Plain Blvd.	Mill Plain to I-5	12	Category 1
	I-5 to Andresen	10	Category 1
	Andresen to I-205	10	Category 1
	I-205 to 162nd Ave.	10	Category 1
Andresen Road	Mill Plain to SR500	11	Category 1
	SR500 to 78th St.	15	Category 1
112th Avenue	Mill Plain to 28th St.	11	Category 1
	28th St. to 51st St.	15	Category 1
164th/162nd Avenue	SR14 to SE 1st St.	10	Category 1
	SE 1st St. to Fourth Plain	10	Category 1
Burton Road / 28th Street	18th St. to 112th Ave.	12	Category 1
	112th Ave. to 138th Ave.	10	Category 1
	138th Ave. to 162nd Ave.	12	Category 1
18th Street	112th Ave. to 138th Ave.	12	Category 1
	138th Ave. to 164th Ave.	12	Category 1
136th/137th Avenue	Mill Plain to 28th St.	12	Category 1
	28th St. to Fourth Plain	12	Category 1
192nd Avenue	SR14 to NE 18th St.	10	Category 1

Identify in table format the number of site generated PM peak hour trips entering all City corridors, if any. If there are no trips to a corridor, enter as zero.

- Prior to final site plan approval, the applicant shall pay per-trip monitoring fees for trips sent to every corridor, up to a maximum monitoring fee of \$1,500 for any single development (VMC 20.180.070).
- To date the City of Vancouver has been placing conditions and collecting proportionate shares from new developments that send trips through the following intersections. Proportionate share participation is calculated based on the pm peak hour distribution of project generated trips as demonstrated in the approved trip generation report.
 1. SE 7th St and 136th Ave
 2. 20th St and 176th Ave
 3. Lieser/St. Helens/McArthur (future)

The applicant shall provide a summary of site generated PM peak hour trips entering all proportionate share intersections, if any. If there are no trips to a corridor, enter as zero.

- **The applicant shall submit to the City of Vancouver a trip generation and distribution and assignment to 5 pm peak hour trips and the traffic study review fee of \$321.00.**

This shall be submitted at the Permit Counter located on the lower level at 415 W 6th Street.

- If there any questions on the City of Vancouver transportation or traffic scoping requirements please feel free to contact Ryan Lopossa or Jen Patrick at the City of Vancouver - Transportation Services at the contact numbers listed below.

Ryan Lopossa
Ryan.Lopossa@cityofvancouver.us
(360) 487-7706

Jen Patrick
Jennifer.Patrick@cityofvancouver.us
(360) 487-7720

Street cut and trench restoration

- Trenching within the portion of NE 124th Avenue that's within the City of Vancouver limits shall be restored per T05-04 A&B and T05-05. Trenching within Fourth Boulevard shall be restored per T05-04 A&B and T05-06 A&B (CDF). Asphalt restoration shall meet T05-01 B and T05-7. A single continuous width restoration is required.



proud past, promising future

CLARK COUNTY
WASHINGTON

COMMUNITY DEVELOPMENT

Fire Marshal's Office

December 21, 2016

Subject: Pre Application Conference Comments
Orchards RV Park
PAC2016-00158

To: Jan Bazala, Project Planner

This application was reviewed by Curtis Eavenson in the Fire Marshal's Office. Curtis can be reached at (360) 397-2186 x3320, or e-mail at curtis.eavenson@clark.wa.gov. Information can be faxed to Curtis at (360) 397-2076. Where there are difficulties in meeting these conditions or if additional information is required, contact Curtis in the Fire Marshal's Office immediately.

Building construction or alterations occurring subsequent to this application shall be in accordance with the provisions of the county's building and fire codes. Additional specific requirements may be made at the time of building construction as a result of the permit review and approval process.

Fire flow in the amount of (1500) gallons per minute supplied for 120 minutes duration is required for this application. Prior to obtaining building permits, submit proof from the water purveyor indicating that the required fire flow is available at the site. Water mains supplying fire flow and fire hydrants shall be installed, approved and operational prior to the commencement of combustible building construction. Fire Flow based on approximately 3500 SF Type VB construction without automatic fire sprinklers throughout.

