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Pre-Application Conference Community & Economic Development Department

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11 **Conference Date:** 6/27/13 at 2:30 pm
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13 **Case File:** Tesoro Savage Petroleum PRJ-143550/PIR-34550
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15 **Description:** The project is designed to receive crude oil by rail, transfer it to
16 storage tanks then load the oil onto ships or barges for transport to
17 end users. The proposal includes constructing administrative and
18 support buildings, rail unloading facility, piping, 6 tanks that can
19 store up to 380,000 barrels each, marine loading facility that will
20 include pipelines, cranes, observation/control platform and lighting
21 for the existing dock structure. A boiler/steam plant will be built
22 on the site and an additional two rail lines will be added to the rail
23 infrastructure at the Terminal 5 loop.
24
25 **Site Location:** 5501 NW Lower River Rd
26
27 **Legal Description:** Tax Lots 152903000, located in the NE Quarter of Section 19,
28 Township 2N, Range 1E of the Willamette Meridian
29
30 **Contact** Helen Devery
31 Berger/ABAM
32 1111 Main St. Ste 300
33 Vancouver, WA 98660
34 360-823-6100
35
36 **Applicant:** Tesoro Savage Petroleum Terminal LLC
37 Kelly Flint
38 6340 South 3000 East
39 Suite 600
40 Salt Lake City, UT 84121
41
42
43

44 **Property Owner:** Port of Vancouver, USA
45 3103 NW Lower River Rd.
46 Vancouver, WA 98660
47 360-693-3611
48
49 **Comprehensive Plan:** Industrial
50
51 **Zoning Designation:** IH (Heavy Industrial)
52
53 **Case Manager:** Jon Wagner, Senior Planner
54
55 **Neighborhood Assoc(s):** Fruit Valley, Chair: Eric LaBrant

56 **PROCEDURAL NOTE**

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

59
60 RCW 80.50.020 (12) (d) defines energy plant as including the following;
61 Facilities which will have the capacity to receive more than an average of fifty
62 thousand barrels per day of crude or refined petroleum or liquefied petroleum gas
63 which has been or will be transported over marine waters, except that the provisions
64 of this chapter shall not apply to storage facilities unless occasioned by such new
65 facility construction.

66
67 As this proposal meets the definition of energy plant, it will be reviewed by the Washington State
68 Energy Facility Site Evaluation Council.

69
70 RCW 80.50.120 addresses the effect of certification as follows:

- 71 (1) Subject to the conditions set forth therein any certification shall bind the state and each of its
72 departments, agencies, divisions, bureaus, commissions, boards, and political subdivisions,
73 whether a member of the council or not, as to the approval of the site and the construction
74 and operation of the proposed energy facility.
75
76 (2) The certification shall authorize the person named therein to construct and operate the
77 proposed energy facility subject only to the conditions set forth in such certification.
78
79 (3) **The issuance of a certification shall be in lieu of any permit, certificate or similar**
80 **document required by any department, agency, division, bureau, commission, board,**
81 **or political subdivision of this state, whether a member of the council or not. [Emphasis**
82 **added]**

83
84 Although the state will have the overall review authority for the proposal, the following
85 preapplication conference report indicates the regulations and standards that would be applicable if
86 the city were charged with the review authority .

87
88 **APPLICABLE STANDARDS**

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

92
93 **VMC Title 11: Streets and Sidewalks**

94 **VMC Title 11.95: Concurrency**

95 **VMC Title 12: Trees and Vegetation**

96 **VMC Title 14.04, 14.10, and 14.16: Water and Sewers**

97 **VMC Title 14.24: Erosion Control**

98 **VMC Title 14.25: Stormwater**

99 **VMC Title 14.26: Water Resource Protection**

100 **VMC Title 16: Fire Code**

101 **VMC Title 17: Building and Construction**

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

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 105
 106

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

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KEY ISSUES

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 111

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**

112
 113

REQUIRED PROCESSES:

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

116
117 If this were a city-reviewed project it would be subject to a Type II review as it would involve site
118 plan review and a Shoreline Substantial Development Permit.

119
120 Per VMC 20.210.020.D, when more than one application is submitted for a given development
121 and those applications are subject to different types of procedure, then all of the applications are
122 subject to the highest type of procedure that applies to any of the applications.

