Planning Application

PRE-APPLICATION, PRE-APP WAIVER, PRE-APP CRITICAL AREAS (PIR)

CITY OF VANCOUVER
Submit to: 415 W 6th ST ~ Vancouver, WA 98660
PO Box 1995 ~ Vancouver, WA 98668
Phone (360) 487-7800 Fax (360) 487-7808
www.cityofvancouver.us

OCCUPANCY TYPE

☐ Single-Family	☐ Commercial	☐ Multi-Family
☒ Industrial	☐ Critical Area	

WORK TYPE

☒ Pre-Application	☐ Pre-Application Waiver Request

ADDITIONAL INFORMATION

Infill Project:	☐ Yes	☒ No	**If yes, tier level:**	☐ Tier I	☐ Tier II
Lot Acreage/sf:	29 acres		**# of lots:** *(if applicable)*	N/A	
Comp Plan:	IND		**Zoning Designation:**	IH	

PROJECT SITE INFORMATION AND LOCATION

Project site address: 5501 NW Lower River Rd, Vancouver, WA 98660

Suite/bldg./apt #:

Project name: Tesoro Savage Petroleum Terminal LLC

Job #:

Tax Assessor Serial Number: see attached narrative

PROJECT DESCRIPTION

Briefly describe the proposed project including the general physical features of the site and current uses.
(Provide a more detailed description in the project narrative)

The proposed project is designed to receive crude oil by rail from various sources and transfer it to storage tanks where it will be held until it is loaded onto ships or barges for transport to end users. The project will include the construction of administrative and support buildings, rail unloading facility, piping, 6 tanks that can store up to 375,000 barrels each, marine load-ing facility that will include pipelines, cranes, observation/control platform, and lighting to be installed on the existing dock structure at the site. In addition, a boiler/steam plants will be built on the site and an additional two rail lines will be added to the rail infrastructure at the Terminal 5 loop.

☒ **APPLICANT**	☐ **CONTACT PERSON**
Business name: Tesoro Savage Petroleum Terminal LLC	
Contact name: Kelly Flint	
Address: 6340 South 3000 East, Suite 600	
City/State/Zip: Salt Lake City, UT 84121	
Phone: (801) 944-6600	Fax: (801) 944-6554
E-mail (required):	

☒ **PROPERTY OWNER**	☐ **TENANT**
Name: Port of Vancouver, USA	
Address: 3103 Lower River Road	
City/State/Zip: Vancouver, Washington 98660	
Phone: (360) 693-3611	Fax: (360) 735-1565

COMMERCIAL, INDUSTRIAL & MULTI-FAMILY *ONLY*

Do you anticipate managing/storing any chemicals, petroleum products or automotive fluids on the site? If yes, please describe:

Tesoro Savage Petroleum Terminal LLC (applicant) is proposing to construct a facility to receive crude oil by rail, store it on site, and ship it by the Columbia River to various consumers and end users primarily on the west coast.

Will this facility process wastewater to the sanitary sewer system? If yes, please describe:

Yes. Water demands are anticipated to be fairly minor. The largest process demand is the boiler/steam plant which at buildout may require approximately 30 gallons per minute of treated (on-site treatment) process water.

Which NAICS classification(s) in VMC 20.440.030 (Table 20.440-2) best describes your proposed use? *(Industrial only)*

The closest listing is Petroleum manufacturing (#3241)

PROJECT QUESTIONS

Please list specific questions and/or issues you wish to have answered at the Pre-Application conference:

1. See attached narrative for the list of questions.

2.

3.

4.

NOTICE

I/we understand that per VMC 20.210.090 (Review for Counter Complete Status), if it is determined that the application is not complete, the City shall immediately reject and return the application. I/we agree that City of Vancouver staff may enter upon the subject property at any reasonable time to consider the merits of the application, to take photographs and to post public notices.

REQUIRED SIGNATURES

Applicant Signature:	
Print Name:	Date:
Property Owner Signature:	
Print Name:	Date:

See following page for minimum submittal requirements

PRE-APPLICATION SUBMITTAL REQUIREMENTS

☐ **Required application fee per VMC 20.180**

Applicant must submit twelve (12) folded and collated copies of the following information

☐ **Completed and signed pre-application conference request form**

☐ **Plan of the proposed development** (drawn to scale), no larger than 24"x36" and clearly marked with the following:

- **(a)** Project name
- **(b)** Vicinity map
- **(c)** Scale
- **(d)** North arrow
- **(e)** Date
- **(f)** Applicant's name and contact information

☐ **Project Description:** Provide a narrative description of the following:

- **(a)** Uses proposed for the site
- **(b)** Hours of operation
- **(c)** Estimated vehicular traffic to and from the site

☐ **Preliminary Site Plan –** Existing and proposed on-site structures and improvements including the following:

- **(a)** Identify use(s) of all existing and proposed structures
- **(b)** Location and dimensions and height of all existing and proposed buildings and structures
- **(c)** Location and dimensions of existing and proposed recreation areas and open space
- **(d)** Location of existing and proposed driveways, off-street parking and loading areas.
- **(e)** Location, dimensions and screening of proposed solid waste and recyclables storage areas
- **(f)** Existing or conceptual plan showing lighting and landscaping. Landscape plan should include location of private driveway(s) and buffering for off-street parking and loading areas
- **(g)** Location and dimensions of existing and proposed streets, right-of-way and public/private access easements on and adjoining the site
- **(h)** Location and dimensions of all existing and proposed above ground and below ground utilities

☐ **Preliminary Engineering Information -** Provide a conceptual drawing or sketch showing the following:

- **(a)** Approximate location of existing fire hydrants within a 100' radius of site
- **(b)** Proposed method of providing storm-water drainage on site
- **(c)** Proposed erosion control measures
- **(d)** Proposed grading activity for the site, indicating areas of proposed cuts and fills

☐ **Preliminary Architectural Information –** Provide a brief narrative description of the following for <u>each</u> structure and outdoor activity <u>to be built</u> or <u>retained</u> on site: ***(Commercial, Multi-Family and Industrial applications only)***

- **(a)** Gross square footage
- **(b)** Proposed and potential uses and occupancy group
- **(c)** Number of floors, building height and construction type
- **(d)** Conceptual plans showing at least the gross square footage
- **(e)** Conceptual elevation drawing
- **(f)** Dimensions and area of the project site

☐ **Preliminary Plat Information –** Provide a conceptual drawing or sketch showing the following: ***(Short Subdivisions, Subdivisions & Planned Developments and Critical Area applications only)***

- **(a)** The approximate location and type of all existing vegetation including;
  - a. Individual trees with a diameter of six (6) inches or more measured four (4) feet above grade regardless of whether the trees are proposed for retention or removal as it relates to the proposed development
  - b. The tree plan may show clusters of such trees, rather than individual trees when individual trees are near one another
- **(b)** Provide proposed plan for compliance with tree conservation ordinance per VMC20.770

PRE-APPLICATION WAIVER REQUEST SUBMITTAL REQUIREMENTS

☐ **Completed and signed pre-application waiver request form**

☐ **Required application fee per VMC 20.180**

☐ **A written narrative justifying the request for pre-application waiver**

Updated 4/17/2013

Pre-Application Conference Request

Tesoro Savage Petroleum Terminal LLC
Vancouver, Washington

Submitted to

City of Vancouver
Land Use Planning
415 West Sixth Street
Vancouver, Washington 98660

June 2013

Submitted by

BergerABAM
1111 Main Street, Suite 300
Vancouver, Washington 98660

Job No. A13.0267.00

PRE-APPLICATION CONFERENCE REQUEST

Tesoro Savage Petroleum Terminal LLC
Vancouver, Washington

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1.0 INTRODUCTION

Tesoro Savage Petroleum Terminal LLC (the applicant) is proposing to construct a facility to receive crude oil by rail, store it on site, and ship it by the Columbia River to various consumers and end users primarily on the West Coast (the proposed project). This narrative describes the proposed project and the City of Vancouver (City) standards that are likely to apply to it.

1.1 Project Site

The proposed project is located within the Port of Vancouver (port) and involves three separate locations that will be linked by project elements: Terminal 5, Parcel 1A, and Berths 13 and 14 (Figures 1 and 2).

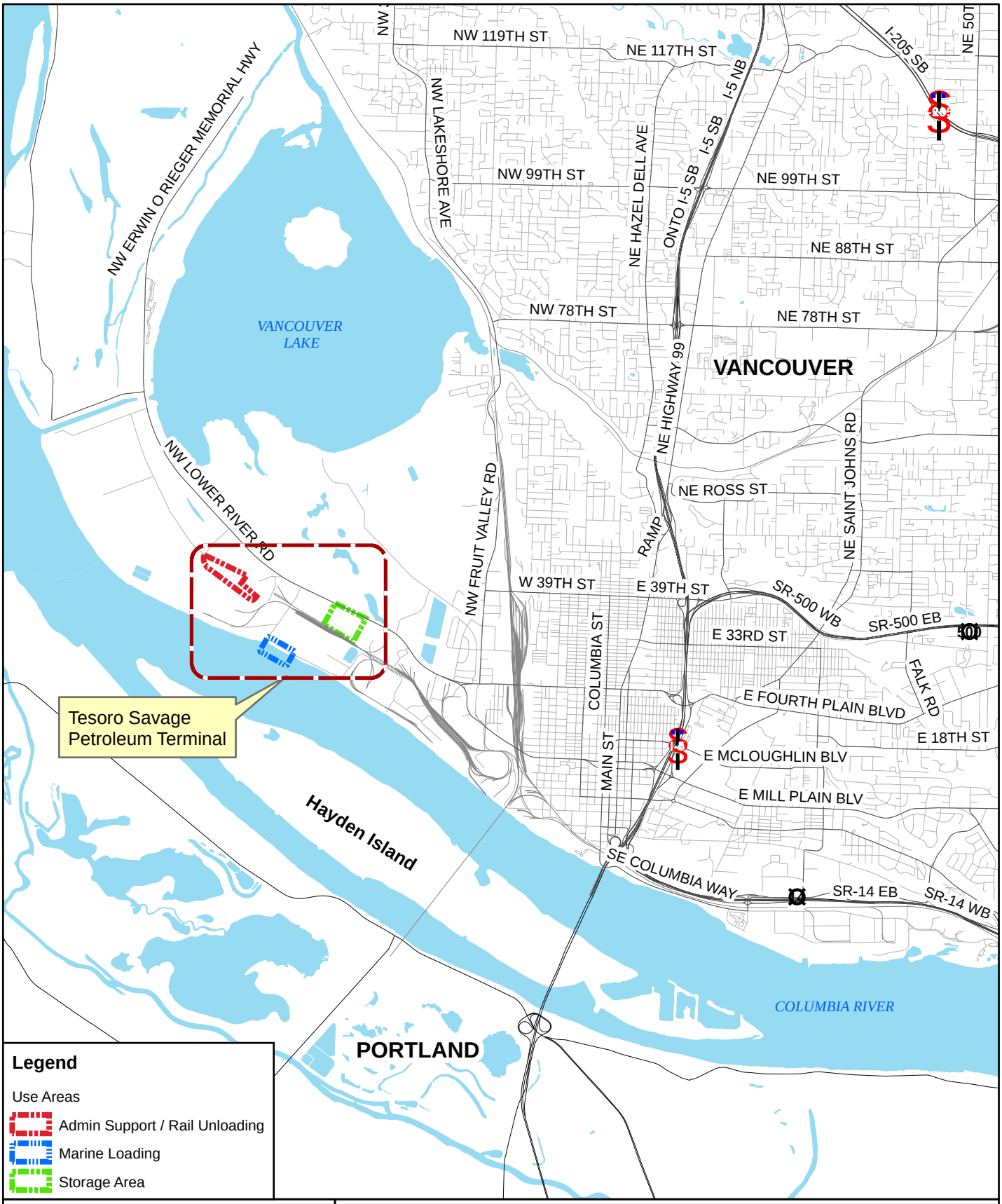
Administrative functions, support services, a boiler/steam plant, additional rail lines and rail unloading will be located at 5701 NW Lower River Road in Vancouver, Washington (see Drawing Sheet 0100-SP-001). This site is the former location of aluminum processing facilities owned and operated by Evergreen Aluminum LLC (Evergreen) and the Aluminum Company of America (Alcoa). This area of the port is generally defined as Terminal 5.

The site has been the location of intensive historic industrial use, dating back to 1940 when Alcoa first developed the site for aluminum smelting operations through the early 2000s when aluminum processing activities on the property ended. The port completed the purchase of the Evergreen and Alcoa properties in 2009 and, with the exception of the on-site water tower and the dock structure in the Columbia River, all structures of the defunct aluminum processing plants have been removed.

The Terminal 5 site is currently developed for the outdoor storage of wind turbine components and other cargoes and contains multiple rail lines for port operations. The rail on the site represents the westernmost segment of the West Vancouver Freight Access (WVFA) project, a rail improvement project that is under construction at the port and will expand and improve rail access.

As part of the proposed project, crude oil storage tanks will be located on the port's Parcel 1A on the south side of NW Lower River Road just east of Farwest Steel (3703 NW Gateway Avenue). This site was developed by the port for general cargo laydown and is currently partially occupied temporarily by a steel scrap storage yard.

Ship or barge loading will occur at existing Berths 13 and 14 on the Columbia River south of the current Subaru facility. These berths were developed by the port and have most recently been used as layberths.



BergerABAM

Figure 1: Vicinity Map
Tesoro Savage Petroleum Terminal
Vancouver, Washington

Location: Clark County, Washington
Source: Clark County GIS, 2012

0 0.25 0.5 1 Miles

3

Q:\Vancouver\2013\A13.0267\Planning\Graphics\Fig1_Vicinity.mxd

1.2 Operator and Employment

Tesoro Savage Petroleum Terminal LLC will own and operate the facility on the site which will be leased from the port.

It is anticipated that at full build-out, the proposed project will result in the full-time employment of approximately 110 operations and administrative personnel and will operate on a continuous basis. The proposed project also includes substantial capital improvements representing a significant investment at the port and in the Portland-Vancouver regional economy.

1.3 Request

The applicant is requesting a pre-application conference with the City to discuss the proposed crude oil terminal. The facility will be designed to receive bulk shipments of crude oil via freight rail, store it temporarily, and pipe it to marine vessels for shipment.

1.4 Permits

The proposed project is designed to receive approximately 360,000 barrels per day of crude oil by rail and ship it via marine waters. Pursuant to the Revised Code of Washington (RCW) 80.50, the proposed project is subject to the jurisdiction of the Washington State Energy Facility Site Evaluation Council (EFSEC) because it involves over 50,000 barrels per day shipped over marine waters. EFSEC is a state agency with jurisdiction over certain of the state's energy facilities and is responsible for considering project compliance with substantive state and local permitting requirements, including the federal regulatory programs that have been delegated to the state. The state and local laws that apply to a project are considered through EFSEC's site certification process. In addition, federal permits may be required for potential work on Berths 13 and 14.

The following permits or environmental reviews may apply to the proposed project and, with the exception of federal requirements, will be considered by EFSEC through its site certification process.

1.4.1 Federal[1]

- U.S. Army Corps of Engineers (USACE) Rivers and Harbor Act Section 10 permit
- Endangered Species Act (ESA) Section 7 consultation
- Section 106 of the National Historic Preservation Act (NHPA) consultation

1.4.2 State

- Washington Department of Fish and Wildlife (WDFW) Hydraulic Project Approval (HPA)
- Conformance with the Model Toxics Control Act (MTCA) consent decree
- National Pollutant Discharge Elimination System (NPDES) storm water permitting and compliance

[1] The need for and scope of federal permits and associated environmental review (if any) will be determined based on the final project design.

1.4.3 City

- Critical areas permit (frequently flooded areas, fish and wildlife habitat conservation areas, and geologic hazard area)
- Tree conservation
- Site plan review (SPR)
- Shoreline substantial development permit (SSDP)
- Major grading permit
- Archaeological review
- Building, fire, plumbing, mechanical, and other construction permits
- Industrial wastewater discharge permit

1.4.4 Other Local Reviews

Additional local review will include an air discharge permit and participation in State Environmental Policy Act (SEPA) compliance, for which EFSEC will act as lead agency.

1.5 Previous Site Improvements and Approvals

The project site has been the subject of multiple recent development activities and these are listed below.

1.5.1 Wind Turbine Laydown Area Mass Grading

Grading permit approvals were received in 2009 for fill on the site for leveling and base rock compaction for the outdoor storage of wind turbine components at Terminal 5. Grading permits for this work were completed in both the City (PRJ2008-01911) and Clark County (County) (GRD2009-00002) because, at the time, portions of the Terminal 5 site remained in the County. They have since been annexed into the City and grading in conjunction with these approvals is now complete. In addition to these approvals, the City approved a grading permit (GRD2009-00030) for a temporary access drive to the wind turbine area.

1.5.2 WVFA Project

The port completed the installation of a loop track providing direct and expanded rail access to Terminal 5 and a route for rail traffic to circulate and return east to exit the port. All federal, state, and local permits were obtained for that separate rail improvement project. Local permit approvals for the WVFA project were obtained in April of 2008 (PRJ2007-0032) and modified through a post-decision review approval in 2009 (PRJ2007-00322/PST2009-00003). Modifications to the original approval have also been approved.

1.5.3 Terminal 4 Improvements

On October 1, 2009, the port received SPR, SSDP, and grading permit approvals (PRJ2009-01134/PSR2009-00050/SHL2009-0008/GRD2009-00064) for the expansion of its existing auto storage area at Terminal 4. While most of the newly proposed auto storage was within Terminal 4, proposed grading activities extended to the southeastern extreme of the site of this proposed project on Terminal 5 parcels 152798-000, 152166-000 and 152905-000.

1.5.4 Bulk Potash Handling Facility

On June 16, 2011, the port received SPR, SSDP, and other approvals (PRJ2010-01305/SHL2010-00001/ARC2011-00005/CAP2011-00008/ENG2011-00008/GRD2011-00010/PSR 2011-00004/TRE2011-000023) to construct a new marine terminal on the south half of Terminal 5.

1.5.5 Parcel 1A NE Laydown Area

On April 18, 2012 the port received approval to fill an isolated wetland on Parcel 1A (PRJ2011-01308/ARC2012-00004/CAP2012-0006/TRE2012-00043) for use as general cargo laydown. Wetland impacts were mitigated through the purchase of credits from the Columbia River Wetland Mitigation Bank.

1.6 Construction Schedule

Per its enabling statute (RCW 80.50.100 (1)(a)), the EFSEC is to make a recommendation to the Governor regarding approval of the proposed project within 12 months of receipt of an application. It is anticipated that construction will occur over 9 to 12 months beginning as soon as permits are issued.

2.0 PROJECT DESCRIPTION

The proposed project is designed to receive crude oil by rail from various sources in North America and pipe it to storage tanks where it will be held until it is loaded onto ships or barges for transport to end users, which are expected primarily to be West Coast refineries. It is anticipated that this crude oil will replace a portion of the crude oil shipped to the refineries from existing Alaskan and foreign sources by marine waters. The attached set of drawings identifies the location of the proposed project elements described below.

2.1 Administrative and Support Buildings

The proposed project will require an approximately 3,400-square-foot office building for administrative functions and two buildings to house lockers, restrooms, and other employee support facilities of approximately 3,400 square feet and 2,500 square feet. These elements will be located on the north side of the Terminal-5 Loop south of Old Lower River Road (see Drawing Sheet 0200-SP-0002). Parking and landscaping will be provided per City standards.

2.2 Rail Unloading Facility

The rail unloading facility will be located south of the administrative and support facilities and is designed to handle unit trains consisting of approximately 120 double-walled tank cars, each up to 62 feet in length and powered by three locomotives for a total length of approximately 7,661 feet (see Drawing Sheet 0200-SP-0200). At full build-out, approximately four unit trains, carrying up to a total of approximately 360,000 barrels of crude oil per day, will arrive via Class I railroad lines for staging on existing and planned tracks at the port. Trains will arrive at Terminal-5 and travel in a clockwise direction to the unloading building on the north side of the Terminal 5 rail loop. The design will accommodate complete unit trains, eliminating the need to break trains into smaller segments during the unloading process.

The rail cars will be unloaded in a building that will be approximately 1,850 feet by 91 feet in size, with a maximum height of approximately 50 feet. A typical cross section of the unloading building is shown in Drawing Sheet 0200-SP-001. The building is designed to accommodate three parallel tracks. Each track will include 30 unloading stations for a total of 90 stations. Each station will accommodate 1 tank car.

Each unloading station will include the following elements:

- Spill pans between rails that will lead to a common containment trench and holding tanks.
- Concrete containment trenches approximately 5-feet deep to accommodate the collection pipe and conduits for electrical and data lines.
- Walkway gratings for the work platform and mezzanine to access the top of the cars.

Unloading will be accomplished with a closed-loop system that includes dry fit connectors and automatic shut-offs. Hoses will be connected to the valves on the cars using dry fit connectors, and the crude oil will gravity-drain from the cars to the collection pipe and then to pump vaults in the building, from which the crude oil will be pumped to the storage tanks.

Thirty of the unloading stations will be equipped with steam fittings to heat heavier oils to facilitate oil transfer from the tank car. Pre-steaming stations may be included in advance of the unloading building to allow heating to occur prior to reaching the unloading stations. Steam will be provided from natural gas boilers housed in an associated approximately 3,000-square-foot building. Each of the pump vaults will house a series of pumps that will push the crude oil to the storage tanks on Parcel 1A.

Pedestrian bridges at each end of the building will allow workers to pass over the unit trains during operations. Additional pedestrian bridges will allow access to the administrative and support buildings over the existing Terminal 5 rail loops and to the interior of the rail loop.

2.3 Piping

A combination of above- and below-ground steel pipes will convey crude oil from the rail unloading facility to the tanks and from the tanks to Berths 13 and 14. At full build-out the system may include the following (Drawing Sheet 0100-SP-001):

- Up to three approximately 24–inch-diameter, 1,800-foot-long pipes will collect the crude oil unloaded at the rail unloading stations.

- Three approximately 24-inch-diameter, 5,500-foot-long pipes will connect the unloading facility to the storage tanks.

- Two approximately 24-30 inch-diameter, 5,300-foot-long pipe will connect the storage tanks with Berths 13 and 14.

- One approximately 6-inch-diameter, 5,300-foot-long pipe will return crude oil from Berths 13 and 14 to the storage tanks in the event of loading process shutdowns and to prevent over pressure and hammering in the pipe conveyance system.

- One approximately 16- to 22-inch-diameter, 600-foot-long pipe will deliver hydrocarbon vapor generated during loading of vessels to the vapor combustion/recovery unit (described in Section 2.5 Marine Loading, below)

Piping will be supported above ground except where necessary to cross roadways, access points, and similar surface features. Where road or rail crossings occur, the piping will be housed in underground steel casings or raised above ground for standard American Railway Engineering and Maintenance-of-Way Association (AREMA) clearances.

2.4 Storage Area

The crude oil will be stored in up to six double-bottom, above-ground steel tanks located on 22 acres on Parcel 1A, approximately 1,600 feet north of the Columbia River and approximately 5,200 feet southeast of Vancouver Lake (see Drawing Sheet 0300-SP-003). These tanks will be approximately 48 feet in height and 240 feet in diameter, with a shell capacity of 380,000 barrels each. Each tank will have a fixed roof to keep precipitation from reaching the inside of the tank and an internal floating roof to control tank vapor emissions to the atmosphere. The double-bottomed tanks will include a leak detection system between the tank floors. Two of the proposed tanks may include steam heating coils in their bases to maintain temperatures for heavier crude oil grades.

The tanks will be enclosed by a containment berm approximately 6 feet in height. The containment area will be designed with a capacity at least equal to 110 percent of the volume of the largest tank plus precipitation from a 24-hour, 25-year storm event. The entire tank containment area will be lined with an impervious membrane to prevent any spills from leaving the containment area via the ground. A sump will collect storm water from the containment area; the sump will be designed to prevent crude oil-contaminated water from being pumped to the storm water disposal system in the event of a spill.

To convey the stored crude oil to the dock for transfer to a ship or barge, a pump pit containing up to six pumps will be located on the west side of containment area. An approximately 3,000-square-foot building will house natural gas boilers that will provide heat for the two tanks equipped with heating coils. In addition, smaller buildings will be located in the same area for the control equipment, motor control centers, fire suppression equipment, and fire pumps.