Fire apparatus access is required for this application. The roadways and maneuvering areas as indicated in the application do not adequately provide required fire apparatus access. Provide fire apparatus access roads with an unobstructed width of not less than 20 feet, an unobstructed vertical clearance of not less than 13.5 feet, with an all weather driving surface and capable of supporting the imposed loads of fire apparatus. See code section below

- (a) No road may serve more than one hundred (100) lots or dwelling units unless that road is connected by a second vehicle access road to the same "feeder" road at a different location, or to another "feeder" road that functions at a level equal to at least an urban local residential access road or a rural local access road. The second vehicle access road may be a county emergency-only access road, if it serves less than two hundred (200) lots or dwelling units.

Approved fire apparatus turnarounds are required for this project. The indicated provisions for turning around fire apparatus are adequate.

PUBLIC SAFETY COMPLEX • 505 NW 179th Street • RIDGEFIELD, WASHINGTON 98642
(360) 397-2186 • FAX (360) 397-2076 • TDD (360) 397-6057 • www.clark.wa.gov



For other formats

Clark County ADA Office, Voice (360) 397-2000

Relay (800) 833-6384, E-mail ADA@clark.wa.gov

Fire hydrants are required for this application. Either the indicated number or the spacing of the fire hydrants is inadequate. Provide fire hydrants such that the maximum spacing between hydrants does not exceed 700 feet and such that no lot or parcel is in excess of 500 feet from a fire hydrant as measured along approved fire apparatus access roads. Commercial structures shall have a fire hydrant within 300 ft.

Unless waived by the fire district chief fire hydrants shall be provided with appropriate 'storz' adapters for the pumper connection.

The local fire district chief approves the exact locations of fire hydrants. As a condition of approval, contact City of Vancouver Fire Department at 360-487-7260 to arrange for location approval.

Provide and maintain a six-foot clear space completely around every fire hydrant.

Fire Department Access roads 24 feet or less in width shall be signed "No Parking Fire Lane".

Curtis Eavenson
Assistant Fire Marshal



proud past, promising future

CLARK COUNTY
WASHINGTON

DEPARTMENT OF COMMUNITY DEVELOPMENT

BUILDING SAFETY PROGRAM

DATE: December 22, 2016

Project Name: Orchards RV Park
Case No: PAC2016-00158

FROM: Clark County Building Safety

The Building Safety Program has reviewed the submitted information for compliance with the 2015 International Building Code (IBC) with the Washington State Amendments and the ICC A117.1-2009.

Please provide additional information for the following:

1. ICC A117.1-2009 502 Parking Spaces: Show compliance with this section for car and van parking.

502.7, Identification: Where accessible parking spaces are required to be identified by signs, the sign shall include the international Symbol of Accessibility complying with Section 703.6.3.1. Signs identifying van parking spaces shall contain the designation "van accessible." Such signs shall be 60 inches minimum above the floor of the parking space, measured to the bottom of the sign. **Provide details.**

2. ICC A117.1-2009 703.6 Symbols of accessibility: ICC A117.1-2009 703.6.2, symbols of accessibility and their backgrounds shall have a non-glare finish. Symbols of accessibility shall contrast with their backgrounds, with either a light symbol on a dark background or a dark symbol on a light background. **Provide details.**

3. Accessible Parking – See 2015 IBC Section 1106.1. Where parking is provided, accessible parking spaces shall be provided in compliance with Table 1106.1. **Table 1106.1 requires 7 spaces, show compliance.**

4. ICC A117.1-2009 502.2 Vehicle Space size – Clearly dimension on the plans
Car parking spaces shall be 96 inches minimum in width. Van parking spaces shall be 132 inches minimum in width. Exception: Van parking spaces shall be permitted to be 96 inches minimum in width where the adjacent access aisle is 96 inches minimum width.

5. 2015 IBC 1106.5 Van spaces. Show compliance

For every six or fraction of a six accessible parking spaces, at least one shall be a van-accessible parking space. If only one accessible parking space is required by Table 1106.1, that space would be a van-accessible space. Indicate van space at property manager's office and one van space at the business park.