123
124 **IH (HEAVY INDUSTRIAL) ZONING DISTRICT (VMC 20.440):**

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

128
129 The IH zone is described at VMC 20.440.020(C) as follows:

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

136
137 Under the description of use classifications in VMC 20.160.020, at subsection (D)(5) -
138 Warehouse/Freight Movement is defined as follows:

139
140 Uses involved in the storage and movement of large quantities of materials or
141 products indoors and/or outdoors; associated with significant truck and/or rail
142 traffic. Examples include free-standing warehouses associated with retail furniture
143 or appliance outlets; household moving and general freight storage; cold storage
144 plants/frozen food lockers; weapon and ammunition storage; major wholesale
145 distribution centers; truck, marine and air freight terminals and dispatch centers; bus
146 barns; grain terminals; and stockpiling of sand, gravel, bark dust or other aggregate
147 and landscaping materials.

148
149 The proposal fits within this use classification.

150
151 Per Table 20.440.030-1, Warehouse/Freight Movement is allowed outright in the IH
152 zone.

153

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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.

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* 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.

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167

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.

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177

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).

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183

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

187
188 The digital submittals are not required until the final phase of the project however you are
189 strongly encouraged to contact the City GIS Coordinator during the preliminary stages if you
190 should have any questions about submittal requirements.

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

- 193 • Fish and Wildlife Habitat Conservation Areas
- 194 • Frequently Flooded Areas
- 195 • Geologic and Seismic Hazards
- 196 • Wetlands

197
198 A Critical Areas Report addressing each of this would be required if the application were
199 reviewed by the city.

200
201 **SHORELINE MANAGEMENT (VMC 20.760):**

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

204
205 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

206
207 Staff concurs with the applicant's listing of applicable regulations. However, the provisions
208 relating to Shorelines of Statewide Significance are not included in the regulations; they are
209 contained in Chapter 3 of the Shoreline Master Program, and are as follows:

210
211 **3.2 Shorelines of Statewide Significance**

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

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

- 217 a. Recognize and protect the statewide interest over local interest;
218 b. Preserve the natural character of the shoreline;
219 c. Result in long term over short term benefit;
220 d. Protect the resources and ecological function of the shoreline;
221 e. Increase public access to publicly-owned areas of the shorelines;
222 f. Increase recreational opportunities for the public in the shoreline; and
223 g. Provide for any other element as defined in RCW 90.58.100 deemed appropriate or
224 necessary.
- 225 2. Uses that are not consistent with these policies should not be permitted on SSWS.
226 3. Those limited shorelines containing unique, scarce and/or sensitive resources should be
227 protected.
228 4. Implementation of restoration projects on shorelines of statewide significance should take
229 precedence over implementation of restoration projects on other shorelines of the state.
230 5. Development should be focused in already developed shoreline areas to reduce adverse
231 environmental impacts and to preserve undeveloped shoreline areas. In general, SSWS
232 should be preserved for future generations by 1) restricting or prohibiting development
233 that would irretrievably damage shoreline resources, and 2) evaluating the short-term
234 economic gain or convenience of developments relative to the long-term and potentially
235 costly impairments to the natural shoreline.

236
237 Staff customarily requires the applicant to address these provisions.
238

239 **TREE CONSERVATION (VMC 20.770):**

240 The purpose of this ordinance is to establish a process and standards to provide for the protection,
241 preservation, replacement, proper maintenance and use of trees, associated vegetation and
242 woodlands located within the City of Vancouver.
243

244 Unless otherwise exempted in Section 20.770.030, any site subject to a development, as defined in
245 Section 20.150, within the City of Vancouver, shall be required to develop a Tree Plan and shall be
246 required to meet the minimum tree density. (VMC 20.770.080).
247

248 Departmental policy is that if the area of a proposed building or other construction is in an area
249 that is currently covered by impervious surfaces, the provisions of VMC 20.770 do not apply. To
250 meet this standard the applicant must demonstrate the existing site is covered by impervious
251 surfaces. For the pervious areas, the applicant is required to show compliance with the 30 tree
252 units per acre requirement.
253

254 Per VMC 20.770.100.C, the tree maintenance requirements shall apply in perpetuity to
255 developments that are multi-family residential developments in excess of four units, commercial
256 and industrial. The applicant shall execute a covenant in a form agreeable to the City which shall
257 require that the applicant and his successors comply with the maintenance requirement imposed
258 by this section. The covenant shall be binding on successor property owners and owners'
259 associations. The covenant shall be recorded by the county auditor.
260

261

262

263 **SEPA REGULATIONS (VMC 20.790):**

264 The State Environmental Policy Act, Chapter 43.21C RCW, is intended to ensure that
265 environmental values are considered by state and local government officials when making
266 decisions. The primary purpose of SEPA is to evaluate the environmental impacts of a proposed
267 project and identify methods to reduce the impacts. A SEPA review of this proposal will be
268 required as the proposal exceeds several of the categorical exemption thresholds.
269