Access to the storage area will be from an existing shared driveway from Lower River Road located at the northwest corner of the site. This driveway currently provides access to the site and Farwest Steel. The driveway will extend to the site and lead to a small parking area containing five spaces for maintenance vehicles.

2.5 Marine Loading

As described above, crude oil will be pumped into a 24-30 inch above- and below-ground pipe to existing port Berths 13 and 14 (Sheet 0100-SP-001). Piping, jib cranes, a moveable gangway, an observation and control platform, dock safety unit, pipe trays, and lighting will be installed on the existing dock that serves Berths 13 and 14. The dock will be able to accommodate vessels with a capacity of up to 600,000 barrels and loading rates of up to 40,000 barrels per hour. The loading system will incorporate automatic shutoff valves with a maximum 30-second shutoff time. As described above, a return line will allow oil to return to the storage tanks in case of a shutdown of the ship loading system.

The existing berth layout provides sufficient clearances from existing berth structures and the space that is required for vessel maneuvering during berthing and departure. Minor changes to the existing catwalks and mooring system may be required, but the need for new structural elements is not anticipated. A ramp and float or davit system will be added to accommodate mooring of a 24-foot-long skiff for booming and spill response.

The marine vessels will generally arrive at the berth empty. While they are being loaded, vapors from the vessel tanks will be collected and either recovered or combusted to control the emissions released to the air. Piping from the dock will convey the vapors to an enclosed vapor combustion or recovery unit just west of the CalPortland facility. Depending on the selected method, this unit will consist of a 50- by 50-foot concrete slab housing equipment and up to two 10- to 15-foot-diameter steel stacks approximately 45-50 feet in height.

During loading operations vessels will be partially encircled by booms to contain any accidental releases of crude oil and prevent it from migrating downstream. Temporary floating booms will be placed around the vessel by a small skiff before any loading begins. A fence-type floating boom may be placed between the berth and the shoreline in place of the floating boom. This would remain in place and would not require placement by the skiff during each vessel call.

2.6 Steam Plant(s)

Certain grades of crude oil must be heated to flow freely during the transfer and loading process. The proposed project includes natural gas boilers housed in buildings at the eastern entrance to Terminal 5 and at the storage area. It is anticipated that generating the necessary steam will require a boiler with a peak capacity of 300 Million British thermal units per hour (MMBtu/hr). Steam will be supplied to the rail unloading facility and storage tank area via insulated pipelines. Depending on market conditions, the Applicant may choose to construct the steam plant as a subsequent phase, or during the initial construction phase.

Natural gas will be supplied to the steam plants from the existing pipeline serving the area. There is an existing gas line in Old Lower River Road that will provide service to the site.

The steam plant will generate up to 30 gallons per minute of wastewater from condensate and blow down. This wastewater will be pretreated to meet City discharge limitations prior to discharge into the City sanitary system.

2.7 Rail

Up to two additional lines will be added to the Terminal 5 loop to accommodate the rail unloading facility. The additional lines will form two complete loops inside of the existing rail loops and will begin and end near the Gateway Avenue grade separation. The additional rail facilities may require modifications or relocations to existing surface and below ground features, such as utilities, within the rail alignment.

2.8 Fire Suppression

Several systems will be installed to provide fire suppression to the proposed project elements. The rail unloading area will be served by a closed foam and water system designed to activate as necessary in five segment areas. The storage tanks will also be covered by a fire foam system. Each storage tank will have permanent nozzles installed to allow injection of fire suppression foam inside the top of the tank. Automatic fire sprinklers will be provided for the steam plant buildings. A fire monitor will be installed at the marine loading dock, with a water cannon connected to a hydrant or other available water supply. Fire suppression systems will be designed to National Fire Protection Association and American Petroleum Institute requirements, as well as the more stringent Factory Mutual Global insurance requirements. All fire suppression systems will be designed to activate automatically, and will be equipped with manual trip stations.

2.9 Proposed Access

Primary vehicular access to the proposed project will be to the administration building on Old Lower River Road, a private road owned and maintained by the port. Old Lower River Road connects with Lower River Road approximately 1,000 feet west of the proposed office building. The storage tank area will be accessed from a shared drive with Farwest Steel from NW Lower River Road. The storage tank area is not anticipated to require full-time staffing and parking will be provided for routine maintenance needs. The marine loading area will be accessed by Gateway Avenue and port-maintained access roads. An existing asphalted area at the berths will be used by project personnel during ship loading operations. Although the boiler/steam plant at the rail unloading facility ordinarily will not be occupied full time, parking for maintenance vehicles will be provided.

The extended road network includes NW Lower River Road (State Route 501), which is a state highway and a major truck route with a 50-mile per hour (mph) speed limit. Approximately 1.5 miles east of the site, NW Lower River Road connects to the Mill

Plain Extension (a principal arterial with a 35-mph speed limit) and West Fourth Plain Boulevard (a primary arterial and state route with a 35-mph speed limit). West Mill Plain and West Fourth Plain boulevards connect to I-5, SR 14, and points beyond.

Traffic during operations will consist primarily of privately owned employee vehicles as well as limited deliveries by tractor trailers. Construction traffic will vary during the 9- to 12-month construction period, depending on the work element and number of construction employees on-site and deliveries.

Public transit does not serve the site. C-TRAN (the area's public transit provider) Route No. 25 is the transit route closest to the site. It travels on West Mill Plain and Fruit Valley Road, approximately 1.5 miles east of the site.

2.10 Building Occupancy Groups

It is anticipated that the structures proposed with the proposed project will meet the occupancy groups shown in Table 1.

Table 1 - Occupancy Groups

Building	Building Type	Size (approximate square feet)
Train Unloading Building	F-1	163,913
Train Unloading Boiler Building	F-1	6,600
Train Unloading Control/E House	F-1	483
Train Unloading Fire Pump and Foam Building	F-1	737
Office Building	B	3.360
Change Rooms	B	3,360 and 2,520
Tank Farm Boiler Building	F-1	3,000
Tank Farm Control E House	F-1	500
Tank Farm Fire Pump and Foam Building	F-1	737
Control/E Room by Piping Rack	F-1	500
Control/E Room by Piping Rack	F-1	500
Dock Side Control/E Room	F-1	500

3.0 EXISTING CONDITIONS

3.1 Project Location

The site of the proposed project encompasses approximately 6 acres at the port's Terminal 5 property, 22 acres at Parcel 1A, and approximately 1 acre at Berths 13 and 14. Final acreages may change based upon the lease agreement with the port. Table 2 identifies the tax parcels and facilities. A Parcel map is shown in Figure 2.

Table 2 – Proposed Project Parcels

Parcel Number	Proposed Project Facilities
152799-000, 152903-000 (Terminal 5)	Rail Unloading Facility and Administrative and Support Buildings
152173-000 (Parcel 1A)	Storage Area
152166-000, 503030-000, 503030-003	Marine Loading
152184-000, 152177-000, 152179-000, 986027-146, 986027-027, 50303-001, 152166-000,	Piping

The site address (Terminal 5) is 5501 NW Lower River Road, Vancouver, Washington 98660 and the site is found within the SE ¼ of Section 18, NW ¼ of Section 19, and the NW and NE ¼ of Section 20, Township 2 North, Range 1 East. Berths 13 and 14 are located at approximately Columbia River Mile (RM) 103.5.

3.2 Comprehensive Plan and Zoning

3.2.1 Project Site

The site is zoned Heavy Industrial (IH) with an Industrial (IND) comprehensive plan designation. The IH zoning allows a variety of industrial uses, including the proposed facility, which would meet the City's definition of "warehouse/freight movement" as defined in Section 20.160.020 of the VMC. Other project elements, such as the proposed rail spur and utility connections, are also permitted uses. The Vancouver Municipal Code also permits "railroad yards" within the IH zone. In addition "Petroleum and Coal Products Manufacturing" is listed as a permitted use under the NAICS code.

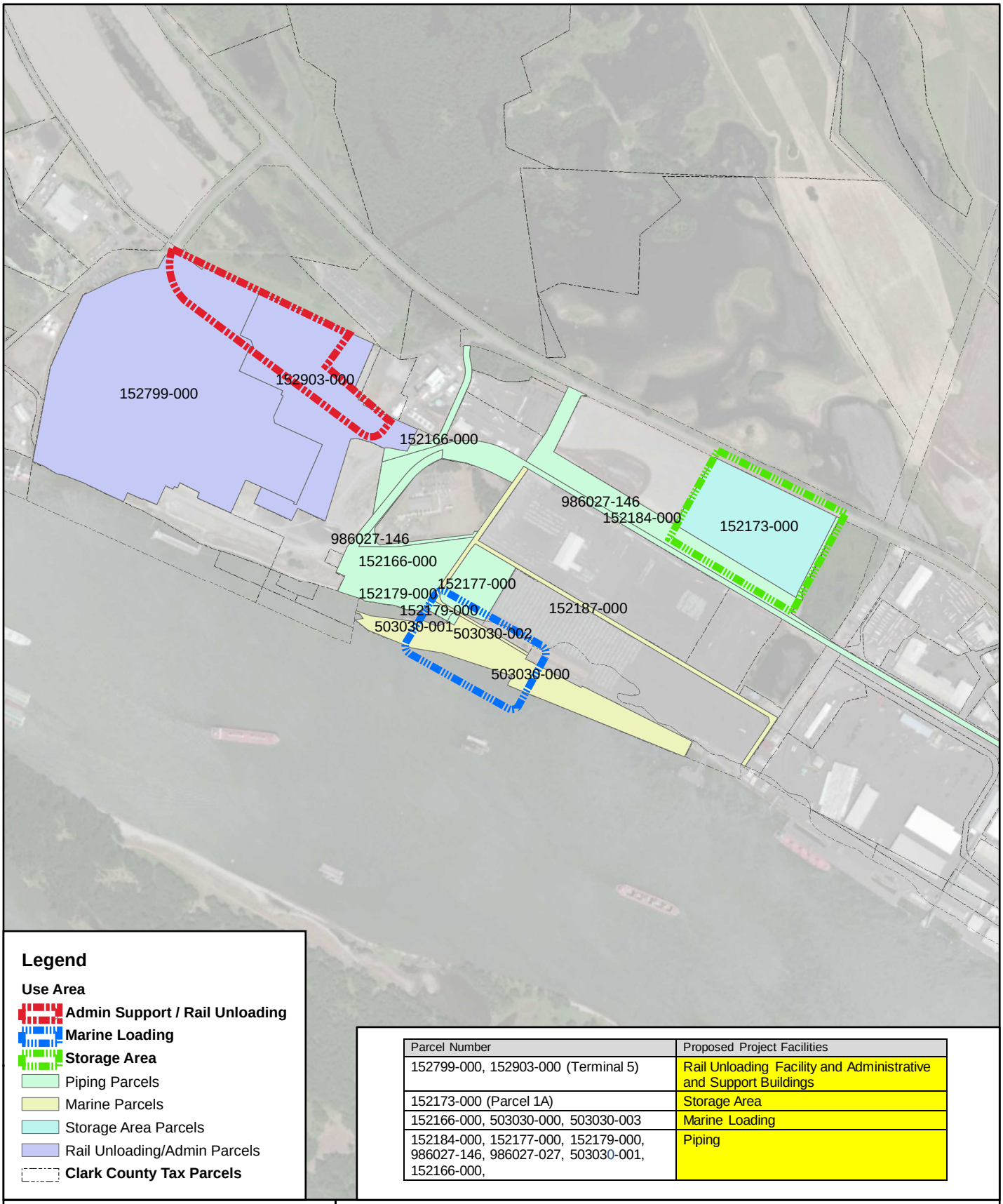
3.2.2 Surrounding Properties

As shown in Figure 3, zoning of adjacent parcels is IH, with the exception of parcels located on north of the storage area on Parcel 1A. Land north of Lower River Road near Parcel 1A is zoned Greenway (VMC 20.450).

3.3 Topography and Existing Structures

The site of the proposed project is primarily flat, and much of it is covered with impervious surfaces related to the historic development associated with the former aluminum smelting facilities, recent port paving improvements and other port development. The steepest grades are near the shoreline, where steep slopes are present from the top of the bank down to the riprapped shoreline.

The only structures on the site are a water tower owned by the port, located near the center of tax lot 152799-000, and the existing dock at Berths 13 and 14.



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BergerABAM

Figure 2: Parcel Map
Tesoro Savage Petroleum Terminal
Vancouver, Washington

3

0 500 1,000 2,000 Feet

Location: Clark County, Washington
Source: Clark County GIS, 2012

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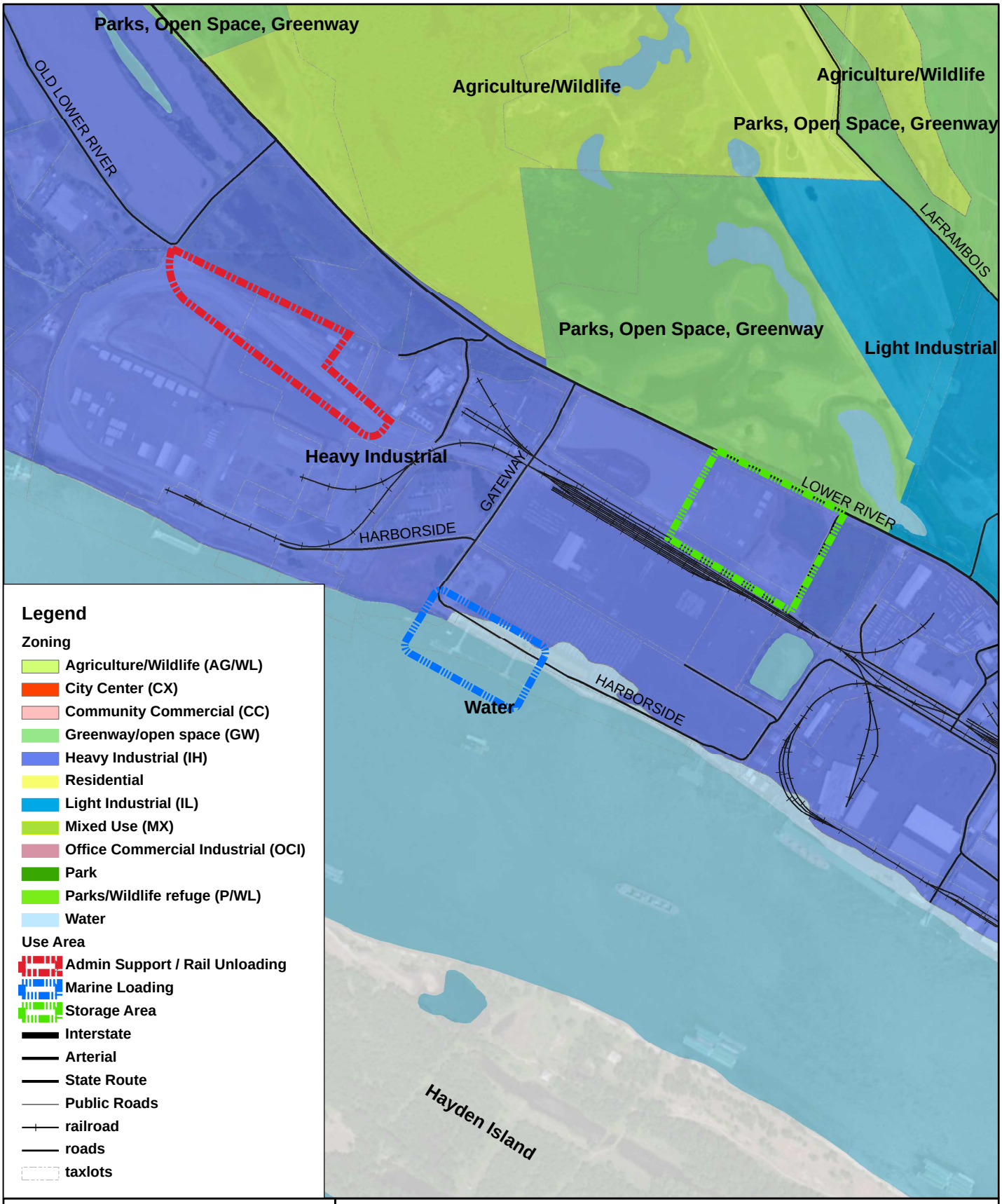

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Figure 3: Zoning Map
Tesoro Savage Petroleum Terminal
Vancouver, Washington

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0 500 1,000 2,000 Feet

Location: Clark County, Washington
Source: Clark County GIS, 2012

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EX-0001-006109-PCE

3.4 Ecology Consent Decree and Restrictive Covenant

Within the boundary of the proposed project, there are four locations that are the subject of an existing Washington State Department of Ecology (Ecology) consent decree and the environmental restrictive covenants discussed below. In addition the entire former Alcoa/Evergreen site is subject to a restrictive covenant associated with the clean-up of the site. Portions of the project including the rail unloading building, additional rail lines and support elements for the ship loading may be located in these four areas..

3.4.1 Consent Decree No. 09-2-00247-2, for the Alcoa Inc. Site Located at 5701 NW Lower River Road, Vancouver Washington (January 30, 2009)

VANEXCO/Rod Mill Site – The 1995 consent decree (95-2-03268-4) for the Vanexco/Rod Mill building called for the building foundation (flood slabs) to serve as a cap to address PCB contamination beneath the building. Ecology approved an amendment in the 2009 Consent Decree to allow the removal of the building, providing that surface materials placed above the foundation are sloped to provide drainage away from the area. The Vanexco/Rod Mill Site is the location of the administrative and support buildings included in the proposed project.

East Landfill – The 2003 agreed order (DE03 TCPIS-5737) required Alcoa to conduct source control and bank stabilization at the East Landfill. The East Landfill is a well-defined area containing material that exceeds MTCA Method A industrial clean-up levels. Work under the agreed order was completed in 2004 and the East Landfill is capped with a RCRA double-lined cover. The East Landfill is the location of the marine vapor recovery/combustion unit included in the proposed project.

Spent Pot Liner (SPL) Storage Area—The 1992 consent decree (92-2-00783-9) for the SPL storage area called for cover with either a polyvinyl chloride (PVC) or high density polyethylene (HDPE) membrane or a 2-foot (61 cm) thick clay cover with a hydraulic conductivity of no more than $1x10^{-6}$ cm/sec. The 1992 consent decree further required that the SPL cap be maintained. The 1992 consent decree was dismissed on January 30, 2009 and no longer has effect; however, the operation and maintenance activities, including institutional controls and cover maintenance, originally contained in the 1992 consent decree are now contained in the 2009 consent decree and continue to be applicable to the site.

The 2009 consent decree (09-2-00247-2) also notes Ecology's certification that all the terms of the construction portion of the 1992 consent decree had been completed on May 3, 1992. Prior to 2009, the SPL area was covered with an HDPE liner to meet this consent decree requirement.

In April 2010, with Ecology approval, as part of its WVFA project, the port placed an asphalt cap over the HDPE liner previously covering the contaminated soil area. The cap consisted of a layer of asphalt overlain by an asphalt-impregnated geotextile (a combination of non-woven polypropylene fabric and asphalt cement tack coat) and geomembrane overlain by a second layer of asphalt. The fabric and tack coat

combination form an asphalt membrane interlayer within the pavement section. This cap remains in complete form today.

North/North 2 Cap – On March 26, 2009, former landowner Alcoa, Inc. entered into an environmental restrictive covenant in favour of Ecology pursuant to its consent decree with Ecology effective January 30, 2009 restricting activity in the North and North 2 (NN2) landfills. This restrictive covenant was necessary because of the residual concentration of contaminants on the properties that exceeded cleanup levels for soil and/or groundwater established in the MTCA under Washington Administrative Code (WAC) 173-340-720 and 740. These materials are presently covered by a 1-foot layer of clean sand. Per the restrictive covenant, these materials may be reused on site with Ecology's permission. This area is located in the rail loop that is proposed with this project.

3.4.2 Restrictive Environmental Covenant (December 31, 2008); Grantor: Evergreen Aluminum LLC & Grantor: State of Washington, Department of Ecology

Ingot Plant Cap – The previous site of ingot processing on the property has been the subject of remediation and containment and is governed by an existing Ecology restrictive covenant. This site is located immediately south of the southwest corner of Terminal 5 and additional rail construction could occur in this area. The contamination is covered with 12 inches of crushed concrete.

3.5 Surrounding Uses

Uses surrounding the proposed project are primarily industrial. Bordering uses of the rail unloading and administration buildings are as follows: the Clark County Jail Work Center is approximately 600 feet to the east, the CPU River Road Generating Plant is approximately 100 feet to the northeast, and the Tidewater Barge Company is approximately 100 feet to the west. The port's bulk potash handling facility is planned for the area immediately south. The area immediately to the north of the proposed project is used for propane storage and distribution and includes Old Lower River Road.

The storage area is bordered to the south by the port's rail system and the Subaru facility. The site is bordered to the east by the port's Parcel 1A wetland, to the west by Farwest Steel and by Lower River Road and open space to the north.

The marine loading area is surrounded by port facilities including Subaru and CalPortland.

The nearest residence is an isolated rural house owned by the port and located at 6818 NW Old Lower River Road approximately 3,100 feet (0.6 mile) northwest of the proposed location of the boiler/steam plant for the rail unloading facility. The nearest residential neighborhood is the Fruit Valley Neighborhood, approximately 3,200 feet (0.6 mile) east of the storage area. In addition, the Clark County Jail Work Center is located off Gateway Avenue between the elements of the proposed project. This facility includes 224 beds in a minimum security setting.

3.6 Natural Conditions

3.6.1 Geology

County Assessor's data identifies the following soil types on the site (as show in Figure 4).

- Water (WAT), for areas mapped below the ordinary high water mark (OHWM)
- Sauvie silty clay loam, 0 to 8 percent slopes (SpB)
- Newberg silt loam, 0 to 3 percent (NbA)
- Fill land (Fn)
- Sauvie silt loam, 0 to 3 percent slopes (SmA)
- Pilchuck fine sand, 0 to 8 percent slopes (PhB)

As noted below, the site has been mapped by the City as being susceptible to soils liquefaction, a geologic hazard area per Section 20.740.130 of the critical areas protection provisions of the VMC (see Figure 4, Soils Map).

3.6.2 Vegetation

Previous development and remediation activities filled, paved, and/or capped the entire site of the proposed project. As a result, vegetation on the site is primarily limited to grasses, non-native weedy herbaceous vegetation, and shrubs located between the top of the bank of the Columbia River and the riprap at the water's edge. Additionally, a number of trees are located along the shoreline at Berths 13 and 14.