1300 Franklin Street, 1st Floor • P.O. BOX 9810 • VANCOUVER, WASHINGTON 98666-9810
(360) 397-2375 x4290 • FAX (360) 759-6871 • TDD (360) 397-6057



For other formats

Clark County ADA Office, Voice (360) 397-2000

Relay (800) 833-6384, E-mail ADA@clark.wa.gov

6. **2015 IBC/WAC 1106.6 Location.** Accessible parking spaces shall be located on the shortest accessible route of travel from adjacent parking to an accessible building entrance. Whenever practical, the accessible route shall not cross lanes of vehicular traffic. Where crossing traffic lanes necessary, the route shall be designated and marked as a crosswalk. **Provide an accessible space at each building on site (office, laundry, bathrooms, rec room, etc).**

7. **ICC A117.1-2009 406 Curb Ramps – Provide details as applicable if there is change in elevations:** The slope of the curb ramp south of the building is steeper than 1:20. Indicate the flare sides are 1:10 maximum slope on both curb ramps. Curb of ramp flares shall be painted if adjacent curb is painted. Provide landings at the top of curb ramps. The clear length of the landing shall be 36 inches minimum and at least as wide as the curb ramp, excluding flared sides leading to the landing. The curb ramps shall be 36 inches minimum in width exclusive of flared sides. Please verify rather the sidewalks are at different elevation than the asphalt road. Provide details for truncated domes per ICC A117.1-2009 705.5.

8. **ICC A117.1-2009 705 Detectable Warnings - Provide details**

705.5.1 Size. Truncated domes shall have a base diameter of 0.9 inch (23 mm) minimum and 1.4 inch (36 mm) maximum, and a top diameter of 50 percent minimum and 65 percent maximum of the base diameter.

705.5.2 Height. Truncated domes shall have a height of 0.2 inch (5.1 mm).

705.5.3 Spacing. Truncated domes shall have a center-to-center spacing of 1.6 inches (41 mm) minimum and 2.4 inches (61 mm) maximum, and a base-to-base spacing of 0.65 inch (16.5 mm) minimum, measured between the most adjacent domes on the grid.

705.5.4 Alignment. Truncated domes shall be aligned in a square grid pattern.

9. **Show the accessible route to the public way, accessible parking and all of the existing and proposed buildings on site.**

- a. **Accessible route. See 2015 IBC/WAC 1101.2.1(ICC A117.1 Section 403.5) Clear width of accessible route.** Clear width of an accessible route shall comply with ICC A117.1 Section 403.5. For exterior routes of travel, the minimum clear width shall be 44 inches. Be sure to indicate the widths on the plans.
- b. **2015 IBC 1104.1 Site arrival points.** Accessible routes within the site shall be provided from public transportation stops, accessible parking, accessible passenger loading zones, and public streets or sidewalks to the accessible building entrance served.
- c. **2015 IBC 1104.2 Within a site.** At least one accessible route shall connect accessible buildings (office, laundry, bathrooms, rec rooms), accessible facilities, accessible elements and accessible spaces that are on the same site.
- d. **2015 IBC 1104.3 Connected spaces.** When a building or portion of a building is required to be accessible, at least one accessible route shall be provided to each portion of the building, to accessible building entrances connecting accessible pedestrian walkways and to the public way.

Obtain Commercial Building permits for the building.

A pre-submittal meeting with a commercial Plans Examiner is recommended prior to submitting plans for the building. You may request a consultation by contacting Lou Malattia at (360)397-2375 ext. 4086 for an appointment.

Thank you,

Sherri Williams
Senior Plans Examiner
360-397-2375 ext 4997

Note: *All structures, buildings, and facilities shall be permitted and approved by building safety program. Approval by land use or engineering division does not constitute approval by building safety program.*

PAC2016-00158 (Orchards RV Park)

EXISTING CONDITIONS:

City records indicate that there is an existing 8-inch DI water main in NE 124th Ave along the western property line of the proposed site. City records do not indicate an existing fire hydrant in close proximity to the site.

FIRE PROTECTION:

The Fire Flow currently available from hydrants in the proposed project area is 1500 gpm. The listed Fire Flow gpm is an estimate. Project specific Fire flow needs may create additional requirements beyond what is shown on this document.