270 **GATED ACCESS STANDARDS (VMC 20.914):**

271 If the proposed development includes provisions for gated access, this section contains
272 regulations and other design standards for approval. Describe how the issues are satisfied in the
273 project narrative.
274

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

280
281 Entrance/Exit Design. Adequate vision clearance shall be provided so that motorists leaving a
282 gated community have a clear view of the sidewalk on either side of the exit, and so that
283 approaching pedestrians have a clear view of any approaching vehicle. Gated community
284 entrances and exits shall be designed to achieve travel speeds not to exceed 5 miles per hour, and
285 shall require a vehicle stop directly prior to crossing the street sidewalk. Entrance and exit areas
286 shall be designed so that vehicles approaching or leaving the gated community can queue to
287 enter/exit the traffic stream without blocking the sidewalk.
288

289 Turnaround feature. Each gate access point shall have an area that allows traffic to safely
290 maneuver a turnaround when the gate is in closed position.
291

292 Lane width inside the gate. Fire and emergency access vehicles require passing room within the
293 development. Twenty feet of unobstructed driving surface is required on the interior side of the
294 access point and gate.
295

296 Emergency vehicle access required. Each project will require the applicant to produce a
297 confirmation of approval from the Fire Marshal that indicates that the design of the gate(s) meets
298 the Fire Marshal's requirements for emergency entry. The Fire Marshal's written approval shall
299 be submitted with this application.
300

301 No encroachment into publicly owned right-of-way. The gates, operating equipment and fencing
302 shall be located wholly within the private portion of the property. The property line shall be
303 clearly indicated on the site plan. Swing gates are not allowed to encroach into the public right-
304 of-way. The drives, streets and lanes inside a gated community are to remain private.
305

306 Pedestrian Access. Separate pedestrian access from driving lanes. Each access point shall have a
307 pedestrian access and walkway that is separate from the driving lanes and links directly to the
308 public sidewalk. Pedestrian walkways shall meet all standards for accessibility required by the
309 Americans with Disability Act.
310

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

314
315 Vision Clearance. Each access point shall demonstrate vision clearance as per 20.985 VMC.

316
317 Gate Material. The moving portion of the gate shall be constructed of material that is at least 80
318 percent open. Typically, wrought iron or other decorative material is used.

319
320 Gate opening width. Each gate must open to a minimum width of 15 feet or as required by the
321 Fire Marshal.

322
323 **IMPACT FEES (VMC 20.915):**

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

326
327 Transportation impact fees will be required prior to issuance of building permits. The project is
328 located within the Vancouver Subarea which requires \$139 per trip. Transportation impact fees will
329 be determined based on the trip generation report submitted with the application. The following is
330 the formula for calculating the transportation impact fee:

331
$$\text{TIF} = \text{Average Daily Trips} \times \$139 \times .85$$

332
333 **School Impact Fees and Park Impact Fees** are not required as no residential uses are being
334 proposed.

335
336 **LANDSCAPING (VMC 20.925):**

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

340
341 As the city has agreed that landscaping between interior lots within the port is not required, the following
342 setbacks and landscaping apply only to the development of Parcel 1A:

343
344 For the north boundary; along NW Lower River Road, the adjacent property, to the north of NW Lower
345 River Road is zoned GW (Greenway, Vancouver Lake). As the subject property is separated from the GW
346 zone by a street, the L2 standard with a 10 foot setback is required.

347
348 For the west boundary, abutting the Farwest Steel site, an IH zoned parcel, the required minimum setback
349 is either 5 feet or 0 feet (If building is to be built on the property line there is no required buffer
350 for that portion of the site). The building constructed must meet all standards for zero lot line
351 development. The level of landscaping, if required, is L1.

352
353 The specific landscaping standards relating to the L1, and L2 standards are indicated below:

354
355 **VMC Table 20.925.030-2 Landscaping and Screening Design Standards¹**

356

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

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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.

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

392
393 C. All signing and striping, including that for private parking lots, shall conform to the
394 Manual of Uniform Traffic Control Devices (MUTCD). Individual spaces shall be
395 marked with painted stripes.