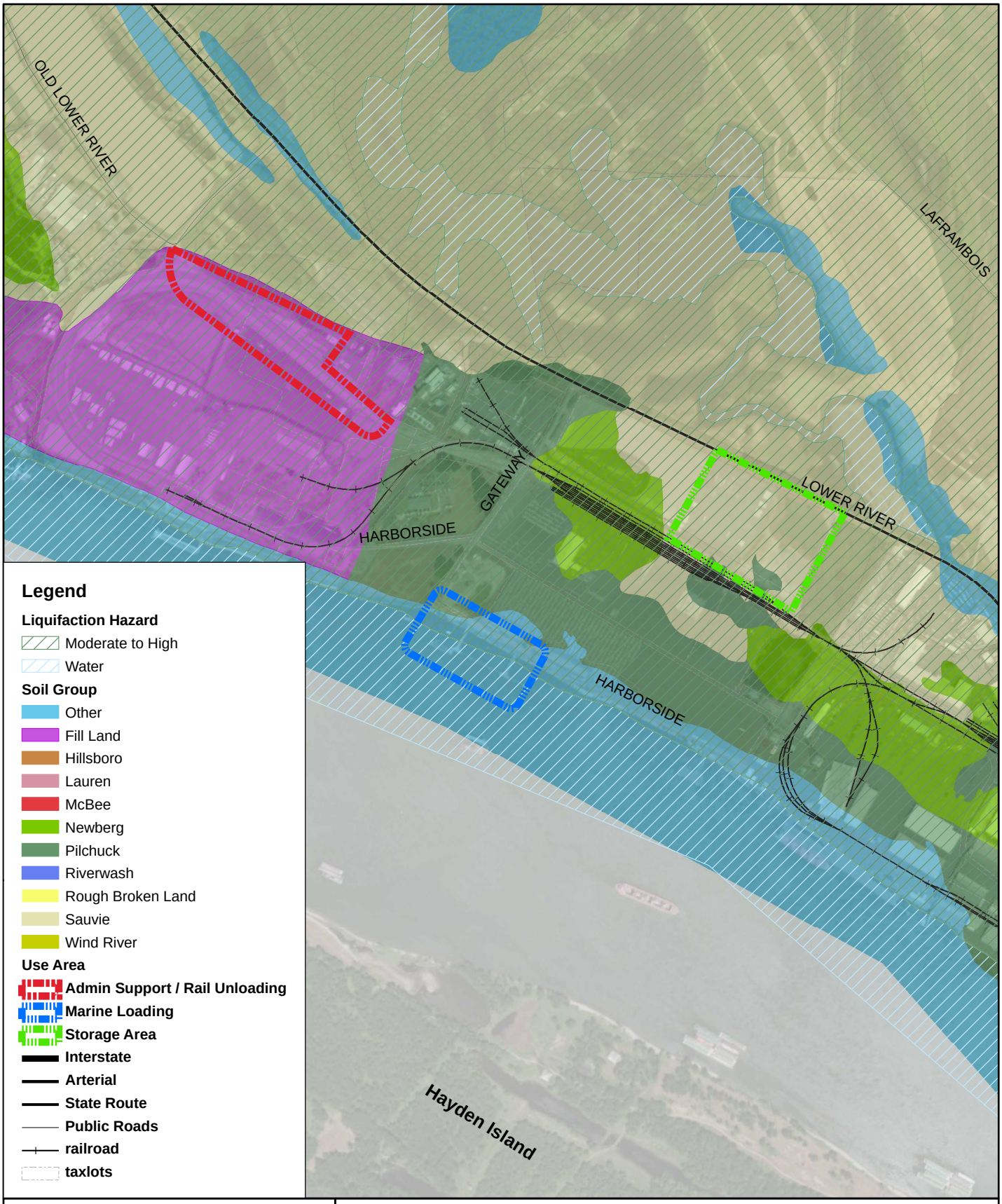
3.6.3 100-Year Floodplain

The 100-year floodplain and floodway of the Columbia River are located at 30 feet NAVD 88 and extends generally to the top of the bank along Berths 13 and 14 (FEMA Map #53011C0363D). In addition, there is an isolated floodplain located on Parcel 1A as shown on FEMA Map Number 53011C0364D. The port filled this area as authorized by GRD2012-00025. Figure 5 indicates the mapped floodplain.

3.6.4 Wetlands

There are no mapped wetlands on the site of the proposed project. Parcel 1A previously contained an isolated wetland that was filled (see section 1.5.5).

There are wetland mitigation sites located east of the access road on the east side of the Parcel 1A site and north of Old Lower River Road in the vicinity of the proposed administration building. In addition, the Columbia River Wetland Bank is located north of NW Lower River Road north of the Parcel 1A site.



BergerABAM

Figure 4: Soils Map
Tesoro Savage Petroleum Terminal
Vancouver, Washington

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0 500 1,000 2,000 Feet

Location: Clark County, Washington
Source: Clark County GIS, 2012

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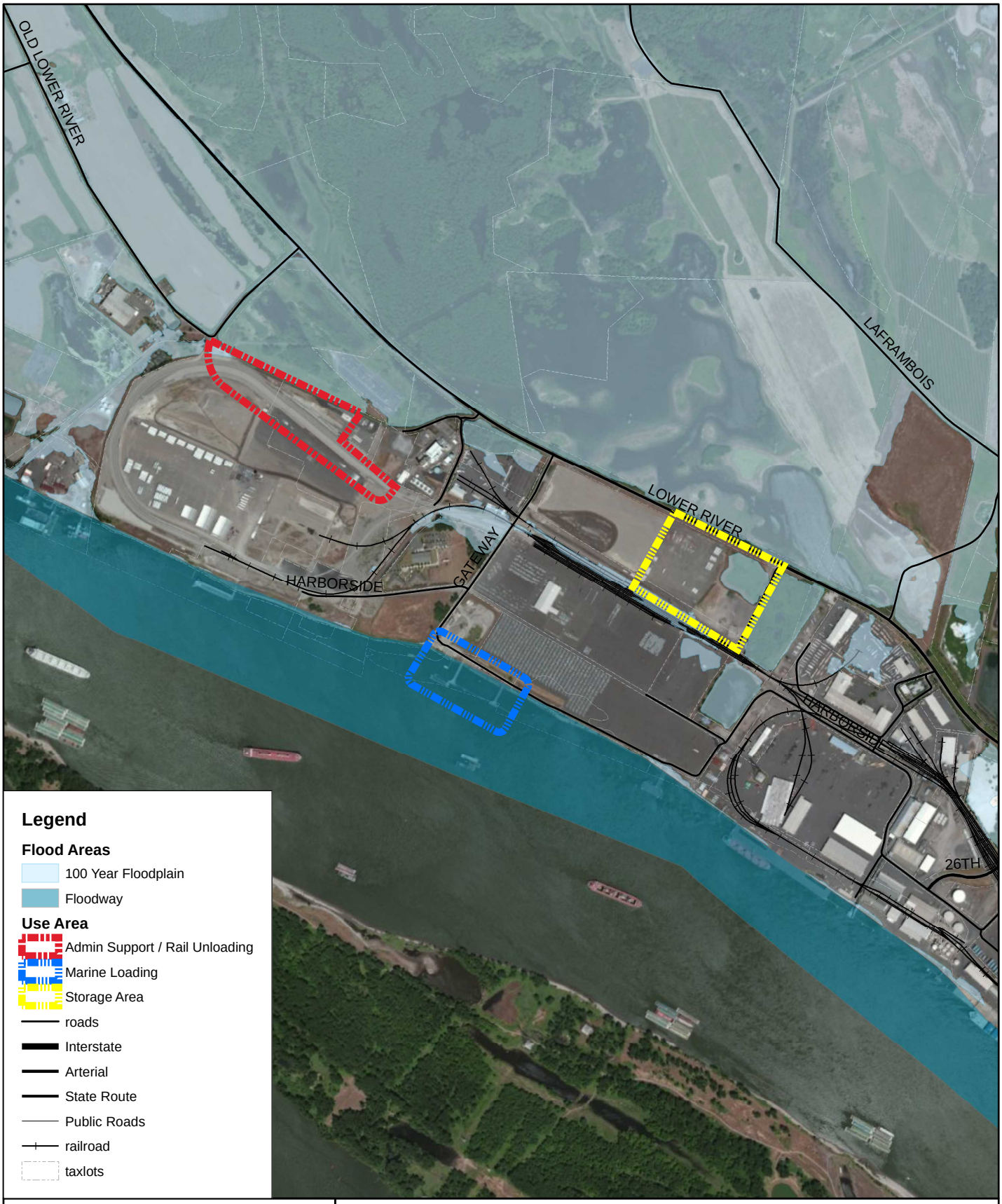

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Figure 5: Floodplains
Tesoro Savage Petroleum Terminal
Vancouver, Washington

Location: Clark County, Washington
Source: Clark County GIS, 2012

0 500 1,000
Feet

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3.6.5 Archaeology

According to the Clark County Archaeological Predictive Model, the site is within Level A and/or high (80-100%) areas. There are no mapping indicators of archaeological site buffers. Most of the area of the proposed project was surveyed previously for various development projects, including the port's WVFA project. An archaeological study was performed by Archaeological Investigations Northwest, Inc. (AINW) in February 2009 for a project area that included portions of the site.[2] Additionally, a cultural resources survey was performed by Jones & Stokes (now IFC International) in December 2007 for a project area that included portions of the site. Neither study found evidence of intact prehistoric or historic-era archaeological sites on the project site or of structures eligible for listing in the National Register of Historic Places (NRHP).

3.7 Storm Water/Erosion Control

The rail unloading facility and administration building are located within the boundaries of the Terminal 5 expansion project, and the storm water contributions were factored into the design and sizing of the existing conveyance system.

The storage area (Parcel 1A) is located within the planning boundaries of the completed Terminal 4 pond improvements.

3.8 Utilities

The port is currently served with City water and sanitary sewer facilities. The port additionally operates a private water system and maintains storm water facilities on site. Potable water and existing fire hydrants are currently available on or adjacent to all of the locations involved in the proposed project. Sanitary sewer service is available along the south side of the storage area, and the nearest connection point westward for the rail unloading facility, offices, boiler/steam plant, and berth is a manhole located just south of the Clark Public Utilities Generating Plant.

Electrical service to the proposed project site is available from the existing Clark County Public Utilities distribution system.

4.0 REGULATORY COMPLIANCE

4.1 Trip Generation (VMC 11.95)

It is estimated that, at full project build-out, the project as proposed will result in approximately 410 average daily trips (ADT), with approximately 60 trips occurring in the AM peak hour and 57 trips occurring in the PM peak hour. Traffic generation is based on the anticipation that approximately 110 full-time staff will be employed by the facility at full build-out. The trip estimates are based on trip rates from *Trip Generation, 9th Edition* published by the Institute of Transportation Engineers using data for General

[2] The Port of Vancouver's Proposed Alcoa/Evergreen Development Project, Clark County, Washington, Archaeological Study, Archaeological Investigations Northwest, Inc., Report No. 2257, February 19, 2009.

Light Industrial (land use code 110). The facility will operate 24 hours a day, 7 days a week with personnel on weekends and staggered shifts.

The trip estimates identified above are preliminary estimates for pre-application purposes only and additional trip data based on the nature of the use may be included in the traffic impact study that will be prepared for the project.

4.2 State Environmental Policy Act

Pursuant to WAC 463-47, EFSEC will act as lead agency for SEPA compliance. RCW 80.50.180 provides that all actions undertaken by the City are exempt from compliance with SEPA, RCW 43.21C.030.

4.3 Critical Areas Ordinance (VMC 20.740)

The critical areas found on the site include frequently flooded areas, geologic hazard areas (seismic hazard), and fish and wildlife habitat conservation areas. Development is proposed, to some extent, in each of these areas and therefore it is anticipated that a critical areas report will be submitted to address project compliance with the applicable provisions of VMC Chapter 20.740, Critical Areas Protection.

4.3.1 Fish and Wildlife Habitat Conservation Areas (VMC.20.740.110)

Project activities at Berths 13 and 14 are located within the riparian management area (RMA) and riparian buffer (RB) area of the Columbia River. The riparian boundaries are measured landward from the biological OHWM and are limited by existing impervious surfaces. The existing riparian habitat is of lower value due to historical industrial land uses which have functionally isolated the riparian area from the Columbia River. The riparian area within the proposed project site is mostly devoid of vegetation with the exception of scattered trees and vegetation below the top of the bank. Impervious surfaces include existing roadways, material laydown areas, compacted soil, access trestles, and storm water facilities. A critical areas report addressing the issue will be provided during preliminary review to satisfy the requirements of VMC.20.740.110.

4.3.2 Frequently Flooded Areas (VMC 20.740.120)

Current plans include utilization of the existing dock. Therefore, it is anticipated that the critical areas report will include a review under the frequently flooded area provisions of Section 20.740.120 of the VMC. It is not anticipated that any fill will be placed in the flood fringe or floodway. Further, to ensure any in-water structures included in the proposed project will withstand elevated river levels in flood events, the structures will be approved by a structural engineer licensed in Washington.

A portion of the tank area on Parcel 1A is identified as an isolated floodplain (see section 3.6.3) previously approved for fill.

4.3.3 Geologic & Seismic Hazards (VMC 20.740.130)

County GIS data indicate moderate-to-high potential for liquefaction or dynamic settlement within the site area of the proposed project. A geotechnical report will be provided to address the liquefaction potential on the site and recommending

construction techniques to address any identified potential soils instability and seismic issues.

4.3.4 Wetlands (VMC 20.740.140

As indicated in section 3.6.4, portions of the proposed project site were designated as wetlands but were filled and land to the east is a forested wetland. No activity or impacts are proposed within the Parcel 1A wetland area. According to VMC Table 20.740.140-5, the wetland buffer for a Category 3 wetland with a low habitat function is between 40 and 80 feet based on the land use intensity. However, according to VMC 20.740. (C)(1)(b)(1)(e), areas within buffers that are completely functionally separated from a wetland and do not protect the wetland from adverse impacts may be excluded from the buffer. Because the site of the proposed project is completely developed and an existing access road separates it from the Parcel 1A wetland, the buffer will not affect the project site.

4.4 Shoreline Management Master Program (VMC 20.760)

Ship loading elements are the only anticipated project elements that will require construction within the jurisdiction of the City's Shoreline Management Master Program (SMMP) (within 200 feet of the OHWM). The SMMP designates the shoreline environment of the upland areas on the site as High Intensity and the areas of the site below the OHWM of the river as Aquatic.

Within the High Intensity and Aquatic designations, water-dependent industrial uses are permitted activities. The SMMP defines a water-dependent use as follows: "a use or a portion of a use which requires direct contact with the water and cannot exist at a non-water location due to the intrinsic nature of its operations." The purpose of the proposed project is to transfer crude oil from railcars to ships. Consequently, the proposed facility activities clearly meet the definition of a water-dependent use. Further, per Policy 4.3.5.1, the purpose of the High Intensity designation is "to provide for high-intensity water-oriented commercial, transportation, and industrial uses…." Table 6-1 lists *Water-dependent* industrial uses as permitted in the High Intensity and Aquatic shoreline designations with no setback or height limits.

It is anticipated that the proposed project would be subject to the SMMP policies and regulations shown in Table 2.

Table 2 - SMMP Policies and Regulations

Section	Associated Regulation(s)
5.1	1-2, 4-6, 9, 11, 15
5.2	All
5.3	All
5.4	2
5.6.1	All
5.6.2	1-5
5.6.3	All
5.7	All
5.8.1	All
5.9	1-7
5A	All
Table 6-1	All
6.3.3.5	1, 4-5
6.3.6	1, 5-6

4.5 Land Use (VMC 20.440.030)

The proposed project is permitted in the IH zone. The proposed project is consistent with the City's definition in VMC 20.160.020 of a warehouse/freight movement use, a permitted use. This definition is as follows:

> *Uses involved in the storage and movement of large quantities of materials or products indoors and/or outdoors; associated with significant truck and/or rail traffic. Examples include free-standing warehouses associated with retail furniture or appliance outlets; household moving and general freight storage; cold storage plants/frozen food lockers; weapon and ammunition storage; major wholesale distribution centers; truck, marine and air freight terminals and dispatch centers; bus barns; grain terminals; and stockpiling of sand, gravel, bark dust or other aggregate and landscaping materials.*

Table 3 below shows how the proposal is consistent with the City's development standards for the IH zone.

Table 3 - Development Standards (VMC Table 20.440.040-1)

Development Criteria	IH Zone	Proposed
Minimum Lot Size	None	N/A
Maximum Lot Coverage	100%	N/A
Minimum Lot Width	None	N/A
Minimum Lot Depth	None	N/A
Minimum Setbacks	See VMC 20.925	See Section 4.8
Maximum Height	None	Approx. 50 feet (rail unloading)
Minimum Landscaping Requirement (% of total net area)	0%	≤5%

4.6 Tree Ordinance (VMC 20.770)

Impervious surfaces from historic development and recent grading dominate the site. Because the City interprets the provisions of VMC Chapter 20.770 to apply only to the area of existing pervious surfaces, the tree density requirements would not apply to the majority of the site area. If existing pervious surfaces will modified with the proposed project appropriate tree mitigation plantings will be completed.

4.7 Landscaping (VMC 20.925)

The City's policy is that the buffering and screening provisions of VMC 20.925.070 do not apply to industrial sites with adjacent port ownership. All areas of the proposed project are surrounded by existing port industrial sites with the exception of Parcel 1A which is adjacent to the Farwest Steel development to the west and the port-owned open space/wetland bank to the north. According to Table 20.925.030-1, development within the IH zone requires an L1, 0- to 5-foot buffer when adjacent to land zoned IH and an L2, 10-foot buffer when separated from the resource zone by a street. These buffers are applicable to the west and north sides of the storage area. In addition, a minimum of 10 percent landscaping and required perimeter screening will be provided in the parking lot of the administration building as required by VMC 20.945.040.

4.8 Parking and Loading (VMC 20.945)

Per Section 20.945.070 of the Vancouver Municipal Code (VMC), industrial services buildings require one parking space per 600 square feet of building area. Parking will be provided at the administrative buildings located on Old Lower River Road. The storage tank area will not be continuously occupied and only parking for maintenance vehicles will be provided. Parking for operation of the ship loading will be located on existing surfaces in the vicinity of the dock.

4.9 Archeological Resources

The applicant anticipates conducting a new archaeological survey for areas not previously studied. While findings from previous studies indicate a low likelihood of encountering cultural artifacts during construction, the applicant will develop and implement an Inadvertent Discovery Plan during construction.

4.10 Storm Water/Erosion Control

Storm water improvements will be analyzed and designed in accordance with City development standards and Ecology's *Stormwater Management Manual for Western Washington*. Storm water from the site will be discharged through manmade conveyances to the Columbia River; therefore, the proposed project is exempt from the flow control minimum requirement. Storm water treatment technologies will be implemented to treat and monitor storm water quality in accordance with the required Industrial NPDES General Storm water Permit.

Storm water from the boiler/steam plant and the area of the administration building north of the existing rail loop will be treated on site in accordance with current regulations and discharged through existing casings underneath the railroad tracks. Flow contributions from the rail unloading facility will be treated through oil/water separators prior to discharge into the existing port storm water system.

Storm water for the storage area (Parcel 1A) will be treated on site using oil/water separators prior to its discharge to the existing storm water system. No pollution generating surfaces will be constructed with the storage area. Accesses in/out of the area are for periodic sampling and maintenance.

There are no modifications to the impervious surfaces at the existing shipping berths and therefore no storm water improvements are proposed at this time.

4.11 Utilities

Electrical service will be obtained by interconnection to the local distribution system. Potable water demands are anticipated to be fairly minor. The largest process demand is the boiler/steam plant which at build-out may require approximately 30 gallons per minute of process water. Fire flow is the largest water demand and design criteria for the water system. The project team is currently conducting hydrant flow tests to determine system adequacy at the storage area, rail unloading facility, boiler/steam plant, and ship loading berth. Fire protection systems including additional hydrants and chemical suppression systems are proposed at the storage tank area and rail unloading facility.

Based on the present level of design, it is anticipated that water supply for fire suppression at the storage tank area can be obtained either from the port or from the City of Vancouver. All other water needs at the proposed project would be supplied by the City of Vancouver.

The anticipated sanitary sewer discharges include domestic sewerage from the administration and support buildings, and treated boiler blow-down water (wastewater generated from solids left behind during the steam generation process), and interior drains from the rail unloading facility, including rail car drip pans. A water treatment facility is planned in the building housing the steam plant to provide pre-treatment for the boiler blow-down water before discharge to the City sanitary sewer system.

Oil/water separators will be used in all other areas of the site where hydrocarbons could enter into the sanitary sewer drains.

5.0 QUESTIONS/ITEMS FOR PRE-APPLICATION DISCUSSION

a. VMC 14.010.050, Prohibited Discharge Standards, states that petroleum oil, non-biodegradable cutting oil, or products of mineral oil origin, in amounts that will cause Pass Through or Interference are prohibited from sanitary sewer discharges. Section 14.010.080, Local Limits, states a threshold of 50 mg/L. Please confirm the performance criteria for crude oil in wastewater.

b. VMC 14.010.050 Prohibited Discharge Standards requires that discharges shall not cause the temperature at the treatment plant to exceed 104-degrees. For this proposed site, what is an acceptable maximum discharge temperature at the proposed discharge location? Where is this located?

c. The previous staff report for PRJ2010-01305 indicates that the downstream sanitary sewer pump station #4516, XB732 may not have sufficient capacity for additional wastewater discharges. Please confirm the existing pump station capacity, requirements for connection, and limits of necessary improvements if any?

d. Farwest Steel was required to construct frontage improvements with their recent development. Please provide detailed requirements for frontage improvements at the Tank Farm site on NW Lower River Road, SR-501.

e. The current development plan for the Tank Farm includes sharing the existing access road east of Farwest Steel. This will be for occasional maintenance only. Are there any intersection or access improvements required?

f. It is our understanding from discussions with City staff the determinations of required fire flow and locations for fire protection equipment will be determined by a 3rd party consultant who specializes in fire protection for flammable/combustible liquid tank farms. Can the City provide an estimate of required fire flows at this time? Please additionally provide a description of how the 3rd party review may impact review schedules and coordination.

g. Please confirm that frontage improvements along NW Old Lower River Road will not be required in the vicinity of the proposed office building. Other recent development in this area has been exempted from frontage improvements.

h. To the extent possible, please provide all as-built reference drawings for public utilities located on or adjacent to the project locations.

i. We understand that the 2012 codes (IFC, IBC, IECC, etc.) will become effective in July and will apply to this project.

j. What is the required building separation where no barrier is provided for fire protection?

k. Would the City identify the study intersections required in the traffic study?

l. Would the City identify any planned transportation improvements affecting the study intersections?

m. We request that the City help identify all in-process developments in the study area that need to be accounted for at the study intersections.

n. The general site lighting design for each area will consist of several 480V, 400 watt, LED type fixtures. The fixture quantities and heights will be designed to provide an average of 3-5 foot-candles near grade or working area. Will this comply with the city's current lighting standards and light pollution criteria? If not, please provide the acceptable site lighting criteria and/or standards.