The proposed project is within the City of Vancouver service area, therefore service can be provided if the conditions listed below are met.

REQUIREMENTS:

For water service to the proposed project site, connect to the existing 8-inch water main in NE 124th Avenue and looping through the site and connecting back to the existing 8-inch water main in NE 124th Avenue. Extend new 8-inch water mains to parcels to the south. Connect all fire hydrants, fire protection and domestic water services to the new onsite main extensions.

Further requirements may be necessary depending on the final project configuration and will be determined at the time of project submittal.

If there are any questions, please contact Tracy Tuntland via telephone @ 360-487-7168, or via email at tracy.tuntland@cityofvancouver.us.

WATER SYSTEM STANDARDS:

All water lines, services, and hydrants constructed shall conform to the most current "City of Vancouver General Requirements and Details" for Water System design and construction along with the following:

The standard for main extensions is 8-inch diameter, or larger as master-planned or needed per hydraulic analysis and fire flow.

Fire hydrant locations are to be specified by the Fire Marshal. If new hydrants are required, they shall be served by water mains with a minimum of 8-inch diameter, except that a 6-inch main can be used for a dead-end run shorter than 50 feet to a hydrant.

Separate water services are required for each building. Water meters shall be located in a non-paved area, centered along the property frontage.

Back Flow Assemblies are required on irrigation systems, services larger than 2-inch, fire protection lines and if there is a potential for cross connection. Back Flow Assemblies must be constructed and installed per City of Vancouver "Standard Backflow Prevention Details."

If wells are found to be onsite, future use or abandonment requirements from the Departments of Health and Ecology must be met. If an existing well is to remain in service, approval from the City's Water Quality Department will also be required, including appropriate backflow protection.

CORRECTED JOB CREATION RESOLUTION NO. 2013-06-06

A temporary resolution fostering jobs in Clark County by streamlining the permit process and waiving application, service/development review fees and traffic impact fees under the county's transportation impact fee program found in CCC Title 6 and CCC 40.610.040.

For the purposes of this resolution, a "job creation permit" shall include site plan and other nonresidential development applications regulated by Title 40.

WHEREAS, RCW 82.02.020 authorizes counties to charge an applicant reasonable fees to cover the cost of processing applications, inspections, and plan and SEPA review;

WHEREAS, RCW 82.02.050 authorizes counties to charge traffic impact fees to cover a proportionate share of the cost of providing road improvements listed in the Capital Facilities Plan; and

WHEREAS, in accordance with RCW 82.02.050-82.02.070 and Clark County policy, the Board has adopted a traffic impact fee program, as set forth in Title 40.610 of the CCC; and

WHEREAS, the recession experienced in Clark County prior to 2009 has caused a significant loss of private sector jobs, an unemployment rate exceeding fifteen percent as reported by the Washington State Department of Economic Security (August 2010), and unemployment consistently exceeding ten percent every month from December 2008 to May 2013 with consequent damaging and debilitating ripple effects throughout every sector of the economy; and

WHEREAS, because of the economic recession, the construction of industrial, mixed use, business park, commercial retail, and office developments has slowed down, resulting in adverse effects on the creation of private sector jobs within the County and negative effects on sales, real estate excise tax, and other forms of County revenue that would otherwise flow from development activity; and

WHEREAS, due to a chronic lack of good jobs in Clark County, more than 60,000 Clark County residents commute daily for work out of state, and this results in an economic loss to the economy of Clark County exceeding \$130 million per year and a Clark County tax revenue loss of over \$12 million per year; and

WHEREAS, it is important to correct any perception that Clark County is a bedroom suburb of Portland; and

WHEREAS, the cost, time, and difficulty of obtaining permits act as significant deterrents to the creation/expansion of places of employment for business and jobs; and

WHEREAS, the Board desires to spur private sector jobs-producing economic development by waiving certain fees for a temporary period as a key strategic initiative to help reduce business costs and thereby stimulate development in Industrial, Mixed Use, Business Park, Commercial, and zones within County; and



Similarly, Clark County will not collect traffic impact fees required by CCC 40.610.040 for developments that meet the requirements qualifying them for the county's development Traffic Impact fees (TIF) waiver program. The criteria are restated below for reference:

- Non-residential developments involving tenant improvements to existing buildings, the construction of new/additional buildings or subject to Site Plan approval (Eligible Developments) shall receive a one hundred percent (100%) waiver of application and service fees set out above and TIFs (Eligible fees). Clark County businesses moving from one location to another, without increasing the number of employees, are not
- CCC 6.110A.020;
- CCC 6.110A.030;
- CCC 6.110A.035;
- CCC 6.110A.040, excluding Section 1C, and 1F;
- CCC 6.120.040, Sections 1-10; and
- CCC 6.140 Sections 1, 2, and the non-residential portions of 4.

SECTION 3. Applicability.

Clark County shall not collect application and service fees normally collected under the following sections at the time of application for developments meeting the requirements of this resolution:

- CCC 6.110A.010 Section 2B; 2D through 2Q, 2T through 2W, excluding the cost of an EIS; and 2X through 2AB, 2AE through 2AI.

SECTION 1. Findings.

The Board hereby adopts the findings and conclusions contained in the recital clauses above as findings supporting this resolution. The Board recognizes our local jobs crisis and the necessity to take decisive action to make job creation permits, a top priority to ensure the economic viability of Clark County. These corrective actions include investments from the General Fund to provide for needed staff, to cover the costs, and to speed the permit process for job creation permits.

The Board will collect information during the application process to measure success of this resolution and provide that information to the public.

SECTION 2. Amendatory. To the extent Resolutions numbered 2012-05-02, 2012-05-03, and 2013-02-18 are inconsistent with this Resolution, each of them is amended.

SECTION 3. Applicability.

Clark County shall not collect application and service fees normally collected under the following sections at the time of application for developments meeting the requirements of this resolution:

- CCC 6.110A.010 Section 2B; 2D through 2Q, 2T through 2W, excluding the cost of an EIS; and 2X through 2AB, 2AE through 2AI.

Similarly, Clark County will not collect traffic impact fees required by CCC 40.610.040 for developments that meet the requirements qualifying them for the county's development Traffic Impact fees (TIF) waiver program. The criteria are restated below for reference:

- Non-residential developments involving tenant improvements to existing buildings, the construction of new/additional buildings or subject to Site Plan approval (Eligible Developments) shall receive a one hundred percent (100%) waiver of application and service fees set out above and TIFs (Eligible fees). Clark County businesses moving from one location to another, without increasing the number of employees, are not

eligible for any waiver of fees. Developments excluded from the phrase "non-residential" include hotels, motels, senior housing, and dormitories. Facilities, where medical treatment is provided, are included.

B. This Resolution does not authorize waiver of Eligible Fees to a Development by any type of governmental agency, district or unit, except the waiver is available to post-secondary school non-residential developments in the University Zoning District.

C. Where questions of applicability arise, the Community Development Director shall determine development eligibility.

D. Eligibility under this resolution is limited to those, who by written agreement, commit to the obligations under this resolution. Purchasers of real property with development approvals, subject to waivers under this resolution, must sign an agreement with Clark County and accept both the obligations and benefits under this resolution or pay the fees subject to waiver.

The agreement will require, in addition to the other requirements of this ordinance:

- (1) the amount of taxable retail sales generated by the business, both one-time and on an ongoing basis; and
- (2) report on an annual calendar-year basis.

SECTION 4. Commencement of Construction.

Applicants receiving waivers of Eligible Fees pursuant to this Resolution must obtain approval of the first required building inspection on projects subject to this Resolution as follows:

A. For tenant improvements in existing commercial, office, and industrial buildings, no later than six (6) months from the date of permit issuance; and

B. For new construction, no later than nine (9) months from completion and acceptance of site improvements.

The applicant shall diligently pursue construction thereafter. "Diligently pursue" shall mean that the Applicant shall obtain an inspection approval at least every two months (or four months for buildings valued at greater than three million dollars).