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Port of Vancouver USA

Tesoro Savage Terminal LLC

SHEET OVERVIEW

(SEE GD-002 FOR SHEET INDEX)

AD	=	ARCHITECTURAL DRAWINGS	LA	=	LANDSCAPE DRAWINGS
CD	=	CIVIL DRAWINGS	LD	=	LOOP DIAGRAMS
DD	=	DEMOLITION DRAWINGS	LS	=	LIFE SAFETY/CODE PLAN
EC	=	EROSION CONTROL DRAWINGS	MD	=	MECHANICAL DRAWINGS
ED	=	ELECTRICAL DRAWINGS	PD	=	PIPING DRAWINGS
FA	=	FIRE ALARM DRAWINGS	PF	=	PROCESS FLOW DIAGRAMS
FP	=	FIRE PROTECTION DRAWINGS	PI	=	P&ID
FD	=	FOUNDATION DRAWINGS	SD	=	STRUCTURAL STEEL DRAWINGS
GA	=	GENERAL ARRANGEMENT DRAWINGS	SP	=	SITE PLANS
GD	=	GENERAL DRAWINGS	VD	=	VENDOR DRAWINGS
ID	=	INSTRUMENTATION DRAWINGS			

COMMISSIONERS

NANCY BAKER
JERRY OLIVER
BRIAN WOLFE

EXECUTIVE DIRECTOR

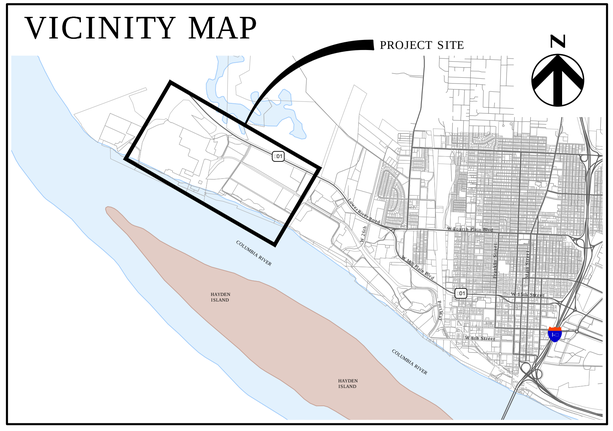
TODD K. COLEMAN

PROJECT DESCRIPTION

XXX

FA #: XXXXXXX
POV PROJECT NUMBER: XXXXXX

VICINITY MAP


PROJECT SITE
N
COLUMBIA RIVER
HAYDEN ISLAND
COLUMBIA RIVER
HAYDEN ISLAND
I-205
I-5
SR 500
SR 501
Fourth Plain Blvd
Mill Plain Blvd
Main St
Fourth Plain Blvd
Mill Plain Blvd
Main St
Fourth Plain Blvd
Mill Plain Blvd
Main St

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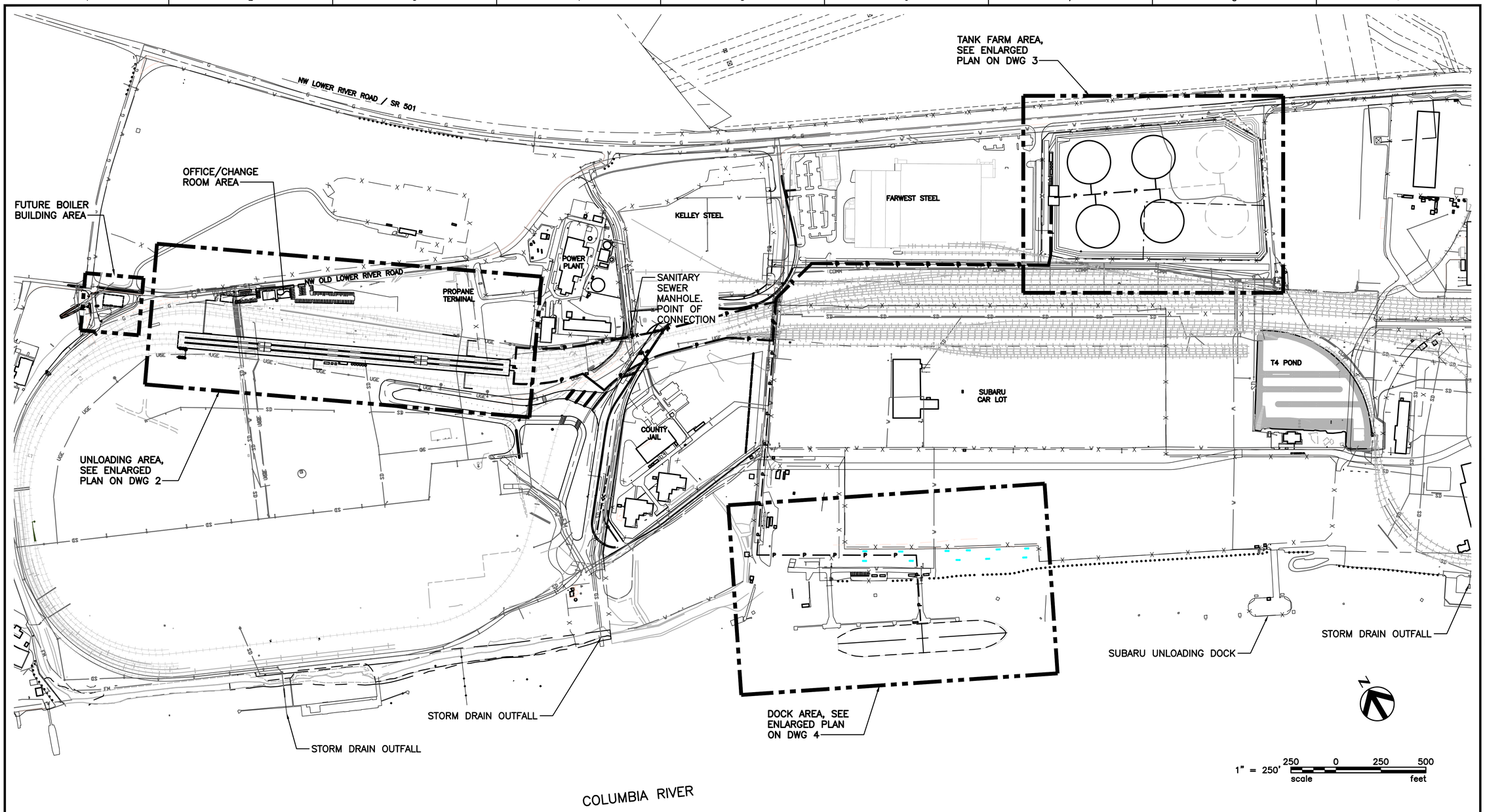

NO.	DATE	REVISION	BY	CK'D	APP

BergerABAM
700 NE Multnomah Street, Suite 900
Portland, O□97232
(503) 872-4100 FAX: (503) 872-4101

TESORO SAVAGE

THIS DRAWING CONTAINS PROPRIETARY AND PRIVILEGED INFORMATION OF TESORO SAVAGE PETROLEUM LLC AND SHALL NOT BE DISCLOSED OR USED FOR THE BENEFIT OF OTHERS WITHOUT PRIOR WRITTEN PERMISSION OF THE DRAWING OWNER.

CUSTOMER: TESORO SAVAGE PETROLEUM LLC

PROJECT: TESORO SAVAGE TERMINAL LLC
PORT OF VANCOUVER, WASHINGTON

DESCRIPTION: KEY PLAN

DESIGN:	DS	START DATE:	5/21/2013	SCALE:	1"=250'
DRAWN:	TNP	PRINT DATE:	6/4/2013	PROJECT MANAGER:	XXXX
CHECKED:	SA	APPROVED:	XXX	SIZE:	24x36
DRAWING NUMBER				SHEET	REV.
				1/X	X

Last Saved by: Tony.pritchett on: Jun 4, 2013 2:42 PM File: Q:\Vancouver\2013\A13.0267\CADD\Dwgs\PRE-APP\ EY MAP.dwg

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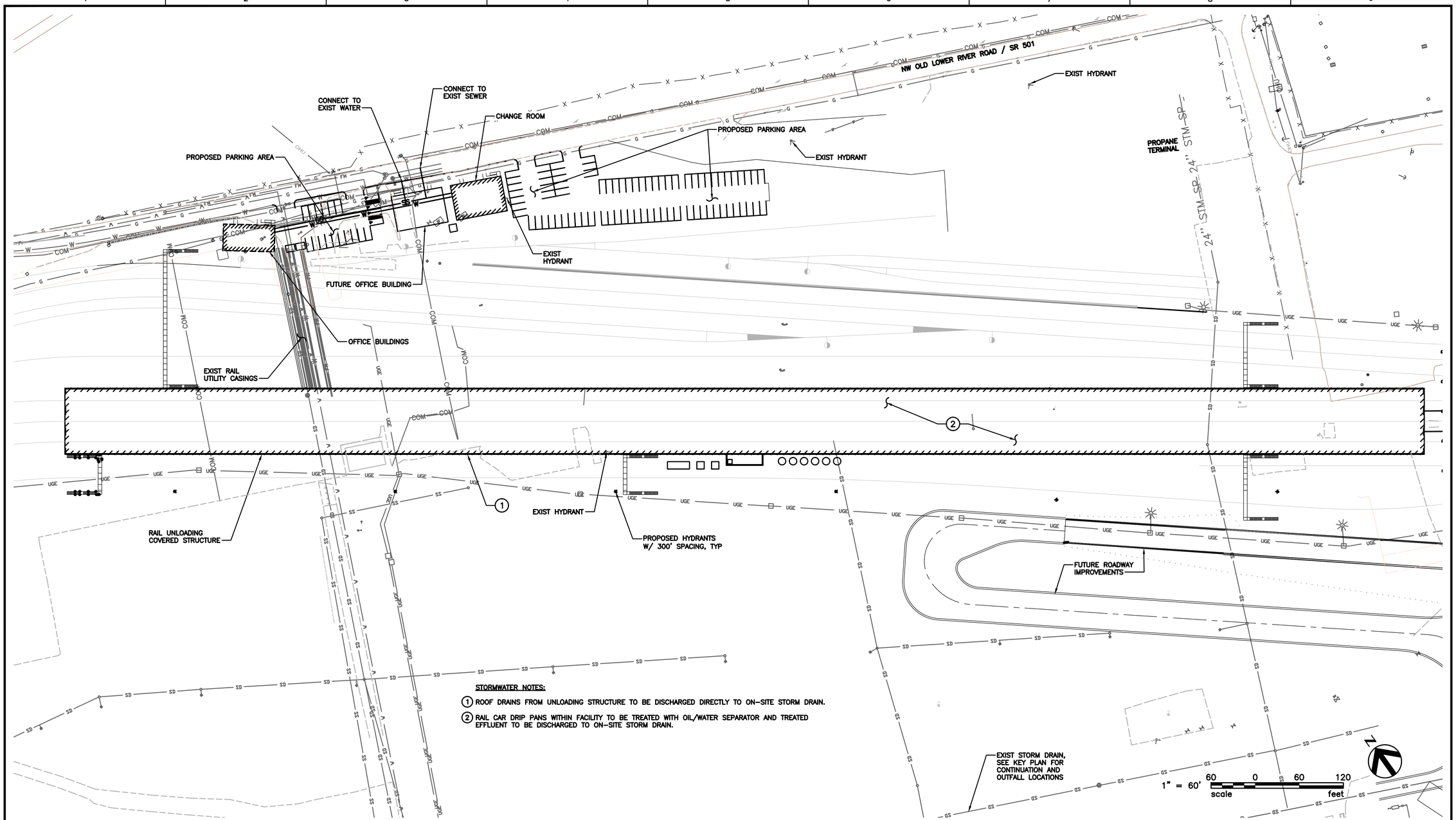

STORMWATER NOTES:

1. ROOF DRAINS FROM UNLOADING STRUCTURE TO BE DISCHARGED DIRECTLY TO ON-SITE STORM DRAIN.
2. RAIL CAR DRIP PANS WITHIN FACILITY TO BE TREATED WITH OIL/WATER SEPARATOR AND TREATED EFFLUENT TO BE DISCHARGED TO ON-SITE STORM DRAIN.

NO.	DATE	REVISION	BY	CK'D	APP

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CUSTOMER: TESORO SAVAGE PETROLEUM LLC

PROJECT: TESORO SAVAGE TERMINAL LLC
PORT OF VANCOUVER, WASHINGTON

DESCRIPTION: UNLOADING AND OFFICE AREA ENLARGEMENT

DESIGN:	DS	START DATE:	5/22/2013	SCALE:	1"=60'
DRAWN:	TNP	PRINT DATE:	6/4/2013	PROJECT MANAGER:	XXXX
CHECKED:	SA	APPROVED:	XXX	SIZE:	24x36
DRAWING NUMBER				SHEET	REV.
				2/X	X

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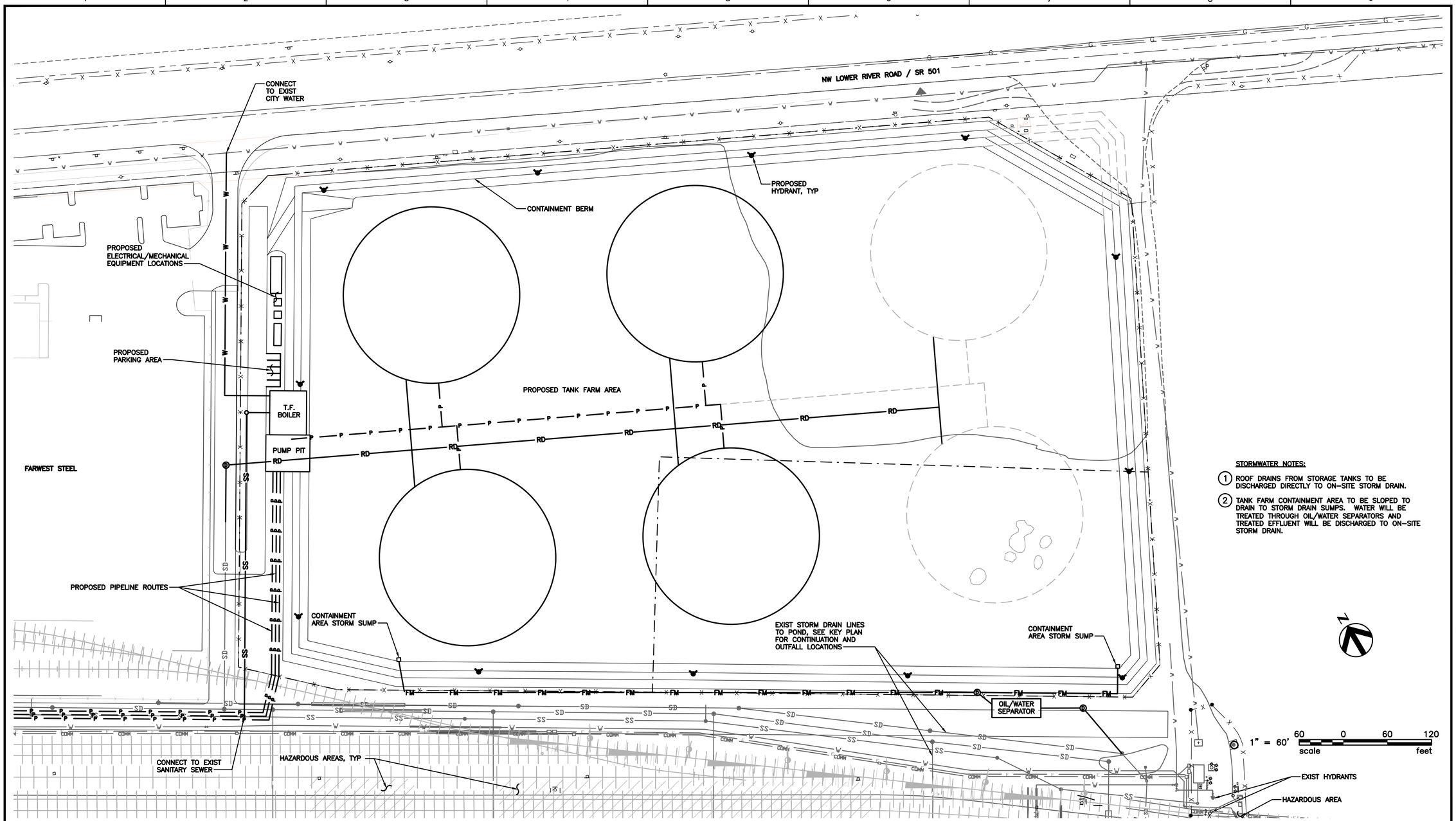

STORMWATER NOTES:

1. ROOF DRAINS FROM STORAGE TANKS TO BE DISCHARGED DIRECTLY TO ON-SITE STORM DRAIN.
2. TANK FARM CONTAINMENT AREA TO BE SLOPED TO DRAIN TO STORM DRAIN SUMPS. WATER WILL BE TREATED THROUGH OIL/WATER SEPARATORS AND TREATED EFFLUENT WILL BE DISCHARGED TO ON-SITE STORM DRAIN.

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CUSTOMER: TESORO SAVAGE PETROLEUM LLC

PROJECT: TESORO SAVAGE TERMINAL LLC
PORT OF VANCOUVER, WASHINGTON

DESCRIPTION: TANK FARM AREA ENLARGEMENT

DESIGN:	DS	START DATE:	5/22/2013	SCALE:	1"=60'
DRAWN:	TNP	PRINT DATE:	6/4/2013	PROJECT MANAGER:	XXXX
CHECKED:	SA	APPROVED:	XXX	SIZE:	24x36
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EX-0001-006129-PCE

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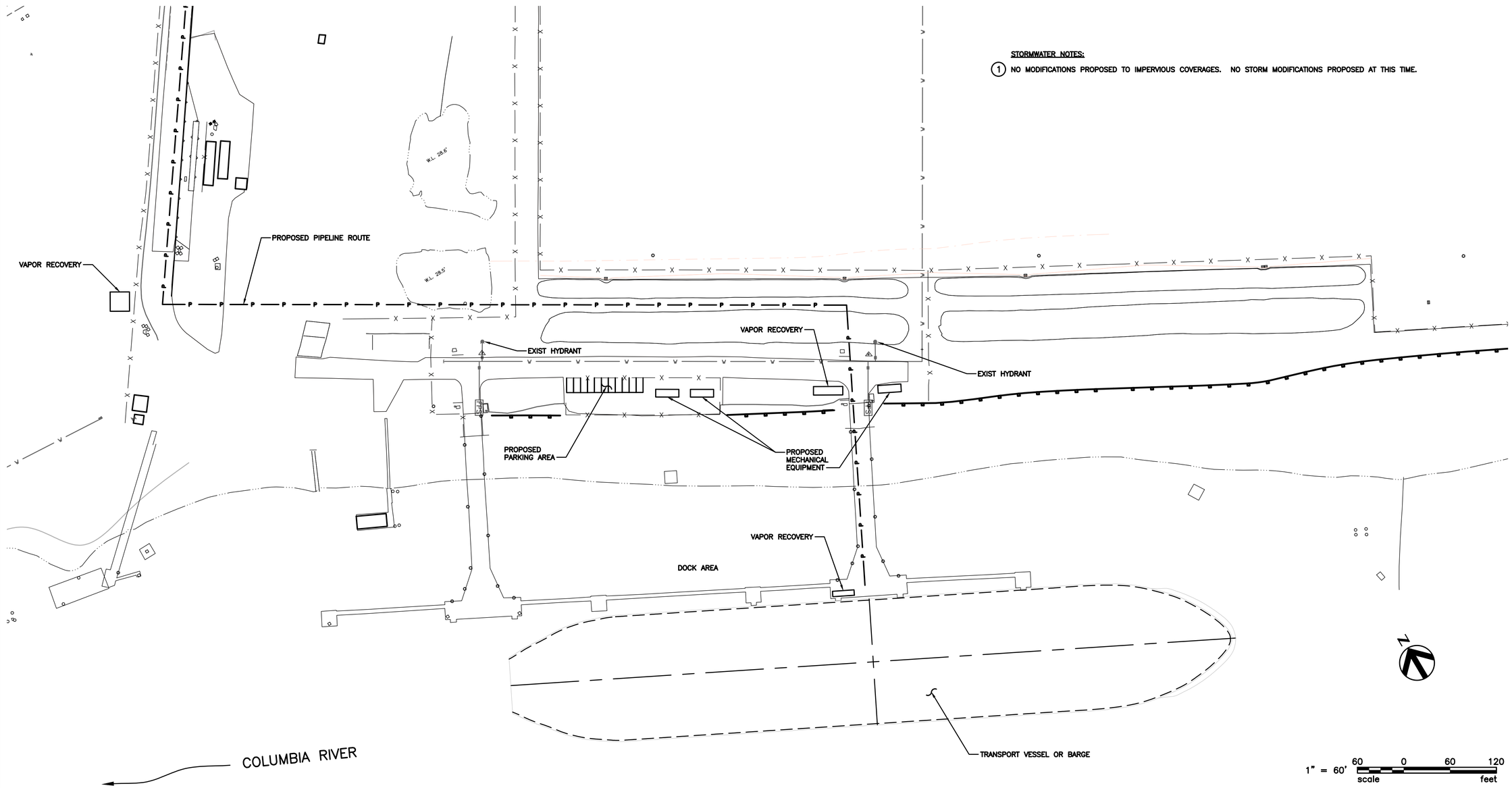
STORMWATER NOTES:

1. NO MODIFICATIONS PROPOSED TO IMPERVIOUS COVERAGES. NO STORM MODIFICATIONS PROPOSED AT THIS TIME.



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CUSTOMER: TESORO SAVAGE PETROLEUM LLC

PROJECT: TESORO SAVAGE TERMINAL LLC
PORT OF VANCOUVER, WASHINGTON

DESCRIPTION: DOCK AREA ENLARGEMENT

DESIGN:	DS	START DATE:	5/22/2013	SCALE:	1"=60'
DRAWN:	TNP	PRINT DATE:	6/4/2013	PROJECT MANAGER:	XXXX
CHECKED:	SA	APPROVED:	XXX	SIZE:	24x36

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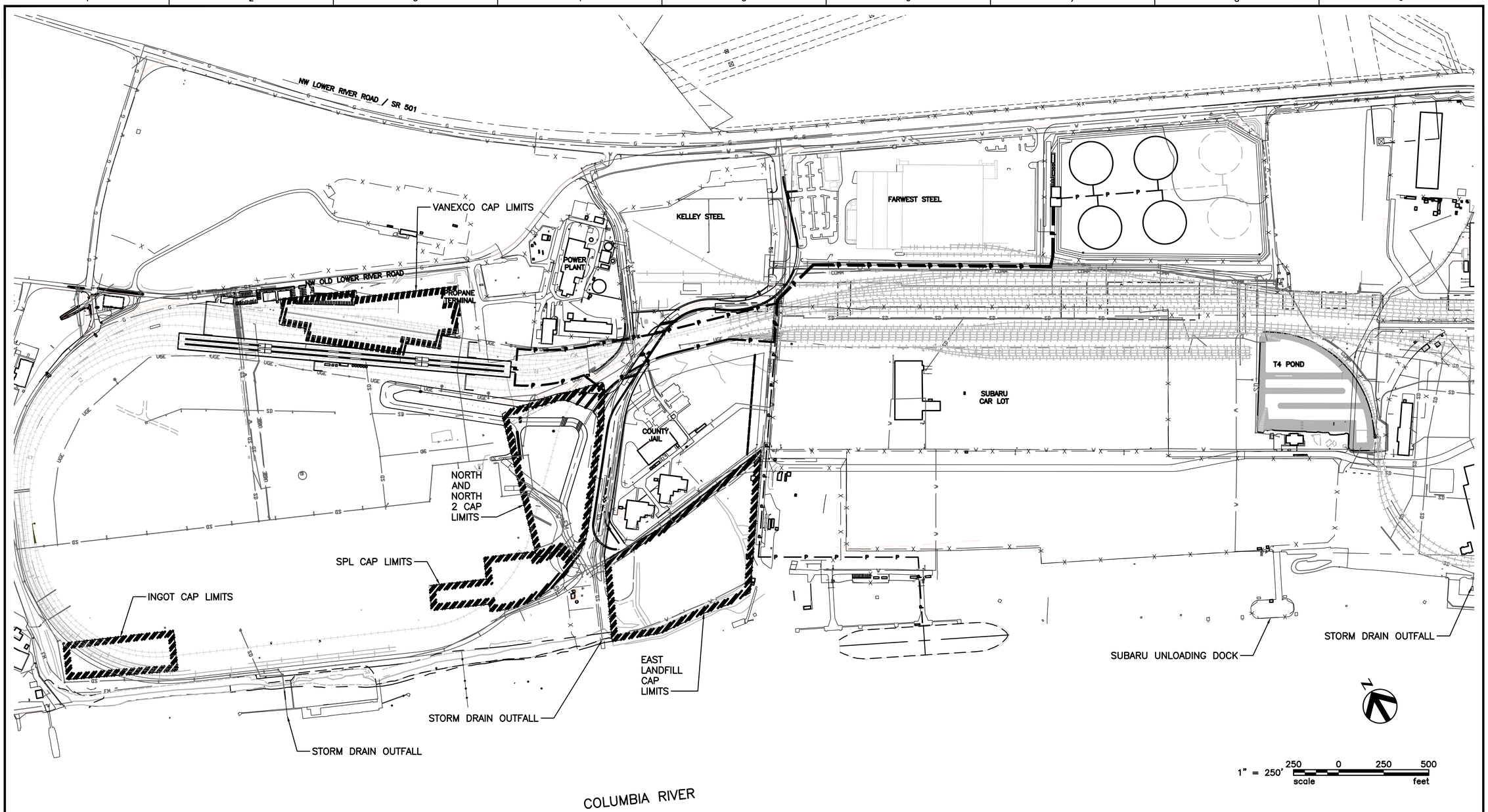

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CUSTOMER: TESORO SAVAGE PETROLEUM LLC

PROJECT: TESORO SAVAGE TERMINAL LLC
PORT OF VANCOUVER, WASHINGTON

DESCRIPTION: SITE PLAN – CONTAMINATED AREA CAPS

DESIGN:	DS	START DATE:	6/4/2013	SCALE:	1"=250'
DRAWN:	TNP	PRINT DATE:	6/4/2013	PROJECT MANAGER:	XXXX
CHECKED:	SA	APPROVED:	XXX	SIZE:	24x36

DRAWING NUMBER	SHEET	REV.
	5/X	X

Last Saved by: Tony.pritchett on: Jun 4, 2013 2::2 PM File: Q:\Vancouver\2013\A13.0287\CADD\Dwgs\PRE-APP\SITE PLAN - C.NTAMINATED AREA CAPS.dwg

SUPPLEMENTAL PRE-APPLICATION CONFERENCE NOTES
TESORO SAVAGE PETROLEUM
6/27/13

NOTE TO APPLICANTS: The comments recorded below are supplemental to the written comments given to applicants at the meeting, and therefore do not represent a complete record of requirements or issues discussed at the pre-app. A copy of these notes shall be given to the applicant at the end of the pre-app, and a copy shall be kept in the pre-app file.

YOU MUST SUBMIT AN ENTIRE SET OF PRE-APP COMMENTS, INCLUDING THESE PAGES, WHEN YOU SUBMIT FOR SITE PLAN REVIEW.