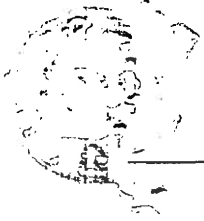
SECTION 5 Fully-funded Transportation Improvement Program.

Eligible Applicants may also have the TIF fees, otherwise due, waived if they develop in compliance with this resolution. Developments, for which TIF fees are waived, are not entitled to TIF credits. Public Works staff shall calculate each TIF waived, monitor, and track each project as they qualify for a waiver to ensure compliance with the provisions of this resolution.

Once the development is granted final occupancy (or final approval for developments not requiring occupancy) the TIF waiver becomes permanent for each development. The waived or exempted TIF fee shall become a public share obligation of the county for Capital facility funding purposes.

SECTION 6. Abandoned Developments.

An Applicant receiving a waiver of Fees pursuant to this Resolution who fails to satisfy all of the requirements of this resolution and Applicants who fail to diligently commence or diligently pursue construction shall forfeit their approvals, and their applications will be deemed abandoned and expired, Provided, if an Applicant completes all the requirements for one class of permits such as site plan or subdivision approval, such approvals and waivers shall be final. In the event of a dispute regarding the applicability of this section, the Community Development Director shall make the final decision pursuant to the standards in this Resolution.



David Madore, Commissioner

[Signature]

By:

Tom Mielke, Commissioner

[Signature]

By:

Steve Stuart, Chair

By:

Christopher Home, WSBA #12557
Civil Deputy

[Signature]

Approved as to form only:
ANTHONY F. GOLIK
Prosecuting Attorney

Clerk to the Board

[Signature]

Attest:

BOARD OF COMMISSIONERS
FOR CLARK COUNTY

ADOPTED this 11th day of June 2013.

This resolution shall take effect on July 15th, 2013. Applicants who file in the interim period between June 11th, 2013 and July 15th, 2013 will be eligible for relief under this resolution.

SECTION 9. Effective Date.

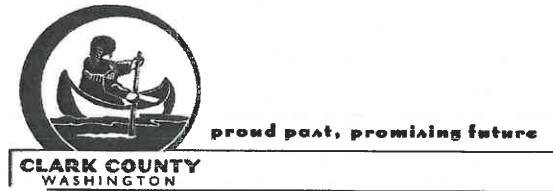
The Board will review eligibility for waiver of Fees including TIF's, permitting, and development/inspection fees within sixty days after the unemployment rate for covered employment in Clark County is lower than the Washington State average or immediately if the Board concludes that such action is necessary.

SECTION 8. Re-evaluation.

The County discretionary portion of sales tax reported by qualifying businesses shall be identified and used to repay a proportional share of all fees waived under this program.

SECTION 7. Program Monitoring and Automatic Review of Resolution

To monitor the effectiveness of the job creation program, staff will report to the Board every six months, the number of job creation permits, the economic health, the unemployment status of Clark County, and the cost and revenue attributed to the projects that have received fee reductions or waivers.



Clark County Public Health

Environmental Public Health

1601 E. Fourth Plain Blvd. • PO Box 9825

Vancouver, WA 98666-8825

(360) 397-8428

WHAT IS A PUBLIC HEALTH EVALUATION

A Public Health Development Review Evaluation is a site investigation and record review to assess potential environmental public health impacts of a specific proposal, with emphasis on water supply and sewage disposal adequacy and decommissioning issues. The purpose is to provide predictability regarding Health Department requirements and procedures for project approval to the applicant and the Department of Community Development as early in the review process as possible. A Development Review Evaluation is valid for eight years.

Clark County Public Health makes land-use determinations based on information provided by the applicant, findings, technology, regulations, and policies in effect at the time of the evaluation. Applicants are required to adhere to regulations and policies in effect at the time an application is made. Whenever the regulations of the Clark County Public Health are in conflict with the regulations of another jurisdiction, (i.e. another county department or the state), the more stringent of the regulations applies.

****A Development Review Evaluation is required to reach “Fully Complete” status at the Preliminary Application Review phase with Clark County Community Development, or prior to grading whichever is first.**** Development Review Evaluation applications and applicant checklists are available at: <https://www.clark.wa.gov/public-health/site-septic-system-forms>. Projects including food establishments, swimming pools/spas, schools, on-site septic systems, or wells require additional reviews by Public Health.

Standard Public Health Requirements for land divisions, site plans, and other projects

LOT SIZE: Clark County Code (CCC) 24.17; Washington Administrative Code (WAC) 246-272

Generally, the minimum lot size for creation of new parcels will be determined by the Department of Community Development. For lots proposing to use on-site sewage systems, minimum lot size requirements are based on both the soil type and the type of water supply. A site evaluation must be approved by the Health Department to make this soil type determination.

SEWAGE TREATMENT AND DISPOSAL: CCC 24.17, WAC 246-272

Sewer: When a project or land division will be served by public water, a Request for Utility Services or Review must be submitted with the Public Health Evaluation

On-site Sewage Disposal: For projects proposing use of an On-site Sewage System (OSS), a site evaluation for each proposed new OSS or lot on-site sewage (lot) must be submitted prior to or at the same time as the application for Development Review Evaluation. Proposals to continue use of existing OSS must demonstrate the existing OSS is adequate for the proposed continued use. An OSS verification application or soil evaluation is required when OSS records are incomplete. Test holes are required for individual site evaluations for new proposed lots and for verifications of existing on-site sewage systems. Application materials are available at: <https://www.clark.wa.gov/public-health/site-septic-system-forms>. Working with an OSS Designer early in the process is encouraged.

If the system has a peak design flow of greater than 3,500 gallons per day and less than 11,500 gallons per day, the system is a Large On-site Sewage System and falls under the jurisdiction of the Washington State Department of Health (DOH). Approval must be coordinated with DOH.

The applicant or applicant representative must submit adequate design flow and waste strength information with the site evaluation and Development Review applications.

WATER SUPPLY: WAC 246-272, WAC 246-290, WAC 246-291, WAC 173-160, RCW 58.17, Clark County Coordinated Water Supply Plan

A Request for Utility Services (RUS) or the equivalent from the purveyor must be submitted along with the Public Health evaluation application. The location of any existing wells on site (in use, not in use, or decommissioned) shall be indicated on the final plat or final site plan. A 100-foot radius zone of protection shall be shown for all wells. **Please refer to the following section matching your proposed water supply: public water, individual wells, two-party well, or a small public water supply (three or more connections).**

Public Water: The submitted RUS must confirm public water is or can be made available for the project. Any existing wells must be either approved to be retained as drinking water or irrigation wells by the Public Health or properly decommissioned (per WAC 173-160-381) by a licensed well driller.

Individual Well & Two-party Wells: When individual wells (defined as serving only one connection) or two-party wells (serving 2 connections) are proposed, the applicant must demonstrate adequacy via application for a Water Adequacy Verification Evaluation (WAVE). WAVE evaluations are valid for 5 years. Prior to drilling a new well, well site evaluation approval from Public Health is required for each well. WAVE and Well Site Evaluation application materials are available at: <https://www.clark.wa.gov/public-health/drinking-water-and-wells>. WAVE applications must be submitted prior to or at the same time as the application for Development Review Evaluation.

A 100-foot radius zone of protection for all new wells must be located within the perimeter of project's lot lines. Existing wells with a radius outside of the project's lot lines must obtain a recorded protective covenant from the neighboring property owner(s).

Small Public Water Supply (SPWS): If public water is not available, proposals may be made for a well to serve more than 2 connections, or connection to a food service, residential treatment facility, transient accommodation, boarding home, child care center, or adult family care home must apply for a SPWS. The Clark County Coordinated Water System Plan requires that the water purveyor approve the creation of any new public water supplies located within their service area. The applicant should discuss the proposed SPWS with Public Health water resource and protection program staff at (360) 397-8428 prior to completing a SPWS application. Most SPWS must be designed by a knowledgeable engineer. The SPWS application form and workbook are available at: <https://www.clark.wa.gov/public-health/drinking-water-and-wells>.

The SPWS workbook and application must be submitted prior to or at the same time as the application for Development Review Evaluation.

Please contact Clark County Public Health at (360) 397-8428 if you have further questions regarding Public Health requirements.