ADDITIONAL STAFF COMMENTS

ZONING
Staff: Jon Wagner
Change to written comments: yes ☐ no ☒

Comments: Additional info on lighting

BUILDING
Staff: Chris Drone

Change to written comments: yes ☐ no ☒

Comments:

FIRE
Staff: Chad Lawry
Change to written comments: yes ☒ no ☐

Comments: will provide additional information on requirements

ENGINEERING
Staff:

Change to written comments: yes ☐ no ☐

Comments:

add 1620

Additional info on projects that are in-process re: traffic

PARKS
Staff: ~~Jean Akers~~
Change to written comments: yes ☐ no ☒
Comments:

C-TRAN
Staff: Heather Cowley
Change to written comments: yes ☐ no ☒

Comments:

Staff Taking Notes: Jenn Wagner

Copy Received By: Ted Deeter
(Applicant or Representative)

H:_Development Review\PREAPPS\ConfNotes.doc

Pre-application Sign-in Sheet
PRJ-143550/PIR-34550
JUNE 27, 2013 AT 2:30 PM

For Public Record

Listing your information on this sign-in sheet is voluntary. This sign-in sheet may be subject to public disclosure under state law, subject to provisions in the Public Disclosure Act per Chapter RCW 42.56.

Name (Please Print)	Address	Phone #	E-mail Address
Mike Swanson	COV - MP Engineering	487-7182	mike.swanson@cityofvancouver.us
Richard Hoiland	COV - Water Protection	487-7199	richard.hoiland@ "
JOHN GENTRY	VANCOUVER FIRE DEPT	487-7845	john.gentry@cityofvancouver.us
AARON A. ODEGARD	COV SANSWR	4877153	LIME # 1342
BRIAN CARRICO	1111 MAIN STREET, Suite 300	823.6122	brian.carrico@abam.com
HELEN DEVERY	1111 MAIN ST, SUITE 300	826-6114	helen.devery@abam.com
Kelly J. Flint	6340 So. 3000 East, Suite 600, SLC UT	801-944-6600	kelly.flint@savagecompanies.com
David Corpron	6340 So. 3000 E #600 SLC UT 84121	801-944-6600	david.corpron@SAVAGE
Lauren Goldberg	111 Third St. Hood River, OR 97031	541 9050985	lauren@columbiariverkeeper.org
Candice McLaughlin	"	"	candice@columbiariverkeeper.org
Stephen Posner	2242 Evergreen Pk Blvd, Oly 98504	360-664-1903	sposner@utc.wa.gov
Greg Turner	COV - Planning	360-487-7883	greg.turner@cityofvancouver.us
Ryan Lapossa	COV - Transportation	360-487-7706	ryan.lapossa@cityofvancouver.us
Ryan Bennett	19910 W. 161st St., Olathe, KS 66062	913-747-2082	rbennett@poolefire.com
NIC NASH	ICPE	801-255-1111	nic.nash@icpeinc.com
Mike Marchant	Savage Co.: 6340 So 3000 E Suite 600, SLC, UT 84121	801-944-6600	Mike Marchant@SavageServices.com

EX-0001-006137-PCE

Pre-application Sign-in Sheet
PRJ-143550/PIR-34550
JUNE 27, 2013 AT 2:30 PM

For Public Record

Listing your information on this sign-in sheet is voluntary. This sign-in sheet may be subject to public disclosure under state law, subject to provisions in the Public Disclosure Act per Chapter RCW 42.56.

Name (Please Print)	Address	Phone #	E-mail Address
Chris Drone	City of Vancouver	360-487-7842	chris.drone@cityofvancouver.us
Anne Friesz	WDFW	360-906-6704	anne.friesz@dfw.wa.gov
Patty Boydan	Port Vancouver	360-992-1103	pboydan@portvanusa.com
Lisa Willis	" "	360-992-1138	lwillis@portvanwa.com
Mary Mattix	" "	360-992-1125	mrmattix@portvanusa.com
Irina Makarow	Berger Abam	360-850-9052	irina.makarow@abam.com
Tim McMahan	Stoel Rives LLP	503-294-9517	TLMCMAHAN@STOEL.COM
BRIAN DUNN	KITTELSON & ASSOC.	503-228-5230	bdunn@kittelson.com
Anaïs MALINGE	Kittelson & Associates	503-535-7483	amalinge@kittelson.com
DAN SHAFAR	Berger ABAM	503-872-4084	dan.shafar@abam.com
SAM ADAMS	"	360-823-6126	SAM.ADAMS@ABAM.COM
Jeff Hale	R&M Engineering	(801)-263-3419	jeffh@rmstructural.com
Matt Gill	Tesoro	907 261 7221	matthew.p.gill@tsocorp.com
DOUG PRICE	TESORO	210-626-6287	DOUGLAS.B.PRICE@TSOCORP.COM
ERIC LABRANT	FRUIT VALLEY NEIGHBORHOOD	503-875-1312	LABRANT@GMAIL.COM

EX-0001-006138-PCE

Pre-application Sign-in Sheet
PRJ-143550/PIR-34550
JUNE 27, 2013 AT 2:30 PM

For Public Record

Listing your information on this sign-in sheet is voluntary. This sign-in sheet may be subject to public disclosure under state law, subject to provisions in the Public Disclosure Act per Chapter RCW 42.56.

Name (Please Print)	Address	Phone #	E-mail Address
TRACY TUNTLAND	C.O.V. - RMP. ENGINEERING	487-7168	tracy.tuntland@cityofvanc.us
Jon Wagner	COV CEDD	487-7885	jon.wagner@cityofvancouver.us

NAME	ADDRESS	PHONE	EMAIL
GREG WESTRAND	PORT OF VANCOUVER	(360) 213-1248	gwestrand@portvanusa.com
Rebecca Guiao	Stoel Rives LLP	(503) 2949149	rcguiao@stoel.com
Chad Lawry	V.F.D.	360-487-7237	chad.lawry@cityofvancouver.us

EX-0001-006139-PCE

P.O. Box 1995 • Vancouver, WA 98668-1995
www.cityofvancouver.us

Pre-Application Conference

Community & Economic Development Department

Conference Date: 6/27/13 at 2:30 pm

Case File: Tesoro Savage Petroleum PRJ-143550/PIR-34550

Description: The project is designed to receive crude oil by rail, transfer it to storage tanks then load the oil onto ships or barges for transport to end users. The proposal includes constructing administrative and support buildings, rail unloading facility, piping, 6 tanks that can store up to 380,000 barrels each, marine loading facility that will include pipelines, cranes, observation/control platform and lighting for the existing dock structure. A boiler/steam plant will be built on the site and an additional two rail lines will be added to the rail infrastructure at the Terminal 5 loop.

Site Location: 5501 NW Lower River Rd

Legal Description: Tax Lots 152903000, located in the NE Quarter of Section 19, Township 2N, Range 1E of the Willamette Meridian

Contact
Helen Devery
Berger/ABAM
1111 Main St. Ste 300
Vancouver, WA 98660
360-823-6100

Applicant:
Tesoro Savage Petroleum Terminal LLC
Kelly Flint
6340 South 3000 East
Suite 600
Salt Lake City, UT 84121

Property Owner:	Port of Vancouver, USA 3103 NW Lower River Rd. Vancouver, WA 98660 360-693-3611
Comprehensive Plan:	Industrial
Zoning Designation:	IH (Heavy Industrial)
Case Manager:	Jon Wagner, Senior Planner
Neighborhood Assoc(s):	Fruit Valley, Chair: Eric LaBrant

PROCEDURAL NOTE

RCW 80.50 establishes the Energy Facility Site Evaluation Council. RCW 80.50.040 'enumerates the powers of the council, including review of energy plants.

RCW 80.50.020 (12) (d) defines energy plant as including the following;

> Facilities which will have the capacity to receive more than an average of fifty thousand barrels per day of crude or refined petroleum or liquefied petroleum gas which has been or will be transported over marine waters, except that the provisions of this chapter shall not apply to storage facilities unless occasioned by such new facility construction.

As this proposal meets the definition of energy plant, it will be reviewed by the Washington State Energy Facility Site Evaluation Council.

RCW 80.50.120 addresses the effect of certification as follows:

(1) Subject to the conditions set forth therein any certification shall bind the state and each of its departments, agencies, divisions, bureaus, commissions, boards, and political subdivisions, whether a member of the council or not, as to the approval of the site and the construction and operation of the proposed energy facility.

(2) The certification shall authorize the person named therein to construct and operate the proposed energy facility subject only to the conditions set forth in such certification.

(3) **The issuance of a certification shall be in lieu of any permit, certificate or similar document required by any department, agency, division, bureau, commission, board, or political subdivision of this state, whether a member of the council or not. [Emphasis added]**

Although the state will have the overall review authority for the proposal, the following preapplication conference report indicates the regulations and standards that would be applicable if the city were charged with the review authority .

APPLICABLE STANDARDS

The application shall include a **comprehensive** narrative addressing how the development complies with the standards outlined below, including a description of the uses proposed for the site, and a construction schedule.

VMC Title 11: Streets and Sidewalks
VMC Title 11.95: Concurrency
VMC Title 12: Trees and Vegetation
VMC Title 14.04, 14.10, and 14.16: Water and Sewers
VMC Title 14.24: Erosion Control
VMC Title 14.25: Stormwater
VMC Title 14.26: Water Resource Protection
VMC Title 16: Fire Code
VMC Title 17: Building and Construction

EX-0001-006143-PCE

VMC Title 20: Zoning/Land Division/SEPA
Revised Code of Washington (RCW)

GENERAL SITE INFORMATION:

Zoning District	IH (Heavy Industrial)
Adjacent Zoning Designation	IH (Heavy Industrial) and GW (Greenway)Vancouver Lake
Comprehensive Plan Designation	Industrial
Parcel Size	Total of three parcels – 29 acres
Adjacent Land Uses	Heavy Industrial
Access Roads	Lower River Road and Gateway Avenue
Existing Vegetation	
Existing Structures	Area is mostly paved with few buildings
Topography	Generally flat upland, sloping to the Columbia River
Habitats of Local Importance	No mapping indicators
Fish and Wildlife Habitat Conservation Areas	Riparian Management Area and Riparian Buffer
Frequently Flooded Areas	Portions of the site are in the floodplain and floodway
Geological Hazard Areas	Mapping indicators
Wetlands	Mapping indicators, however, these have been filled and mitigated
Shoreline Management Areas	The portion of the project at Berths 13 and 14 are within Shoreline jurisdiction
Archaeology	The area is indicated as a Level A; high probability for encountering artifacts
Drainage Basin	Vancouver Lake/Lake River
Wellhead Protection	No mapping indicators
Soils	PhB Pilchuck fine sand, 0 to 8% slopes
Park Impact Fee District	#1
School Impact Fee District	Vancouver
Impacted Schools	Not applicable
Traffic Impact Fee District	Vancouver
Transportation Analysis Zones	38
Sewer District	Vancouver
Water District	Vancouver
Fire Service	Vancouver
Neighborhood Association	Fruit Valley

KEY ISSUES

The key issues relate to the use proposed and compliance with applicable state and local regulations as reviewed by the Washington State Energy Facilities Site Evaluation Council.

ZONING COMMENTS — Jon Wagner (360) 487-7885

REQUIRED PROCESSES:

Under the provisions of RCW 80.50, this request will be reviewed and a certification will be reviewed by the Washington State Energy Facility Site Evaluation Council.

<u>If this were a city-reviewed project it would be subject to a Type II review as it would involve site plan review and a Shoreline Substantial Development Permit.</u>

Per VMC 20.210.020.D, when more than one application is submitted for a given development and those applications are subject to different types of procedure, then all of the applications are subject to the highest type of procedure that applies to any of the applications.

<u>IH (HEAVY INDUSTRIAL) ZONING DISTRICT (VMC 20.440):</u>

The site is zoned IH, The proposal is for a petroleum terminal. The use will involve administrative support buildings, rail unloading facilities, marine loading facilities and petroleum storage.

The IH zone is described at VMC 20.440.020(C) as follows:

> The IH zoning district provides appropriate locations for intensive industrial uses including industrial service, manufacturing and production, research and development, warehousing and freight movement, railroad yards, waste-related and wholesale sales activities. Activities in the IH zone include those that involve the use of raw materials, require significant outdoor storage and generate heavy truck and/or rail traffic.

Under the description of use classifications in VMC 20.160.020, at subsection (D)(5) - Warehouse/Freight Movement is defined as follows:

> Uses involved in the storage and movement of large quantities of materials or products indoors and/or outdoors; associated with significant truck and/or rail traffic. Examples include free-standing warehouses associated with retail furniture or appliance outlets; household moving and general freight storage; cold storage plants/frozen food lockers; weapon and ammunition storage; major wholesale distribution centers; truck, marine and air freight terminals and dispatch centers; bus barns; grain terminals; and stockpiling of sand, gravel, bark dust or other aggregate and landscaping materials.

The proposal is fits within this use classification.

Per Table 20.440.030–1, Warehouse/Freight Movement is allowed outright in the IH zone.

DEVELOPMENT STANDARDS (VMC 20.440)

Table 20.440.040-1 sets out the development standards in the IH zone as follows:

Standard	Required	Existing/Proposed
Minimum lot size	none	Not applicable
Maximum lot coverage	100%	Not applicable
Minimum lot width	None	Not applicable
Minimum lot depth	None	Not applicable
Minimum setbacks*		
Separated from site by a street	Pursuant to buffering and screening standards contained in VMC Tables 20.925.030-1 and 20.925.030-2.	Not indicated, see provisions relating to landscaping below
Not separated from site by a street feet		Not indicated, see provisions relating to landscaping below
Maximum height	None	Not applicable
Minimum landscaping requirement (percentage of total net area)	0	Pursuant to buffering and screening standards contained in VMC Tables 20.925.030-1 and 20.925.030-2.

***** Staff has reviewed these standards and has determined they are not appropriate to development within the Port of Vancouver. Staff has previously issued a determination that no setbacks are required adjoining Harborside Drive (see Minor Adjustment for Port of Vancouver Terminal 4 Setback, PRJ2009-01134/MZR2009-00378 dated Dec.22, 2009). However, those portions of the proposal that border on property not owned by the Port of Vancouver, or have frontage on a public street will be required to meet the landscaping/setback requirements. The landscaping standards will apply to the proposed development on Parcel 1A for the boundary along Lower River Road and the boundary between Parcel 1A and the Farwest Steel facility to the west.

ARCHAEOLOGICAL RESOURCE PROTECTION (VMC 20.710):

The purpose of this ordinance is to encourage the identification and preservation of cultural, archaeological, and historic resources consistent with the Growth Management Act of 1990 as well as the Vancouver Comprehensive Plan. This project is located within an area of high probability for discovery of archaeological resources; therefore, a predetermination would be required. The archaeological predetermination shall be prepared by a profession archaeologist as defined by the state of Washington in RCW 27.53.030(8). However, if any cultural or historical resources are discovered during construction activity, construction shall cease until a qualified archaeologist assesses the find. This application will contact all applicable authorities.

CRITICAL AREAS PROTECTION (VMC 20.740):

Projects requiring Critical Area Permits are required to submit the critical area boundary locations in digital format. The digital submittal can be in a CAD file or a GIS shapefile. The digital data must be on the same coordinate system as the Clark County GIS database: State plane coordinates using NAD 1983 datum and the Washington State zone (also referred to as the FIPS zone 4602).

Refer to the City of Vancouver website at http://www.cityofvancouver.us/buildpermits.asp under critical area permits for links and downloads of submittal specifications, domains, critical layer templates for CAD files and shapefiles.

The digital submittals are not required until the final phase of the project however you are strongly encouraged to contact the City GIS Coordinator during the preliminary stages if you should have any questions about submittal requirements.

The applicant has correctly identified the following Critical Areas apply to this proposal:

- Fish and Wildlife Habitat Conservation Areas
- Frequently Flooded Areas
- Geologic and Seismic Hazards
- Wetlands

A Critical Areas Report addressing each of this would be required if the application were reviewed by the city.

SHORELINE MANAGEMENT (VMC 20.760):

The applicant has provided a listing of the applicable provisions of the Vancouver Shoreline Master Program

These are as follows:

Section	Associated Regulation(s)
5.1	1-2, 4-6, 11, 15
5.2	All
5.3	All
5.4	2
5.6.1	All
5.6.2	1-5
5.6.3	All
5.7	All
5.8.1	All
5.9	1-7
5A	All
Table 6-1	All
6.3.3.5	1, 4-5
6.3.6	1, 5-6

Staff concurs with the applicant's listing of applicable regulations. However, the provisions relating to Shorelines of Statewide Significance are not included in the regulations; they are contained in Chapter 3 of the Shoreline Master Program, and are as follows:

3.2 Shorelines of Statewide Significance

Within the City of Vancouver, the Columbia River and Vancouver Lake are designated shorelines of statewide significance (SSWS). Shorelines of statewide significance are of value to the entire state. In accordance with RCW 90.58.020, SSWS will be managed as follows:

1. Preference shall be given to the uses that are consistent with the statewide interest in such shorelines. These are uses that:

a. Recognize and protect the statewide interest over local interest;
b. Preserve the natural character of the shoreline;
c. Result in long term over short term benefit;
d. Protect the resources and ecological function of the shoreline;
e. Increase public access to publicly-owned areas of the shorelines;
f. Increase recreational opportunities for the public in the shoreline; and
g. Provide for any other element as defined in RCW 90.58.100 deemed appropriate or necessary.

2. Uses that are not consistent with these policies should not be permitted on SSWS.
3. Those limited shorelines containing unique, scarce and/or sensitive resources should be protected.
4. Implementation of restoration projects on shorelines of statewide significance should take precedence over implementation of restoration projects on other shorelines of the state.
5. Development should be focused in already developed shoreline areas to reduce adverse environmental impacts and to preserve undeveloped shoreline areas. In general, SSWS should be preserved for future generations by 1) restricting or prohibiting development that would irretrievably damage shoreline resources, and 2) evaluating the short-term economic gain or convenience of developments relative to the long-term and potentially costly impairments to the natural shoreline.

Staff customarily requires the applicant to address these provisions.

TREE CONSERVATION (VMC 20.770):

The purpose of this ordinance is to establish a process and standards to provide for the protection, preservation, replacement, proper maintenance and use of trees, associated vegetation and woodlands located within the City of Vancouver.

Unless otherwise exempted in Section 20.770.030, any site subject to a development, as defined in Section 20.150, within the City of Vancouver, shall be required to develop a Tree Plan and shall be required to meet the minimum tree density. (VMC 20.770.080).

Departmental policy is that if the area of a proposed building or other construction is in an area that is currently covered by impervious surfaces, the provisions of VMC 20.770 do not apply. To meet this standard the applicant must demonstrate the existing site is covered by impervious surfaces. For the pervious areas, the applicant is required to show compliance with the 30 tree units per acre requirement.

Per VMC 20.770.100.C, the tree maintenance requirements shall apply in perpetuity to developments that are multi-family residential developments in excess of four units, commercial and industrial. The applicant shall execute a covenant in a form agreeable to the City which shall require that the applicant and his successors comply with the maintenance requirement imposed by this section. The covenant shall be binding on successor property owners and owners' associations. The covenant shall be recorded by the county auditor.

SEPA REGULATIONS (VMC 20.790):

The State Environmental Policy Act, Chapter 43.21C RCW, is intended to ensure that environmental values are considered by state and local government officials when making decisions. The primary purpose of SEPA is to evaluate the environmental impacts of a proposed project and identify methods to reduce the impacts. A SEPA review of this proposal will be required as the proposal exceeds several of the categorical exemption thresholds.

GATED ACCESS STANDARDS (VMC 20.914):

If the proposed development includes provisions for gated access, this section contains regulations and other design standards for approval. Describe how the issues are satisfied in the project narrative.

Stacking area. Each access point shall show an area of sufficient length and width to safely stack traffic coming onto the property from the adjacent roadway. **Transportation Services shall determine the length of the stacking area based on the adjacent roadway type and design configuration. A parking area shall be provided to the right of the entry lane to accommodate visitors not able to open the gate.**

Entrance/Exit Design. Adequate vision clearance shall be provided so that motorists leaving a gated community have a clear view of the sidewalk on either side of the exit, and so that approaching pedestrians have a clear view of any approaching vehicle. Gated community entrances and exits shall be designed to achieve travel speeds not to exceed 5 miles per hour, and shall require a vehicle stop directly prior to crossing the street sidewalk. Entrance and exit areas shall be designed so that vehicles approaching or leaving the gated community can queue to enter/exit the traffic stream without blocking the sidewalk.

Turnaround feature. Each gate access point shall have an area that allows traffic to safely maneuver a turnaround when the gate is in closed position.

Lane width inside the gate. Fire and emergency access vehicles require passing room within the development. Twenty feet of unobstructed driving surface is required on the interior side of the access point and gate.

Emergency vehicle access required. Each project will require the applicant to produce a confirmation of approval from the Fire Marshal that indicates that the design of the gate(s) meets the Fire Marshal's requirements for emergency entry. The Fire Marshal's written approval shall be submitted with this application.

No encroachment into publicly owned right-of-way. The gates, operating equipment and fencing shall be located wholly within the private portion of the property. The property line shall be clearly indicated on the site plan. Swing gates are not allowed to encroach into the public right-of-way. The drives, streets and lanes inside a gated community are to remain private.

Pedestrian Access. Separate pedestrian access from driving lanes. Each access point shall have a pedestrian access and walkway that is separate from the driving lanes and links directly to the public sidewalk. Pedestrian walkways shall meet all standards for accessibility required by the Americans with Disability Act.

Lighting. Lighting fixtures shall be established and maintained at the access points to provide vehicle and pedestrian safety. The required lighting shall be automatically controlled to turn on during the hours of darkness.

Vision Clearance. Each access point shall demonstrate vision clearance as per 20.985 VMC.

Gate Material. The moving portion of the gate shall be constructed of material that is at least 80 percent open. Typically, wrought iron or other decorative material is used.

Gate opening width. Each gate must open to a minimum width of 15 feet or as required by the Fire Marshal.

IMPACT FEES (VMC 20.915):

Impact fees are calculated at the time of project approval **not pre-application.** Currently impact fees are calculated as follows:

Transportation impact fees will be required prior to issuance of building permits. The project is located within the Vancouver Subarea which requires $139 per trip. Transportation impact fees will be determined based on the trip generation report submitted with the application. The following is the formula for calculating the transportation impact fee:

TIF = Average Daily Trips x $139 x .85

School Impact Fees and **Park Impact Fees** are not required as no residential uses are being proposed.

LANDSCAPING (VMC 20.925):

VMC Table 20.925.030-1 indicates the required landscaping and setback between various uses. The chart is based on the zoning of the subject property, the zoning of the adjacent properties and whether there is an intervening street.

As the city has agreed that landscaping between interior lots within the port is not required, the following setbacks and landscaping apply only to the development of Parcel 1A:

For the north boundary; along NW Lower River Road, the adjacent property, to the north of NW Lower River Road is zoned GW (Greenway, Vancouver Lake). As the subject property is separated from the GW zone by a street, the L2 standard with a 10 foot setback is required.

For the west boundary, abutting the Farwest Steel site, an IH zoned parcel, the required minimum setback is either 5 feet or 0 feet (If building is to be built on the property line there is no required buffer for that portion of the site). The building constructed must meet all standards for zero lot line development. The level of landscaping, if required, is L1.

The specific landscaping standards relating to the L1, and L2 standards are indicated below:

VMC Table 20.925.030-2 Landscaping and Screening Design Standards[1]

Type	Name	Description	Minimum Shrubs Based on Buffer Depth	Minimum Trees	Wall or Berm or Fence Required - Standards

L1	General (for open areas)	Used where distance is primary means of separating uses or development, and landscaping enhances area between them	a. 10 ft or less = None b. Over 10 ft = 2 high or 3 low shrubs per 400 sq. ft. landscaped area	a. One tree per 30 lineal ft b. One tree per 800 sq. ft.	None
L2	Low Screen	Distance and low-level screening intended to separate uses or development. Applied where low level screening sufficiently reduces the impact of a use or development, or where visibility between areas is more important than a greater visual screen.	Continuous screen 3 ft high, 95% opaque year-round. 3+ gallon containers or equivalent with spread 18+ inches.	One tree per 30 lineal ft of landscaped area or as needed to provide a tree canopy over the landscaped area	3 ft high masonry wall or F2 fence or a berm may substitute for shrubs

[1] Additional Requirements:

L1, L2, L3, L4, L5 - Groundcover plants, grass lawn or approved flowers must fully cover the landscaped area not in shrubs or trees.

L2, L3 - When applied along street lot lines, the screen or wall is to be placed along the interior side of the landscaped area.

L4 - When abutting another property, the wall shall abut the property line. When abutting a street or road right-of-way, the wall shall be on the interior side of the landscaped area.

L1 - Within the commercial districts where a building is to be placed at the buffer line for a front setback, concrete or brick pavers may be used in place of the required groundcover for the length of the building for the front setback only; provided, the required trees are still supplied, the paved area is connected to the public sidewalk, and pedestrian amenities are provided such as benches or pedestrian plazas. Building need not be placed at the required buffer line to utilize this section if the area between the buffer line and the building is devoted entirely to pedestrian only areas.

L1, L2, L3, L4, L5 – Groundcover plants to be placed not more than thirty (30) inches on center and thirty (30) inches between rows. Rows of plants shall be staggered for a more effective covering. Groundcover shall be supplied in a minimum four (4) inch size container or a two and one-quarter (2 1/4) inch container or equivalent if planted eighteen (18) inches on center.

PARKING and LOADING (VMC 20.945):

Per Table 20.945.070-2, the Warehouse/Freight Movement use must provide one parking space per each 2,000 square feet of floor area.

The parking lot development standards are contained in VMC 20.945.040 as follows:

A. Review Authority. Parking lot design and drainage shall be subject to review and approval of the City Transportation Manager.

B. Maintenance of parking areas. All parking lots shall be kept clean and in good repair at all times. Breaks in paved surfaces shall be repaired promptly. Broken or splintered wheel stops shall be replaced so that their function will not be impaired.

C. All signing and striping, including that for private parking lots, shall conform to the Manual of Uniform Traffic Control Devices (MUTCD). Individual spaces shall be marked with painted stripes.

D. Location. Parking spaces shall not be permitted in any setback except as otherwise specified in this title. For single-family and duplex dwellings, passenger vehicle parking in excess of required parking is permitted in the front yard setback provided it is: located on a legally established driveway; located out of sight triangles as per 20.895 VMC; and does not extend into City right-of-way. Parking in the front yard setback otherwise allowed by this Chapter shall not include the storage of motor homes, trailers or recreational vehicles, including boats. Parking of motor homes, trailers recreational vehicles and boats is allowed in one side or rear setback on an impervious surface and served by a paved driveway. Such parking must be screened from the street and adjoining properties by a 6' sight obscuring fence or hedge.

E. No parking space shall be located where backing maneuvers from such a space would interfere with traffic flow to/from a public street to the parking area, generally within 20' of a circulation aisle-way near a public street access point.

F. Driveways. Driveways which provide access to off-street parking or loading from public streets shall comply with the following:

1. Driveways from the street to off-street parking or loading areas shall be designed and constructed to facilitate the flow of traffic and provide maximum safety for pedestrians. At a minimum all driveways shall meet arterial access spacing standards; on arterial roadways shared driveways and cross-access easements may be required to improve arterial efficiency and safety consistent with access management practices detailed in NCHRP Report 420.

2. Where driveways are gated, even temporarily, the driveway approach shall be designed such that vehicles approaching or leaving the gated drive can queue to enter/exit the traffic stream without blocking the sidewalk or the street traffic, and shall not impede internal site circulation. Design of gated driveways shall be subject to review and approval by the City Transportation Manager.

3. Driveways shall be improved with a permanent surface including but not limited to asphalt, concrete, brick or masonry or other material approved by the Planning Official. Applicants are encouraged to use City and Department of Ecology alternative paving Best Management Practices to enhance on-site water quality where appropriate based on anticipated use.

4. Except for single-family and duplex residences, groups of more than two parking spaces shall be served by a driveway so that no backing movements or other maneuvering within a street or other public right-of-way is necessary.

5. Loading/unloading driveways. If an on-site drop-off is provided, the driveway shall be designed for continuous forward flow of passenger vehicles.

G. On-site vehicle stacking for drive-through use

No drive through lanes are proposed.

H. Pedestrian access, circulation and connections. The following standards apply to multi-family, commercial, industrial and institutional uses in all zones:

1. The applicant shall extend pedestrian circulation routes to sidewalks and transit stops along streets abutting the site, to pedestrian facilities that extend to the edge of the site from off-site, and to the edge of the site in the direction of existing, approved or proposed off-site pedestrian and transit facilities.

2. Pedestrian circulation routes shall also connect structures and uses on the site, such as buildings, vehicle and bicycle parking areas, children's play areas, required outdoor areas, open spaces, plazas, resting areas and viewpoints.

3. To the extent practicable, the pedestrian circulation system shall be designed to minimize the distance a pedestrian needs to walk between typical origins and destinations of and off the site, including transit stops, public sidewalks and building entrances. Circuitous routes generally should be avoided except for an appropriate purpose given the use or setting.

4. Where pedestrian or bicycle routes cross access, maneuvering, parking or loading areas, the crossing must be clearly identified by using elevation changes, speed bumps, a different paving material, and other method that effectively alerts drivers, pedestrians and cyclists of the location and nature of the crossing. Striping is strongly discouraged as the only method of identification of pedestrian crossings. When striping is used, it must be continuously maintained in perpetuity in an effective manner by the property owner.

5. Where a pedestrian or bicycle route is parallel and adjacent to an auto travel lane or parking area, the pedestrian or bicycle route must be safely separated from the auto travel lane by using a raised path, a raised curb, bollards, landscaping or other physical barrier.

6. Lighting. The on-site pedestrian circulation system must be lighted to a level of 0.5 foot candle, except for handicapped accessible areas which must be lighted to 1.0 foot candle. Such lighting shall be directed in a manner to prevent glare on nearby residential areas.

7. Pedestrian route dimensions. In all commercial zones, the primary pedestrian connection between the main entrance and the fronting arterial shall be a minimum of 8' unobstructed width. All other pedestrian connections shall be a minimum of 6' unobstructed width. The Planning Official may modify these standards for minor expansions of existing uses that face site-specific challenges.

8. Required pedestrian circulation routes shall be improved with an asphalt, concrete or other approved all-weather surface; provided, pedestrian circulation routes through recreational or open space areas may be improved with a material consistent with their purpose and the characteristics of their location.

9. Connections. The pedestrian system must be connected to site and adjacent streets and nearby transit stops. The pedestrian system must also connect public open space or parks, commercial, office and institutional developments when existing development does not preclude such connection. Development patterns must not preclude eventual site-to-site connections, even if an adjacent site is not planned for development at the time of the applicant's development. Connections between buildings and the street shall be no greater than 200' apart.

I. <u>Parking lot landscaping.</u>

1. Purpose: The following landscaping standards are intended to improve and soften the appearance of parking areas; reduce the visual impact of parking areas from sidewalks, streets, and especially from adjacent residential zones; shade and cool parking areas; reduce the amount and rate of stormwater runoff from vehicle areas; and improve air quality.

2. Perimeter Landscaping: Any off-street parking area, other than for a single-family or duplex dwelling, shall be effectively screened by a sight-obscuring fence, wall or evergreen planting on each side which adjoins property situated in a residential zone, the premises of any school or like institution, or a public or private street. Screening along a common property line shall be 6' high. Landscape screening shall be capable of attaining a height of 6' within 2 years of planting. Screening along all public or private streets shall be a minimum of 3' high.

3. Interior Landscaping: Interior landscaping must be provided for sites containing more than 20 parking spaces. At least 10% of the parking and maneuvering areas, not including driveway areas, must be landscaped.

a. Standards: The landscape materials must meet the general standards below:

1. The landscaping must be dispersed throughout the parking area. All of the required landscape area may be in the parking area, or some may be in the loading areas.

2. Perimeter landscaping may not substitute for interior landscaping. However, interior landscaping may join perimeter landscaping as long as it extends at least four' into the parking areas from the perimeter landscape line.

b. Individual tree-planting spaces. Where an individual tree is planted in a space surrounded by pavement, the planting area must have a minimum dimension of six' with each tree placed in the middle.

c. Required landscape materials for parking lot landscaping. Landscape materials for parking lot interior and perimeter landscaping must be provided as follows:

1. Tree required. At least one tree must be provided for every 10 parking stalls. Existing trees may be used to meet this standard. At lease one tree shall be planted in each landscape island. Broadleaf trees must be at least 2 caliper inches at the time of planting and conifer trees must be at least 5' tall at the time of planting. Trees must be dispersed throughout the parking area to provide shade for the parking area. Some trees may be grouped, but the groups must be dispersed.

2. Shrubs required. At least one shrub must be provided for every 30 sq. ft. of required landscaped area. Shrubs must be at least the one-gallon container size.

3. Ground cover required. All of the landscaped areas that is not planted with trees and shrubs must be planted in ground cover plants, which may include grasses. Paths made of paving stones, flagstones, bricks, pavement, or similar materials may provide access across landscaped areas, but the surface area of impermeable materials does not count toward the required landscaped area.

4. Native Species. Planting of native species is encouraged.

J. <u>Parking lot surfacing</u>

1. All areas used for the parking or storage or maneuvering of any vehicle shall be improved with asphalt, concrete or other permanent surface approved by the Planning Official; The Planning Official may approve the use of City and Department of Ecology alternative paving Best Management Practices to enhance on-site water quality where determined to be appropriate based on type and frequency of anticipated use.

2. Parking areas to be used primarily for temporary staging of construction equipment and temporary parking for the facility during construction may be surfaced in gravel when authorized by the approval authority at the time the site development approval is given. The Planning Official may require the property owner to remove the gravel immediately following construction or enter into an agreement to pave the parking area: (1) within a specified period of time after its establishment; or (2) if there is a change in the types or weights of vehicles utilizing the parking area; or (3) if there is evidence of adverse effects upon adjacent roadways, water courses or properties. Such an agreement shall be executed as a condition of approval of the plan to establish the gravel parking area

K. <u>Parking lot and access striping.</u>

1. Except for single-family and duplex residences, any area intended to be used to meet the off-street vehicle parking requirements as contained in this chapter shall have all parking spaces clearly marked; and

2. All interior drives and access aisles shall be clearly marked and signed to show direction of flow and maintain vehicular and pedestrian safety.

L. Wheel stops. Parking spaces along the boundaries of a parking lot or adjacent to interior landscaped areas or sidewalks shall be provided with a wheel stop or bumper rail at least 6” high located 2’ back from the front of the parking stall. The front 2’ of the parking stall may be concrete, asphalt or low- lying landscape material that does not exceed the height of the wheel stop, provided sidewalks or other pedestrian paths are not obstructed.

M. Drainage. Off-street parking and loading areas shall be sloped to drain in accordance with specifications approved by the Director of Public Works. These areas shall be drained to prevent the flow of water onto the right-of-way, across pedestrian facilities, or onto adjacent properties unless specifically authorized by the Director of Public Works.

N. Lighting. All off-street parking areas larger than 5,550 sq. ft. shall be illuminated. Public parks that close at dusk are exempted from this provision. All lighting shall be directed away from any adjacent residential zone.

O. Space and aisle dimensions. Table 20.945.040–2

Table 20.945.040–2
Space and Aisle Dimensions

	Standard Stall Dimension		**Compact Stall Dimension**		**Aisle Width Dimension**	
Angle (degrees)	Stall Width (feet)	Stall Depth (feet)	Stall Width (feet)	Stall Depth (feet)	1-Way Aisle Width	2-Way Aisle Width
0	20	8	8	18	12	20
45	9	17	8	15	14	20
60	9	17	8	15	16	22
90	9	17	8	15	22	22

1. Designated disabled parking stalls which meet minimum dimensional requirements shall be counted as standard size parking stalls and shall be provided as required by applicable State of Washington and the City Adopted Building Code, as amended for disabled person parking spaces.

2. The width of each parking space includes a stripe that separates each space.

3. Up to 50% of all required on-site vehicular parking spaces may be compact spaces. Such spaces shall be marked as “compact” or “C”.

4. Clustering: No more than an average of 10 parking spaces shall be placed side by side without an intervening break provided by a circulation aisleway, pedestrian walkway, or landscaping. If an average of no more than 10 side-by-side stalls is maintained overall, up to 15 stalls may be located side-by-side. Where landscaping provides a break in the group of spaces, the landscape island shall extend at least 1’ into the circulation aisleway to provide a visual narrowing of the circulation aisleway.

5. A portion of a parking space may be landscaped instead of paved as follows:

a. The landscaped area may be up to 2’ of the front of the space as measured from a line parallel to the direction of the bumper of a vehicle using the space.

b. Landscaping must be ground cover plants; and

c. The landscaped area counts towards parking lot interior landscaping requirements, but not perimeter landscaping requirements, and shall not obstruct the minimum width requirements for pedestrian circulation.

6. Other parking angles, such as but not limited to 30 degrees or 75 degrees may be approved by the Planning Official, with dimensional requirements consistent with those illustrated in Table 20.945.040–2.

7. Minimum standards for a standard pa

Per VMC 20.945.040, the minimum parking space dimensions are as follows:

1. Standard Size: Width = 9 feet, Depth = 17 feet
2. Compact Size: Width = 8 feet, Depth = 15 feet.
   (Up to one half of required spaces may be compact sizes with the exception of temporary lots, in which case there is no limit as to the proportion of compact size spaces.)

No parking shall be allowed within setbacks or required yards unless otherwise specified in the Zoning Code.

The required number of accessible and van accessible parking spaces shall comply with IBC Section 1106 and WAC 51-50-1106.

Per VMC 20.945.080, off-street loading is required. The following table indicates the minimum required loading areas:

Table 20.945.080–1 **Minimum Loading Berths**	
Number of Berths	Gross Floor Area
1	5,000 sq. ft. up to 25,000 sq. ft.
2	25,000 sq. ft. up to 50,000 sq. ft.
3	50,000 sq. ft. up to 100,000 sq. ft.
1 additional for each	50,000 sq. ft. in excess of 100,000 sq. ft.

Berths shall be a minimum of 10’ wide, 45’ long and 14’ high.

SIGNS (VMC 20.960):

No signs are proposed at this time. Future proposals must adhere to the standards found at VMC 20.960.

SOLID WASTE DISPOSAL AND RECYCING (VMC. 20.970)

The following comments were received from Elsie Deatherage, of the city’s Solid Waste Services [(360) 619-4122]

The proposed plans appear to show a garbage and recycling enclosure in the parking lot next to the office building. This would offer good truck access and be conveniently located for the office and change room.

GENERAL ENGINEERING

Public improvements are typically required for a new development. One or more engineering disciplines usually require Civil Plans. *Preliminary* and *Full Civil Plans* are to be 22 inches x 34 inches (ANSI D) or 24 inches x 36 inches (ARCH D), and stamped by a Washington State licensed civil engineer.

In the standard permit review process, the land use approval usually precedes the civil plan review process. **Streamlined projects in the alternative 90-day review process require *Full Civil Plans* with the initial land use application to start the civil plan review process.** For land use approval only, *Preliminary Civil Plans* are sufficient to show whether it is feasible for a project to meet engineering requirements. *Preliminary Civil Plans* to be submitted to the City include conceptual drawings and preliminary engineering reports. Depending on the project, *Preliminary Civil Plans* may or may not need all the items listed below for Civil Plans. The purpose of *Preliminary Civil Plans* is to provide City engineers enough information to make a fully complete determination, meaning the application contains sufficient information to make a land use decision of approval, approved with conditions or denial. It does not mean that the application meets applicable standards. Refer to each engineering discipline's section within this document and, if needed, contact the engineer assigned to determine *Preliminary Civil Plan* requirements for a fully complete application. The engineer assigned for each discipline is listed at the top of each section.

Comment [meh1]: Modify this section for handout with Type I application. 'Contact who (case manager, engineering counter?) to determine engineering requirements for the proposed project?

After the fully complete review process, City staff documents findings and requirements for the proposed project within a staff report. The applicant's next step is to follow the staff report requirements and if required start the civil plan review process by submitting *Full Civil Plans* with engineering reports. *Full Civil Plans* shall provide an engineering design which is 90% complete with all necessary plans, profiles, cut sections, details and reports.

The civil plan review process is a comprehensive engineering review process in which *Full Civil Plans* are submitted to the City, redlined by City staff and returned to the applicant for revision. Civil Plans for a typical development include the following:

- Cover Sheet
- Existing Conditions Plan
- Site Plan and/or Plat Plan
- Grading and Erosion Control Plan
- Stormwater Plan
- Street Plan (per Transportation's Standard Drafting Requirements)
- Utility Plan
- Signing and Striping Plan
- Lighting Plan
- Landscape/Planting Plan
- Stormwater Report
- Traffic Study
- Request for Certificate of Concurrency

The civil plan review process is repeated until the Civil Plans meet all applicable standards upon which *Final Civil Plans* are requested. *Final Civil Plans* receive conditional approval for construction. Conditions of approval for the proposed project will be determined by City staff and thoroughly outlined in a 'Plan Approval Letter (PAL)' addressed to the applicant. After *Final Civil Plan* approval occurs, the conditions outlined in the 'PAL' must be met by the applicant in order to obtain final acceptance, occupancy and/or final plat approval. Conditions for a typical development are listed below:

- ✓ Obtain all construction permits such as a grading permit, right of way permit, and an approved traffic control plan prior to the start of construction.
- ✓ Schedule and attend a preconstruction meeting with Construction Services.
- ✓ Construct the civil improvements and obtain a written 'Completion of Construction' from City inspection.
- ✓ Ensure erosion control measures are in place and functioning properly.
- ✓ Submit engineering stamped as-built drawings and CAD file of utilities and transportation improvements for review and approval.
- ✓ Submit a utility costs and quantities breakdown.
- ✓ Execute and submit all necessary documents for recording such as; public utility easements, utility covenants, deeds of dedication, and bills of sale.
- ✓ Obtain and submit street and stormwater maintenance bonds.
- ✓ Pay all applicable sewer and/or water main fees.
- ✓ Other conditions will apply depending on the project.

Written 'Final Acceptance' of the constructed public improvements will be granted only after all conditions listed in the 'Plan Approval Letter' are met.

Sanitary sewer and water System Development Charges (SDC) are collected prior to issuing a water meter and building occupancy. Sewer and water connection fee estimates are provided by the engineering counter upon request, (360) 487-7804.

References:

The design and construction of water, sewer, erosion control and stormwater systems shall be in accordance with the current *City's General Requirements and Details for the Design and Construction of Water, Sanitary Sewer, and Surface Water Systems;* available online at *www.cityofvancouver.us* on the Building, Planning & Environment tab under Engineering Review.

Transportation development information and details are available online at *www.cityofvancouver.us* on the Building, Planning, & Environment tab under Transportation Development Review.

The standard detail sheets may be omitted from the design plans by referencing the General Requirements on the civil plan cover sheet, using the 'Standard Detail Waiver Note' found on the City website under the same headings as the General Requirements listed above.

The Vancouver Municipal Code is available online at *www.cityofvancouver.us* on the City Government tab under Municipal Code.

TRANSPORTATION ENGINEERING COMMENTS	Ryan Lopossa 487-7706

The City of Vancouver recently completed an update to the Vancouver Municipal Code, Title 11, Streets and Sidewalks. These changes took effect as of November 15, 2012 and will be applied to all new applications submitted thereafter.

The revised Title 11 sections can be found at the following link:
http://www.cityofvancouver.us/vmc?tid=325

NW Old Lower River Road (SR-501)

- NW Old Lower River Road is designated as a State Highway Route (SR-501) and City of Vancouver Principal Arterial. Any frontage improvement requirements for Lower River Road will be subject to comments from the Washington State Department of Transportation. The applicant is required to submit a copy of the civil plans to WSDOT for review and approval. For WSDOT requirements contact Jeff Barsness at (360) 905-2059 or barsnej@wsdot.wa.gov. The applicant shall ensure that the right-of-way is sufficient to encompass all required improvements. If the existing right-of-way is substandard, right-of-way dedication will be required. **Showing the right-of-way dimension on the preliminary and civil plans is a Fully Complete item.**

- The existing road along the property frontage of Lower River Road includes asphalt roadway, curb around the radius at Gateway Avenue and storm drainage. The roadway configuration is one travel lane in each direction, a center turn lane and bike lanes.

- The City of Vancouver Parks Department's Master Paths and Trails Plan includes a segment along the proposed property development, ie. **Segment 4A: Lower River Road.** This segment runs from Fourth Plain Boulevard to the Flushing channel along Lower River Road. Per the Master Plan, typical treatment would be a new shared-use path and bike lanes Roadside Trail as on Mill Plain Boulevard. The best trail option would be a trail separated from traffic along the road within a 15 feet easement with a 12' wide path, in addition to paved shoulders. The applicant should work with the City's Parks Department for any right-of-way or trail easement requirements that may change the location or configuration of stormwater treatment facilities along the property frontage.

- The applicant shall install City of Vancouver standard frontage improvements along Lower River Road including the trail, enhanced crosswalks at all street crossings, truncated domes at the termination points of the trail, traffic control devices as warranted and storm drainage (as required by the City Stormwater Ordinance).

- **Full-width and half-width street sections are required with all civil plan submittals**. The sections shall reference the standard plan number and include site specific soil types. The sections shall indicate full-width right-of-way and pavement dimensions in addition to the proposed improvements.

- Control Density Fill (CDF) is required for street cuts along Lower River Road, a Principal Arterial per VMC 11.80.040(E) and City Standard Plan T05-04, T05-06A, T05-06B, T05-07 and T05-01B for trench restoration. **Main trench restoration shall match the full depth of**

the asphalt. T05-01B requires pavement restoration to extend through to the next travel lane, at a minimum. Trenches shall be grouped together when possible.

- Street Cut Permits shall be required anytime street cut work is performed in the right-of-way. Street Cut Permits shall be obtained from Engineering Services at Development Review at 487-7804.

- Street lighting is required public streets per VMC 11.80.090. Some infill developments may be granted relief from this requirement per VMC 11.80.060. The applicant will need to ensure that the street lighting for the site meets the requirements of city standard plan T21-01A & B. Any substandard street lighting shall be required to be upgraded to current city standards as part of this project.

  Showing existing and proposed street lighting on the preliminary and/or civil plans is a Fully Complete item for project submittal. Submittals shall include a lighting analysis with AGI software, light type, size, height, wattage and station and offsets (for both existing and proposed street lighting).

  Per City of Vancouver Street Lighting Policy; where existing street lights are mounted on Clark Public Utilities wood poles, the street lights shall be changed to current standards. However, when no roadway or sidewalk improvements are being installed within an existing neighborhood, the use of an aerial design with a **Type W** standard (wood pole mounting) may be approved by the City's Transportation Services Manager.

- Access from Lower River Road shall be utilized via the existing access point on the west end of the proposed tank farm site. No other direct access to Lower Road shall be allowed pursuant to VMC 11.80.110(A)

- Minimum driveway spacing from the property line is 20 feet on a Principal Arterial street per VMC 11.80.110(A).

- Minimum driveway spacing from the back-of-curb-return is 115 feet on a Principal Arterial street per VMC 11.80.110(A).

- Commercial driveway width off a an arterial is 25 feet to 40 feet at the bottom of the ramp per VMC 11.80.110(A)(3).

- The applicant shall be required to remove all existing driveways not utilized as access to the proposed development. Driveway removals shall be replaced with, but not limited to, pavement restoration, curb & gutter, sidewalk, planter strip and any necessary street improvements germane to the site street frontage classification and applicable Standard Details.

- The applicant shall provide a shared access and maintenance agreement to cover the cost of maintaining and operating street surface, signs and markings, street lights, and drainage system, as it applies to private streets and shared driveways. Any shared accesses shall be called out on the plat. **The agreement shall be recorded on all parcels that are party to**

the private roadway. Shared access and maintenance agreements shall be provided prior to civil plan approval.

NW Old Lower River Road

- The portion of Ne Old Lower River Road fronting the subject proposal is designated a Private Street. **Showing the right-of-way dimension on the preliminary and civil plans is a Fully Complete item.**

- The existing road along the property frontage of NW Old Lower River Road includes asphalt roadway only.

- The applicant shall install City of Vancouver standard frontage improvements along NW Old Lower River Road including driveway approaches, traffic control devices as warranted, and storm drainage (as required by the City Stormwater Ordinance).

Access

- Commercial driveway width off a non-arterial street is 20 feet to 40 feet at the bottom of the ramp per VMC 11.80.110.B.

- The applicant shall be required to remove all existing driveways not utilized as access to the proposed development. Driveway removals shall be replaced with, but not limited to, pavement restoration, curb & gutter, sidewalk, planter strip and any necessary street improvements germane to the site street frontage classification and applicable Standard Details.

- The City of Vancouver may revise, limit or prohibit street or driveway access movements where such movements may create dangerous or hazardous conditions. Such restrictions may include, but are not limited to driveway removal or relocation, installation of medians or curbing, and access restricting driveway design.

- Per VMC 11.80.050 (J), the city will not maintain streets, signs, street lights, or drainage improvements associated with a private street. Prior to final inspection and approval of a private street, a maintenance agreement must be recorded with the Clark County Auditor as a covenant running with the land for any and all parcels served, or potentially served. The agreement must set forth the terms and conditions of responsibility for liability, maintenance, maintenance methods, standards, distribution of expenses, remedies for noncompliance with the terms of the agreement, right of use easements, and other considerations. The agreement also must include the creation of a private street maintenance fund and the annual assessment.

- The curb radii at all other intersections in the development must be a minimum of 20 feet. Right-of-way dedication may be required.

- Termination points of sidewalks shall have a temporary asphalt pedestrian ramp per City Standard Plan T02-10, for transition to the street pavement.

Modifications from this Standard

- Road Modifications shall meet the requirements of VMC 11.80.160 and be submitted with the governing application. **Road Modification submittal is a Fully Complete item.**

General Transportation Comments

- **Full-width and half-width street sections are required with all civil plan submittals**. The sections shall reference the standard plan number and include site specific soil types. The sections shall indicate full-width right-of-way and pavement dimensions in addition to the proposed improvements.

- Street Cut Permits shall be required anytime street cut work is performed in the right-of-way. Street Cut Permits shall be obtained from Engineering Services at Development Review at 487-7804.

- Street signing and striping shall be installed by the Developer. All street signs and striping shall be installed per the MUTCD.

- Street curvature shall be designed to accommodate Fire Department vehicles (single unit vehicles, per the AASHTO design manual).

- The City of Vancouver may revise, limit or prohibit street or driveway access movements where such movements may create dangerous or hazardous conditions. Such restrictions may include, but are not limited to driveway removal or relocation, installation of medians or curbing, and access restricting driveway design. (11.80.080, 11.80.110)

- ADA compliant pedestrian ramps per VMC 11.80.070 shall be placed at all intersections and where pedestrian crossing will occur. New ADA regulations require the use of truncated domes for all ramps as follows:

LOCATIONS	***COLORS***
All Brick Ramps	**White**
Streets with a majority of residential frontage and infill developments	**Brick Red**
Non-residential arterial streets and new residential development	**Safety Yellow**

- In general, full access intersections, signalized and non-signalized, on arterials will be permitted only at existing intersections with other county, state and city arterial and residential streets (VMC 11.80.110 (C)(1)).

- Per the International Fire Code, Section 503, a minimum 20 feet of unobstructed width is required for Fire Department apparatus access on all streets more than 150 feet in length. For all streets between 36 feet and 28 feet curb-to-curb paved width, "No Parking" signs shall be posted on one side, per City Standards, at the Developer's expense. For all streets less than 28 feet curb-to-curb paved width, "No Parking" signs shall be posted on both sides, per City Standards, at the Developer's expense.

- To prevent any conflict with existing underground utilities, overhead utilities and their pole or related structure locations, a survey and base map shall be prepared and included with the civil plans for any traffic related project (e.g. signals, striping, etc.) to show all utility and underground features.

- Mailbox location placement shall meet current ADA requirements and City Standard T07-01, and be shown on the civil plans.

- Transportation review and inspection fees will be collected prior to civil engineering plan approval.

Sight Distance and Vision Clearance Triangles

- Public and private streets, public alleyways, controlled and uncontrolled intersections and driveways shall comply with the sight distance requirements of VMC 11.80.140 and the current version of *A Policy on Geometric Design of Highways and Streets (AASHTO).* A sight distance analysis shall be provided in the applicant's traffic study or in a document for projects that do not require a traffic study.

- Vision clearance requirements shall be met per VMC 20.985 and City Standard Plan T04-04.

- *Vision clearance shall also be demonstrated on the site plan, plat, landscape plans and civil plans.*

Street Lighting

- Street lighting plans shall be coordinated with Clark Public Utilities (CPU). New contactor cabinets and service may be required. For additional information, contact CPU directly at 360-992-3000.

Design Considerations and Opportunities

- The City of Vancouver views bicycle use as a viable mode of transportation. The city requests the incorporation of bicycle parking into site design. Bicycle parking design standards are outlined in VMC 20.945.050. All bicycle parking shall meet the requirements found on the city's website.
  http://www.cityofvancouver.us/ced/page/bicycle-parking-program-0

City staff welcomes the opportunity to work with the applicant to provide bicycle parking with this project. A bicycle parking design guidelines booklet which illustrates the standards is available free of charge. For more information on bicycle facilities, please contact Long Range Planning at 487-7728.

- It is recommended that the applicant provide surface treatment across the access from NW Lower River Road to clearly call attention to the pedestrian trail crossing. The applicant's design considerations will need to include high visibility, texture and structural integrity.

Neighborhood Traffic Management Devices and Streetscape Treatments

- All existing and proposed traffic management devices and streetscape treatments shall be indicated on the site, plat and civil plans. These may include but are not limited to traffic circles, speed humps and cushions, curb extensions, medians and raised crosswalks. Preliminary and final plans shall include full dimensioning, details or detail callouts and associated pavement markings and signing. Existing offsite devices and treatments shall be indicated if located within 50 feet of the project limits, or within offsite utility extension areas.

Traffic Signal and Interconnect Design

- Traffic signal and interconnect design plans shall utilize current City of Vancouver traffic signal and interconnect design specifications and drafting standards. The applicant shall contact shall Chris Christofferson, Senior Traffic Engineer, at 360-487-7716, for the current submittal and review requirements.

- The developer shall consider measures that provide un-interrupted and full operation of the traffic signal(s) located the intersection of ???? and ???? at all times during the construction of the project. These measures shall include vehicle detections and pedestrian movements on all approaches in a way that normal operation continues; for instance installation of video detection before loop detections are severed. The developer shall coordinate with City of Vancouver's inspectors for traffic signal modifications and/or any other activity that would impact the normal operation of the City's traffic system as part of the temporary traffic control. **All damaged loop detections shall be replaced within 48 hours unless otherwise approved by the City of Vancouver's inspector or traffic engineer.**

Parking and Circulation

- Per VMC 20.945.40(A). Review Authority. Parking lot design and drainage shall be subject to review and approval of the City Transportation Manager.

- At the time of application, the applicant shall submit turning movement diagrams to and through all access points, drive aisles and turnarounds utilizing the largest vehicle template anticipated.

- Pedestrian access to the fronting arterial roadway shall meet the requirements of VMC 20.945.040 (H) and VMC 20.914.020 (7).

Gated Access

- All subsequent submittals shall dimension existing and proposed gates and indicate gate swing.

- The gate entrance design shall provide for a queuing area to accommodate the largest anticipated vehicle to queue out of the right-of-way. **A queuing analysis to determine the maximum back of queue may be required**. A turnaround shall be provided to allow the largest anticipated vehicle to maneuver a turnaround outside the gate. No backing movements within the right-of-way will be permitted per VMC 20.945.040.

Contact

- For additional information or questions, please contact Ryan Lopossa at (360) 487-7706 or via email at Ryan.Lopossa@cityofvancouver.us.

Standard Details and Procedural information

- **Effective June 1, 2008 Transportation Services has implemented Transportation Development Review Services (TDRS) Drafting Standards for transportation improvement civil plan submittals. By setting expectations on submittal requirements the Drafting Standards will provide mutual benefits to the City and to the development in reducing review times and the number of reviews.**

  Local civil engineering firms have been notified of the implementation and have been provided with a copy of the standards. The standards are also available on the web at: http://www.cityofvancouver.us/transreview.asp?menuid=10463&submenuID=17481&itemID=19572.

  Per the Transportation Services Development Review Drafting Standards dated June 2007, page 4, the applicant is required to submit a base map for the proposed project at as-built stage to be designed on the City of Vancouver coordinate system. **In order to ensure the accuracy of the proposed design at an earlier stage in the review process, the applicant shall submit a preliminary layout in .dwg format at FC submittal or at the pre-submittal meeting for Streamlined projects. If the applicant elects to submit the layout via e-mail, please send to Roger Waters, roger.waters@ci.vancouver.wa.us. For questions, please call Roger Waters at (360) 487-7712.**

- The City of Vancouver has revised standard details effective August 15, 2008. New details are available at Transportation Development Review. The electronic files are available from Transportation Services in AutoCAD release 2000 and Adobe Acrobat PDF file formats. **The latest standard details may be referenced as part of the Transportation General Notes; with the exception of street standard plan cross-sections. Standard plan cross-sections must appear on the civil plans.** The files are also available on the City of Vancouver web site: **http://www.cityofvancouver.us/publicworks/page/transportation-development-review-and-capital-standard-plans-details.**

Estimated Transportation Review Fees (Site Plan)

Plan Review Fee (includes preliminary and final)

- General Case $3,084.99

CONCURRENCY ENGINEERING COMMENTS **Ryan Lopossa 487-7706**

(VMC 11.70)

- The proposed development is within the following Transportation Management Zone (TMZ) and Transportation Analysis Zone (TAZ):

TAZ # 26

Corridor/TMZ	**Limits of Corridor**
Fourth Plain Blvd	Port of Vancouver to I-5

- Using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition, the following example is an estimation of trips that would be generated by the proposal, provided by the City as a courtesy to the applicant. Final trip generation figures will be based on the applicant's trip generation report, as scoped later in this report.

Land Use	ITE Code	Trip Rate	Units	ADT	AM PK	PM Pk
Proposed						
General Light Industrial	110	6.97/1000 sf –ADT 0.92/1000 sf – AM Pk 0.97/1000 sf – PM Pk	186,710 sf	1,301	171	181
Total				1,301	171	181

- **The City of Vancouver has adopted the 9th Edition of the ITE Manual. The applicant should utilize the 9th Edition for the trip generation in the Trip Generation and Distribution Report and/or Traffic Study.**

- **The City of Vancouver has approved a new Concurrency Ordinance that was adopted on January 5th, 2012. Consequently, the new concurrency requirements are currently in effect.**

- Based on the initial information, the proposed project would need to meet the Traffic Study requirements of VMC 11.70 and 11.80.130. **A Traffic Study is a Fully Complete item for project submittal.**

- **A traffic impact analysis (TIA) is required pursuant to VMC 11.70, 11.80.130 and 11.80.080. A copy of the City of Vancouver Traffic Study methodology/checklist can be found on the City of Vancouver website at** http://www.cityofvancouver.us/publicworks/page/concurrency

- **General TIA Requirements:**

  - For developments generating 5 or more net new PM peak hour trips, 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.

  - Additionally, for developments generating 20 or more PM peak hour trips, the analysis shall encompass all intersections specified by the traffic engineer for LOS analysis that fall within the limits identified in 11.80.130. The analysis may also include intersections beyond the thresholds listed in 11.80.130 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.

  - 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 11.70.100.

Table 1: Concurrency Corridors and Current Classifications

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

Per-trip monitoring fees shall be charged for trips sent to every corridor, up to a maximum monitoring fee of $1500 for any single development (VMC 20.180.070).

- **Below are a few items that shall be included in the traffic impact analysis. All other requirements can be found on the City of Vancouver website at** http://www.cityofvancouver.us/publicworks/page/concurrency

  - Safety – Crash history and mitigations - Provide a five year crash history, crash rate per mev, and proposed mitigations for intersections with crash rate exceeding 1.0 per mev. Copies of the crash reports shall be included in the TIA. (VMC 11.80.130 and 11.70)
    Please contact Bill Gilchrist, city Traffic Engineer, at (360) 487-7717 or William.Gilchrist@cityofvancouver.us for a list of intersections to study.

  - Safety and operations – Queue analysis - Provide peak hour queue analysis. (VMC 11.80.130, 11.80.080, 11.70)
    Please contact Bill Gilchrist, city Traffic Engineer, at (360) 487-7717 or William.Gilchrist@cityofvancouver.us for a list of intersections to study.

  - Warrant analysis – Signals and Turn lanes - Provide traffic signal / turn lane warrants as defined by the Manual on Uniform Traffic Control Devices. (VMC 11.80.080)
    Please contact Bill Gilchrist, city Traffic Engineer, at (360) 487-7717 or William.Gilchrist@cityofvancouver.us for a list of intersections to study.

Contact

- For additional information or questions, please contact Ryan Lopossa at (360) 487-7706 or via email at Ryan.Lopossa@cityofvancouver.us.

Estimated Concurrency Fees due at time of application

Concurrency Evaluation (always charge) $151.27

Traffic Study Review (20+ PM peak trips only) $301.45

FIRE COMMENTS	**Chad Lawry 487-7237**

VMC 16.04.010 FIRE CODE:
As required by RCW Chapter 19.27, the city of Vancouver hereby adopts by reference the 2012 edition of the International Fire Code (IFC), including appendices B and E, as amended by RCW Chapter 19.27, WAC Chapter 51-54 and the provisions of this chapter. The approval of plans and specifications does not permit the violation of any section of the IFC or any federal, state, or local regulations.

Prior to making any decisions regarding its approval, the Vancouver Fire Department (VFD) must consider the impact the proposed facility may have on public safety, including the VFD's ability to provide sufficient fire protection services.
The VFD will conduct a detailed impact assessment to determine if any hazards or risks associated with the proposed facility and its operation will result in an increased need for fire protection services and what measures will be required to mitigate the impact.
The VFD will coordinate closely with the applicant's representatives, project contractors, the Vancouver Fire Marshal's Offices, and other key stakeholders to complete the impact assessment within 45 days from the date final plans for the project have been received by the VFD.

Fire Protection Services Impact Assessment - Scope of Work:
a) Assess fire and hazardous materials related risks associated with the proposed facility and its operation.

b) Assess risks associated with the proposed system(s) for transportation of any hazardous materials. Assessment to include:

Truck transportation over local roadways and loading operations
Rail transportation over local railways and loading operations
Marine transportation over local waterways and loading operations
Pipeline transportation

c) Evaluate VFD's capability to provide fire protection services to the proposed facility and related transportation systems. The evaluation shall identify any anticipated deficiencies in service capability. Evaluation to include:

1. Emergency response plans
2. Firefighting capability
3. Rescue capability, including confined space rescue
4. Hazardous material response capability
5. Potential off site consequences of a hazardous material release
6. Training
7. Equipment
8. Other resources

d) Evaluate proposed fire and spill protection systems for the facility.

e) Evaluate proposed physical security systems for the facility.

f) Recommend measures and estimated costs to mitigate any impact the proposed facility or related transportation systems may have on VFD's ability to provide sufficient fire protection services. Recommendations to include:

1. Emergency response plans
2. Firefighting capability
3. Rescue capability, including confined space rescue
4. Hazardous material response capability
5. Potential off site consequences of a hazardous material release
6. Training
7. Equipment
8. Other resources

For additional information contact:
Steve Eldred
Division Chief
Vancouver Fire Department
7110 NE 63rd Street
Vancouver, WA 98661
(360) 487-7304
steve.eldred@cityofvancouver.us

IFC 104.7.2 TECHNICAL ASSISTANCE
The fire code official is authorized to require the owner or agent to provide, without charge to the jurisdiction, a technical opinion and report from a qualified engineer, specialist, laboratory or fire safety specialty organization acceptable to the fire code official and to require the stamp of a registered design professional.

IFC 105.6 FIRE CODE OPERATIONAL PERMITS
Applicable fire code operational permits required by this section and related to the project at the time of construction permit application are issued at no additional charge during the construction permit review and approval. These permits remain valid until the next Fire Marshal's Office inspection which is a generally more than a year after the issuance of the certificate of occupancy.

IFC CHAPTER 50 HAZARDOUS MATERIALS
The storage, dispensing, handling and use of hazardous materials shall comply with the requirements of Chapter 50 of the International Fire Code.

5001.5.1 The permit applicant shall submit a Hazardous Materials Management Plan (HMMP). The HMMP shall identify the following:
1. Storage and use areas.
2. Maximum amount of each material stored or used in each area.
3. Range of container sizes.
4. Locations of emergency isolation and mitigation valves and devices.
5. Product conveying piping containing liquids or gases, other than utility-owned fuel gas lines and low-pressure fuel gas lines.
6. On and off positions of valves for valves that are of the self-indicating type.
7. Storage plan showing the intended storage arrangement, including the location and dimensions of aisles.
8. The location and type of emergency equipment. The plans shall be legible and drawn approximately to scale. Separate distribution systems are allowed to be shown on separate pages.

5001.5.2 The permit applicant shall submit a Hazardous Materials Inventory Statement (HMIS). The HMIS shall include the following:
1. Manufacturer's name.
2. Chemical name, trade names, hazardous ingredients.
3. Hazard classification.
4. MSDS or equivalent.

5. United Nations (UN), North America (NA) or the Chemical Abstract Service (CAS) identification number.
6. Maximum quantity stored or used on-site at one time.
7. Storage conditions related to the storage type, temperature and pressure.

Building and Fire code requirements will be reviewed at the time of the construction permit submittal and will include documentation that the equipment, machinery, and alarms associated with the use, dispensing, storage and handling of hazardous materials is listed or its use. 5003.2.3

IFC CHAPTER 57 FLAMMABLE & COMBUSTIBLE LIQUIDS
The storage, dispensing, handling and flammable and combustible liquids shall comply with the requirements of Chapter 57 of the International Fire Code.

VMC 16.04.040 HAZMAT REGULATORY FEE:
This ordinance affects certain existing and proposed occupancies that store and/or handle hazardous materials. Your proposed facility may have to comply with this ordinance. Hazardous materials regulatory fees are determined by a fee schedule. The ordinance and fee schedule can be found in the Vancouver Municipal Code, Title 16, Chapter 16:40. You can find a copy of the ordinance on the City's website www.cityofvancouver.us.

Fire Plan Reviewer: Chad Lawry, Deputy Fire Marshal
Chad.lawry@cityofvancouver.us, Office: (360) 487-7237

IFC 503 FIRE APPARATUS ACCESS (VMC 16.04.150):
Standard Text: Fire apparatus access shall be provided, by an approved route, to within 150' of any point of the facility and any point on the exterior wall of the first story of the building as measured by an approved route around the exterior of the building. Fire apparatus roads shall have a minimum clear width of 20' and clear height of 13'6". The required width of a fire apparatus access road shall not be obstructed in any manner, including parking of vehicles, signage and mailboxes. Minimum required widths and clearance dimensions shall be maintained at all times. Fire department required access lanes exceeding 200' in length shall be provided with an approved fire apparatus turn-around or with drive through provisions. Temporary or permanent fire apparatus emergency access lanes shall be established and maintained clear to within 150 feet of any portion of a structure on the project site.
Buildings four or more stories in height shall be provided with approved aerial fire apparatus access roads. Aerial fire apparatus access roads shall be provided within 25 feet of the building, but not less than 15 feet from the building, along the length of one side of the building.

Where electronically supervised fire protection systems are installed, a Knox box shall be installed at the structure and shall contain keys/codes for night time emergency fire access (Potential exception: 24 hour/365 day on site staff).

"NO PARKING FIRE LANE" signage with directional arrows or red curb paint with white stenciled lettering (4" high block lettering/ ½" stroke) shall be posted wherever parking could obstruct the required 20' fire apparatus access lane.
Fire lane marking standards:
No on-street parking is allowed on access routes less than 28 feet wide.
Parking is allowed on one side only for access routes 28 feet to 36 feet wide.

Parking is allowed on both sides for access routes 36 feet wide and greater.
No on-street parking is allowed on cul-de-sacs that are specifically required by the fire department for apparatus turn-around with a radius of less than 43'. Where rolled curb/thickened sidewalks are approved as part of the apparatus turning radius signage shall be installed behind the sidewalks so that the radius remains unobstructed.
No parking in other types of required fire apparatus turn-around provisions.

SIGNAGE ON PLANS: Graphic example of an acceptable fire lane indication on plans and a detail sheet on fire lane markings are available for download via the internet. Clearly indicate sign locations and details on the final site plan. Where street improvements are involved, fire lane details and locations shall additionally be shown on the engineering plans.
Specific to this project:
The Fire Department requests a plan specifically showing fire apparatus access lanes throughout the facility. It is unclear if the open spaces between tracks, buildings and facilities are driving surfaces or not.
Fire lane signage is required and the locations can be identified during the civil engineering review.
0 Submittal is fully complete (FC) for Fire if checked
1 Required for FC:
Please provide a vehicle access plan featuring roadways and drivable surfaces for emergency vehicle access.

IFC 505 PREMISE IDENTIFICATION:
Standard text: Premise address/identification shall be visible and legible from the fire lane approach.
Specific to this project:
During construction a temporary or permanent address signs and street identification signs shall be erected so that they are visible and legible from the road fronting the property for emergency response.
Prior to occupancy the addresses shall be visible and legible from the street fronting the property. Street signs shall be installed and approved.
1 Submittal is fully complete (FC) for Fire if checked
0 Required for FC:
Nothing

IFC 508 WATER SUPPLY & FIRE HYDRANTS (VMC 16.04.160):
Standard text: FIRE HYDRANTS: The maximum hydrant spacing in commercial and multi-family residential developments shall be 400 feet between hydrants measured along a fire apparatus access lane. The distance from the most remote first floor exterior wall of structures shall not be more than 350 feet from a fire hydrant and not more than 150 feet from a fire lane. Where the buildings are protected by an approved fire sprinkler system, the maximum spacing between fire hydrants shall be 600 feet and the most remote first floor exterior wall of structures shall not be more than 450 feet from a fire hydrant and not more than 150 feet from a fire lane. Where structure placement is not yet proposed, measurement shall be taken from the most remote location on the lots.
The maximum hydrant spacing in one and two family residential developments shall be 600 feet between hydrants measured along a fire apparatus access lane. The distance from the most

remote exterior first floor wall of any structure shall not be more than 450 feet from a fire hydrant. Where structure placement is not yet proposed, measurement shall be taken from the most remote location on the lots.
Fire hydrants on the opposite side of principal arterial or larger streets shall not be considered for new projects. The first 1,500 gallons per minute of required fire flow may be taken from one fire hydrant. An additional fire hydrant shall be required for each additional 1,000 gallons per minute or fraction thereof.
Specific to this project:
Existing fire hydrants are shown and proposed new fire hydrant locations are shown.
For this project the Fire Department will rely on a 3rd party to consult with VFD based on VFD capabilities and tactics to approve fire hydrant locations and water supply provisions.
Final approval of fire hydrants and water supply can take place during civil plan review.
1 Submittal is fully complete (FC) for Fire if checked
0 Required for FC:
Nothing

IFC CHAPTER 9 FIRE PROTECTION SYSTEMS (VMC 16.04. 170 – 16.04.210):
Standard text: An approved fire sprinkler extinguishing system shall be installed and maintained in operable condition in buildings:
containing a floor area of over 12,000 square feet or 36’ in height. Each portion of a building separated from other portions by one or more four-hour rated fire barrier assembly(ies) may be considered a separate building if such four-hour rated fire barrier walls meet the requirements of International Building Code Section 706.
where access is restricted or unreliable.
where minimum fire flow can only be achieved with credit for a fire sprinkler system
where occupancy type/use based requirements apply.
Monitoring. Alarm, supervisory and trouble signals shall be distinctly different and shall be automatically transmitted to an approved supervising station or, when approved by the fire code official, shall sound an audible signal at a constantly attended location. IFC 904.3.5
Separate permit required for required or voluntary fire protection systems. Submit plans and specifications for review and approval prior to installation. Separate permit and plan approval is required for on-site underground fire protection water piping.
All fire protection contractors who work in the Vancouver City Limits shall possess a City of Vancouver Fire Protection Contractor Endorsement. VMC 16.04.095
Specific to this project:
Fire protection is required and shall be electronically supervised.
Add a note to the proposed civil water utility plans stating “Underground fire water lines are shown for reference only. A separate permit issued contractor with licensure in accordance with WAC 212-80 is required for this work.”
Add a note to the proposed civil water utility plans stating, “All fire protection system components shall be installed under separate permits to contractors holding a City of Vancouver Endorsement in accordance with VMC16.04.040.”
Fire department connection(s) shall be shown to be within 150 feet of a fire hydrant.
1 Submittal is fully complete (FC) for Fire if checked
0 Required for FC:
Nothing
Chad Lawry (360) 487-7237 chad.lawry@cityofvancouver.us

WATER ENGINEERING COMMENTS	Debi Davis 487-7173

EXISTING CONDITIONS:
City records show an existing 12” 14” & 16” DI NW Old Lower River Road, and a 16” DI in HWY (501), and a 10” DI in NW Harborside Drive (P) in the dock area.

FIRE PROTECTION:
It is estimated that at least 3500 gpm fire flow is currently available from hydrants in the proposed project area. Records show hydrants in the area The proposed project is within the City of Vancouver service area, therefore service can be provided if the conditions listed below are met.

REQUIREMENTS:
(?”) = Size of pipe depends on the fire flow required by the Fire Marshal.

Area 600: Connect a new (?”) water main to the existing 14” or 16” in Old Lower River Road extend on site to serve new water services, fire protection systems, and any required fire hydrant.

Area 200: Connect a new (?”) water main to the existing 16” water main south of the tracks extend on site to serve new water services, fire protection systems, and any required fire hydrants.

Area 300: Connect a new (?”) water main to the existing 16” water main in HWY(501) Extend on site as needed loop the main back to HWY(501) or connect to the existing 12” water main on the east side. Connect new water services fire protection systems, and any required fire hydrants to the new water main.

Area 400: Connect to the existing 12” water main in NW Harborside Drive (P), extend on site to serve new water services, fire protection systems, and any required fire hydrants.

Looping the water mains thru the Areas may be required depending on fire flow needed. All water mains, fire hydrants, and water meters will require an easement dedicated to the City of Vancouver.

Further requirements may be necessary depending on the final project configuration and will be determined through the engineering review process. If there are any questions, please contact Debi Davis via telephone @ 360-487-7173, or via email at debi.davis@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."

SEWER ENGINEERING COMMENTS	**Aaron Odegard 487-7153**

Two existing public sewers traverse the area from northwest to southeast.

Area 200 Unloading and Office: Existing private (Port) casings travel under the railroad tracks in the area. The casings were constructed in about 2010 with the Port of Vancouver West Vancouver Freight Access project (ENG2007-00173). The casings are shown on Sheet U-7 of the design drawings. Record drawings are not available.

ENG2010-00009: Public gravity sewer is located north of the proposed unload area in Old NW Lower River Road (P). Manhole #21025 marks the headwaters of the 18-inch gravity that flows southeast. The manhole also receives a private six-inch (6”) HDPE force main from its the casing to the southwest. This sewer was constructed in 2010 with POV T5 Industrial Improvements. The area is shown on Sheets C3.1 and C3.2 of the record drawings.

ENG2010-00064: Southern portions of the force main were constructed in 2012 by the Port of Vancouver Terminal 5 Marine Cargo Laydown project. Piping is shown on sheet C4.0 of the record drawings (E10064021.tif).

Existing Private Sewer: A private sewer and a manhole is located in the access road near the CPU cooling towers. This sewer was built in 2003 with the CPU Warehouse project (ENG2002-00006). A plan view is shown on sheet C3.1 of the record drawings (E0200604.tiff) and the profile is shown on C3.2. A private utility easement is described in AF #4607523 and shown in its Exhibit D.

Area 300 Tanks: Public gravity sewer and several manholes front the south side of the site north of the rails. This sewer was constructed in 2012 with WVFA #9 (ENG2011-00026). Record drawings and other remaining file closure items have not yet been submitted. A plan view is shown on sheets U-04B and U-05B of the design drawings and the profile view is shown on Sheet U-16. An existing six-inch (6”) service lateral extends north to the site from MH P9-7.

Area 400 Dock: An existing public gravity sewer is located north of the site and at the intersection of Gateway and Harborside and Vapor Option #2. A existing manhole (#14411) receives a private pressure sewer from the west and turns the sewer from the northeast to southeast. Sewers continue southeast within an existing public sewer easement.

SB1729: This sewer was constructed in 1999 with the Clark County Jail Work Center. A plan view is shown on C1.5 of the record drawings (WB203505.tif) and the profile is shown on Sheet C1.6.

Area 600 Boiler Building is located about 800 feet northwest of MH #21025 described for Area 200 above.

RUS-34550: A utility review has been prepared to accompany this pre-app report. Comments here are nearly identical to those in the review.

General Condition Requirements: Public sewer construction is not required. Install new service laterals to existing manholes, secure a pretreatment permit, pay fees, and connect building sewers.

S-1.4: Construct new service laterals to existing manholes using the methods and materials in the standard plans.

Proposed connection to the existing private sewer will require a private shared access and maintenance agreement.

IPP: Typically only domestic waste is allowed. Discharge of non-domestic or process water requires an Industrial Pretreatment permit and a related engineering report. Contact the pretreatment workgroup early in the process. Call or email Johnny Leuthold at 487-7192 or johnny.leuthold@cityofvancouve.us.

Application: Acknowledge the public sewer requirements in the narrative. Include a preliminary utility plan. Show existing and proposed sewers and connections.

Conditions: These and other conditions will appear in the staff report. Final civil project acceptance will be contingent on final for ENG2011-00026 WVFA #9.

Permits and Fees: Right-of-way, pretreatment, and sewer connection permits will all be required. Sewer connection fees will based on water meter size. Sewer main fees are not owing on any of the existing sewers in the area.

UPC: All onsite building sewers and connections are governed by the Plumbing Code. Permits and inspections will be required. Incorporate required pretreatment fixtures into the building plans and secure additional required pretreatment inspections.

Questions about these general conditions can be sent to Aaron A. Odegard at 487-7153 or aaron.odegard@cityofvancouver.us.

DRAINAGE ENGINEERING COMMENTS — Mike Swanson 487-7182

EROSION PREVENTION AND SEDIMENT CONTROL (VMC 14.24):

- A separate Erosion/Sedimentation Control Plan in conformance with VMC 14.24, the City's General Requirements and Details and the Stormwater Management Manual for Western Washington Volume II shall be submitted and approved prior to demolition, street cuts, clearing, grading, filling or issuance of City permits.

- The plan shall show detailed existing and proposed topography of the site. The plan shall include measures to insure sediment and sediment laden runoff does not leave the site. Additional measures are required for offsite utility trenching.
- Department of Ecology Construction Stormwater General Permit - A permit is required for all soil disturbing activities (including grading, stump removal, demolition) where 1 or more acres will be disturbed, and stormwater will be discharged to a receiving water directly (e.g., wetlands, creeks, unnamed creeks, rivers, marine waters, ditches, estuaries), or to storm drains that discharge to a receiving water. *If all stormwater is retained on-site and cannot enter waters of the state under any condition, you do not need permit coverage.* Construction site operators must obtain a permit 60 days prior to discharging stormwater. Information about the permit requirements is available at the DOE website: http://www.ecy.wa.gov/programs/wq/stormwater/construction/.
- The following items signified with the * are required for the project submittal to be fully complete.
  - * The plan shall show detailed existing and proposed topography of the site including a minimum of 25 feet of adjacent properties.
  - * The plan shall show site specific erosion prevention BMPs.
  - * The plan shall include measures to insure sediment and sediment laden runoff does not leave the site.
- The proposed project sites are flat with predominately fill soils and silt, clay, sand mixtures. The rail and tank areas are currently undeveloped. Erosion hazard is low provided the contractor follows standard erosion control practices.
- A sediment pond will be required during construction if the contributing drainage area is 3 acres or more. The pond shall be sized per the stormwater manual. For projects with a contributing drainage area less than 3 acres, a sediment trap may be required.
- A sediment trap may be required for projects with a contributing drainage area less than 3 acres.

STORMWATER CONTROL (VMC 14.25):

- The proposed project must meet the runoff treatment (water quality) and flow control (water quantity) requirements as outlined in the city's NPDES Phase II Permit and the Surface Water General Requirement.
- The project will be subject to the provisions of the Stormwater Control ordinance because more than 2,500 square feet of impervious surfaces will be created (See figure 4.1 Surface Water General Requirements).
- The project will drain directly to the Columbia River which is a flow control exempt water body. No detention will be required.
- The project shall address the water quality storm event as defined in the 2005 Stormwater Management Manual for Western Washington (Stormwater Manual) and shall provide water quality treatment of stormwater runoff from Pollution Generating Impervious and Pervious Surfaces (PGIS & PGPS) through the use of approved BMP's. Water quality treatment BMPs shall be designed in accordance with VMC 14.25.210 and the City's General Requirements and Details.

- Water quality treatment facilities shall be selected, designed, and maintained in accordance with the Stormwater Manual and the General Requirements. Acceptable basic water quality BMP's include but are not limited to the following; WQ infiltration basin, WQ infiltration trench, wet pond, biofiltration swale, bio-infiltration swale, vegetative filter strip, linear sand filter, and StormFilter.
- The use of "Emerging Stormwater Treatment Technologies" and other alternative treatment BMP's must have Department of Ecology and city approval.
- LID practices shall refer to the Low Impact Development Technical Guidance Manual for Puget Sound (*LID Manual*) and Appendix III-C of the *Stormwater Manual* for design recommendations. All uses of LID practices shall meet applicable regulations and requirements, and may require specific approval from other City departments (for example Transportation or Building).
- If the proposed water quality facility is private, it shall have an access and inspection easement to the City of Vancouver. Refer to section 4-2.06 in the General Requirements.
- The applicant has indicated that drainage from the tank containment area will include a shutoff device to prevent spills from leaving the containment. This system shall be shown in detail and described in the hydrolic report.
- The applicant shall provide a stormwater report that outlines all aspects of the site hydrology, assumptions, and water quality design calculations. The applicant shall demonstrate in the hydrology report how stormwater from newly created impervious surfaces will be treated and disposed of in accordance with VMC 14.25 and VMC14.26. The report shall include details for existing stormwater facilities that the project will drain to showing that there is capacity for the additional flow from the site. The report should be formatted as outlined in the City's General Requirements and Details Section 4-2.
- An infiltration test and detailed soils report are required where infiltration is proposed. Infiltration testing and soil report shall be in accordance with the City's General Requirements and Details Section 4-5.07.
- Infiltration systems must be designed for a 100-year storm event in accordance with the City's General Requirements and Details Section 4-5.09.
- New infiltration wells (drywells, infiltration trenches) proposed are required to meet Washington Department of Ecology Underground Injection Control (UIC) requirements (WAC 173-218) and be registered with the Department of Ecology. For requirements and registration forms, see: http://www.ecy.wa.gov/programs/wq/grndwtr/uic/
- Conveyance system shall be designed for the 10-year storm event in accordance with the City's General Requirements and Details Section 4-3.
- An access and inspection easement dedicated to the City of Vancouver is required for private water quality facilities.
- If there are any questions, contact Mike Swanson at 360-487-7182 or email at mike.swanson@cityofvancouver.us.

WATER RESOURCES PROTECTION (VMC 14.26):

- Since the proposed facility will store petroleum products in large quantities it will be considered a "classified operation" and will be subject to the Greater Standards of the City's

Water Resources Protection Ordinance, VMC 14.26. The ordinance is available for review and downloading on the City's website: *www.cityofvancouver.us/waterprotection*

- To comply with the ordinance, a classified facility shall implement best management practices (BMP's) listed in the Greater Standards provisions of the ordinance - section 14.26.130.
- Above-ground tank storage (AST) areas shall include secondary containment systems capable of collecting and holding 110% of the largest tank or 10% of the aggregate tank volumes. Smaller containers of chemicals shall be stored inside or under a cover and will also require secondary containment capable of collecting and holding spills and leaks.
- Loading areas shall be designed, constructed and operated to contain spills and leaks that might occur during loading and unloading.
- A comprehensive Spill and Emergency Response Plan (SERP) shall be prepared within 90 days of occupancy and updated at least every 5 years. The SERP shall include the following details on the ASTs: 1) The tank inspection scope and schedule; 2) Where written inspection records will be stored at the site; 3) How tank leaks or leaks in the secondary containment will be detected; 4) The measures to be taken in the event of a tank leak; 5) A description and schedule of planned staff training for tank maintenance, leak detection and spill response.
- If a portion of an AST will be set below the ground surface then that portion should be coated to extend tank life. Or, the above-ground tank should be raised onto some type of support structure.
- The City does not allow the installation of floor or trench drains inside a work area unless approved by Industrial Pretreatment for connection to sanitary sewer. For approval to install and connect floor drains to the sanitary sewer system contact Pretreatment at 487-7130.
- All facilities and operations in Vancouver are also subject to the Minimum Standards of the City's Water Resources Protection Ordinance, VMC 14.26.120. These standards include maintenance of all stormwater treatment facilities and best management practices according the Stormwater Management Manual for Western Washington.
- The EPA has designated the Troutdale Aquifer underlying Vancouver as a "Sole Source Aquifer" (SSA). If this project design and construction incorporates federal funding, an SSA Report must be prepared and submitted to the EPA for review.
- For additional information on compliance with the ordinance contact Richard Hoiland in Water Protection at (360) 487-7130.

BUILDING COMMENTS	**Chris Drone 487-7842**

Title 17 Building and Construction

Scope of review: A complete building code review of plans is not performed during Pre-application or Site Plan review. Filing of building permit application with required fees and review material is required for a complete building code review. At this time, plans and information necessary to verify compliance with all applicable building code provisions is neither required nor provided.

Applicable codes: For building permit to be issued, the project must comply with building codes applicable at the time of building permit application. Title 17 of the Vancouver Municipal Code contains rules and regulations for the technical codes as they regulate site preparation and construction, alteration, moving, demolition, repair, use and occupancy of buildings, structures and building service equipment. In order to receive a building permit, the proposal must meet the minimum standards of the technical codes referred to in Title 17 with applicable state and local amendments. These include:

2009 International Building Code w/Washington Amendments
2009 International Residential Code w/Washington Amendments
2009 International Mechanical Code w/Washington Amendments
2009 Uniform Plumbing Code w/Washington Amendments
2008 National Electrical Code w/Washington Amendments- effective January 1, 2009
2009 Washington State Energy Code-effective January 1, 2011
ICC/ANSI A117.1-2003 Accessibility
2009 International Fuel Gas Code
WAC 51-50 Washington State Amendments
2009 Washington State Energy Code
Vancouver Municipal Code Title 17

The Washington State Codes and Amendments may be accessed at http://www.sbcc.wa.gov/sbccindx.html.

Within the City of Vancouver design data noted on structural plans and calculations engineers will be required to indicate 105mph 3 sec gust wind speed, seismic zone D1, exposure B unless in the Columbia River corridor. The 2012 I-Codes will be officially adopted effective July 1, 2013 in the State of Washington. All building permit applications submitted on or after that date are subject to review under those codes and associated Washington Amendments.

Site Plan Review process and related submittals are separate from the Building Permit application and related submittals. Approval of the Site Plan is a prerequisite to approval of the building plans but does not assure approval of the building plans or effect the necessary review time for the building plans.

Accessible routes within the site shall be provided from public transportation stops, accessible parking and accessible passenger loading zones and public streets or sidewalks to the accessible building entrance served.

Accessible parking spaces shall be required in accordance with IBC Chapter 11.

Allowable building height and area shall be based on occupancy group and type of construction in accordance with IBC Table 503.

All building plans for structures, tanks, and buildings shall require corresponding structural engineering and calculations.

Information on current codes can be obtained at www.cityofvancouver.us or by contacting building division staff.

ADDRESSING COMMENTS — Patti McEllrath 487-7893

Building numbers can be assigned in the final site plan process.

C-TRAN COMMENTS — Tom Shook 906-7452

No comments received

PARKS COMMENTS

No comments received

VESTING OF APPLICATIONS

Type I, Type II, and Type III applications (other than zone change proposals) shall be considered under the subdivision, zoning, and other land development codes in effect at the time a fully complete application is filed: PROVIDED, an application which is subject to pre-application review shall contingently vest on the date a pre-application is filed, which contingent vesting shall become final if a fully complete application for substantially the same proposal is filed within one-hundred eighty (180) calendar days of the issuance of the pre-application report.

SUBMITTAL OF DEVELOPMENT APPLICATIONS

Current applications are at:
http://www.cityofvancouver.us/developmentreview/applications.html

Current Vancouver Municipal Codes are at:
http://www.cityofvancouver.us/vmc/default.shtm

Type II and Type III applications will be accepted by appointment only. Please telephone (360) 487-7802 to schedule an appointment. Application materials can be submitted at the Community Development Department Permit Center– 415 W. 6th Street. Permit center hours are 8 a.m.–12:30 p.m. and 1:30 p.m.–4 p.m., except Wednesday, when permit center hours begin at 9 a.m. Applications for large projects must be submitted by 3 p.m.

FEE ESTIMATE

The following fees are required at time of application submittal:

Site Plan Review:

- Planning: (total of 3 buildings encompassing 9,300 square feet) $3,836.18
- Fire: (major) $696.50
- Stormwater: $1,209.06 + $0.04 per square foot of impervious surfaces up to .99 acres
  +$0.02 per square foot of impervious surfaces between 1 and 5 acres
  +$0.004 per square foot of impervious surfaces over 5 acres. TBD
- Transportation: (general case) $3,084.99

Grading Permit: (Separate Grading permit required. Grading permit fee will be based on total cubic yards of cut and fill. Grading permit plan review is due at time of project submittal. Please call (360) 487-7802 to obtain a fee quote.) TBD

SEPA: prepared by the Port of Vancouver $0

Level II Tree Plan Review: $197.52

Archaeological Predetermination: Base Fee $389.06 + $65.84/acre greater than 5 acres

Critical Areas Permits $1,795.65

Shoreline Substantial Development Permit $4,189.84

Concurrency:

- Concurrency Evaluation Review: $151.27
- Traffic Study Review: $301.45

Additional fees required after PRELIMINARY approval will be addressed in the preliminary approval staff report as conditions. This includes the impact fees (outlined in zoning section of this report), system development charges, latecomer fees and inspection fees.

ALL FEE QUOTES ARE AS OF THE DATE OF THIS REPORT AND ARE SUBJECT TO CHANGE BY CITY COUNCIL. FEES MAY BE DIFFERENT AT THE TIME OF ACTUAL APPLICATION AND ADDITIONAL FEES MAY BE ASSESSED BASED ON REVIEW OF PLANS SUBMITTED.

REQUIRED APPLICATIONS, STUDIES AND PLANS

Based upon the Pre-Application review, the following land use applications must be processed in conjunction with the project. Information regarding these required applications can be found in the preceding pages of the Pre-Application report.

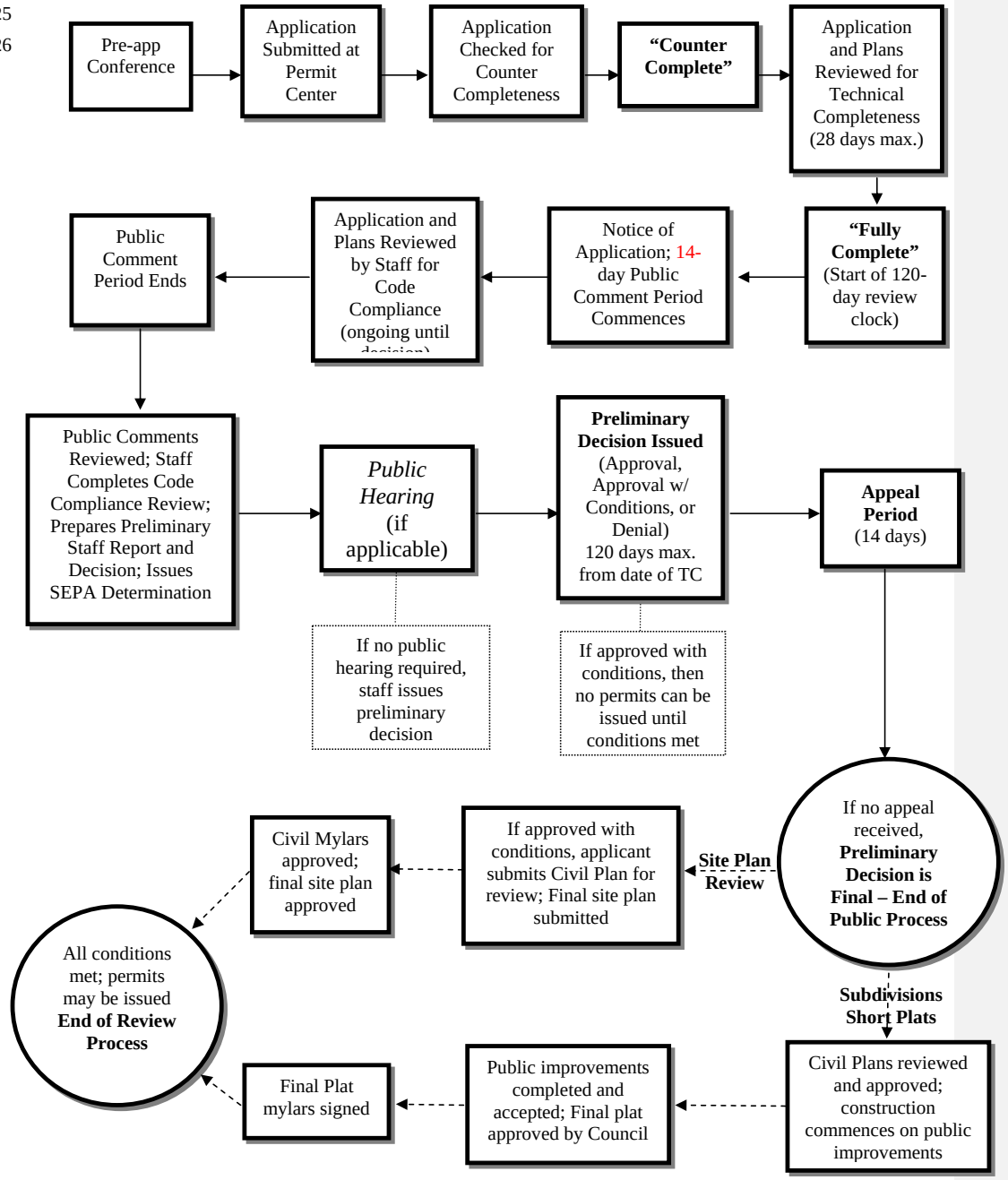
- ☒ Archaeological Predetermination
- ☐ Boundary Line Adjustment
- ☐ Flood Plain Permit
- ☐ Historic Commission Review
- ☐ Joint Use Parking Agreement
- ☐ Planned Development
- ☐ SEPA Application/Checklist
- ☐ Short Subdivision
- ☒ Site Plan Review
- ☒ Tree Plan/Tree Removal (Level II)
- ☒ Wetland Predetermination
- ☒ Other: Geologic Hazards
  Fish and Wildlife Habitat Conservation
- ☐ Binding Site Plan
- ☐ Conditional Use Permit
- ☒ Grading Permit
- ☐ Human Service Siting
- ☐ Ministerial Zoning Review
- ☐ Design Review
- ☐ Shoreline Enhancement Overlay
- ☒ Shoreline Substantial Development/CUP
- ☐ Subdivision Application
- ☐ Variance
- ☐ Zone Change

In addition to information required in conjunction with the above applications (as stated on the checklists attached to the corresponding applications), the following studies, plans or information are required in order to process the proposed application:

- ☒ Geotechnical/Soils Report (3 copies)
- ☒ Preliminary Stormwater Report (3 copies)
- ☐ Full Traffic Safety Analysis/Impact Study (4 copies) and Traffic Study Checklist
- ☐ Traffic Generation and Distribution
- ☐ Street Striping/Lane Configuration Plan
- ☒ Industrial Information Form
- ☐ Request for Road Modification (4 copies – Road Modification submittal must be packaged separately and must have completed Road Modification application.)
- ☒ Preliminary Civil Plans (see page 18)
- ☐ Clark County Health Department Development Review Evaluation
- ☐ Street Lighting Plan
- ☐ Other:

Unless otherwise stated above, the number of copies needed coincides with the number of copies required in the underlying land use permit (subdivision, site plan review, etc.).

Please note that the applications and information required on this page must be presented in order to be counter complete. The information shall be submitted as a consolidated package unless the Community Development Department Case Manager specifically allows an item to be submitted separately, as evidenced by a written letter or by a statement in the case notes of the Department's Permit*Plan permitting system.

Questions may be directed to Jon Wagner, Case Manager, at 360-487-7885.

City of Vancouver
Development Review Process