396
397 D. Location. Parking spaces shall not be permitted in any setback except as otherwise
398 specified in this title. For single-family and duplex dwellings, passenger vehicle parking
399 in excess of required parking is permitted in the front yard setback provided it is: located
400 on a legally established driveway; located out of sight triangles as per 20.895 VMC; and
401 does not extend into City right-of-way. Parking in the front yard setback otherwise
402 allowed by this Chapter shall not include the storage of motor homes, trailers or
403 recreational vehicles, including boats. Parking of motor homes, trailers recreational
404 vehicles and boats is allowed in one side or rear setback on an impervious surface and
405 served by a paved driveway. Such parking must be screened from the street and adjoining
406 properties by a 6' sight obscuring fence or hedge.

407
408 E. No parking space shall be located where backing maneuvers from such a space would
409 interfere with traffic flow to/from a public street to the parking area, generally within 20'
410 of a circulation aisle-way near a public street access point.

411
412 F. Driveways. Driveways which provide access to off-street parking or loading from
413 public streets shall comply with the following:

414
415 1. Driveways from the street to off-street parking or loading areas shall be designed
416 and constructed to facilitate the flow of traffic and provide maximum safety for
417 pedestrians. At a minimum all driveways shall meet arterial access spacing standards; on
418 arterial roadways shared driveways and cross-access easements may be required to
419 improve arterial efficiency and safety consistent with access management practices
420 detailed in NCHRP Report 420.

421
422 2. Where driveways are gated, even temporarily, the driveway approach shall be
423 designed such that vehicles approaching or leaving the gated drive can queue to enter/exit
424 the traffic stream without blocking the sidewalk or the street traffic, and shall not impede
425 internal site circulation. Design of gated driveways shall be subject to review and
426 approval by the City Transportation Manager.

427
428 3. Driveways shall be improved with a permanent surface including but not limited
429 to asphalt, concrete, brick or masonry or other material approved by the Planning
430 Official. Applicants are encouraged to use City and Department of Ecology alternative
431 paving Best Management Practices to enhance on-site water quality where appropriate
432 based on anticipated use.

433
434 4. Except for single-family and duplex residences, groups of more than two parking
435 spaces shall be served by a driveway so that no backing movements or other
436 maneuvering within a street or other public right-of-way is necessary.

437
438 5. Loading/unloading driveways. If an on-site drop-off is provided, the driveway
439 shall be designed for continuous forward flow of passenger vehicles.

440
441 G. On-site vehicle stacking for drive-through use

442 No drive through lanes are proposed.

443
444 H. Pedestrian access, circulation and connections. The following standards apply to
445 multi-family, commercial, industrial and institutional uses in all zones:

446
447 1. The applicant shall extend pedestrian circulation routes to sidewalks and transit
448 stops along streets abutting the site, to pedestrian facilities that extend to the edge of the
449 site from off-site, and to the edge of the site in the direction of existing, approved or
450 proposed off-site pedestrian and transit facilities.

451
452 2. Pedestrian circulation routes shall also connect structures and uses on the site,
453 such as buildings, vehicle and bicycle parking areas, children's play areas, required
454 outdoor areas, open spaces, plazas, resting areas and viewpoints.

455
456 3. To the extent practicable, the pedestrian circulation system shall be designed to
457 minimize the distance a pedestrian needs to walk between typical origins and destinations
458 of and off the site, including transit stops, public sidewalks and building entrances.
459 Circuitous routes generally should be avoided except for an appropriate purpose given
460 the use or setting.

461
462 4. Where pedestrian or bicycle routes cross access, maneuvering, parking or loading
463 areas, the crossing must be clearly identified by using elevation changes, speed bumps, a
464 different paving material, and other method that effectively alerts drivers, pedestrians and
465 cyclists of the location and nature of the crossing. Striping is strongly discouraged as the
466 only method of identification of pedestrian crossings. When striping is used, it must be
467 continuously maintained in perpetuity in an effective manner by the property owner.

468
469 5. Where a pedestrian or bicycle route is parallel and adjacent to an auto travel lane
470 or parking area, the pedestrian or bicycle route must be safely separated from the auto
471 travel lane by using a raised path, a raised curb, bollards, landscaping or other physical
472 barrier.

473
474 6. Lighting. The on-site pedestrian circulation system must be lighted to a level of
475 0.5 foot candle, except for handicapped accessible areas which must be lighted to 1.0 foot
476 candle. Such lighting shall be directed in a manner to prevent glare on nearby residential
477 areas.

478
479 7. Pedestrian route dimensions. In all commercial zones, the primary pedestrian
480 connection between the main entrance and the fronting arterial shall be a minimum of 8'
481 unobstructed width. All other pedestrian connections shall be a minimum of 6'
482 unobstructed width. The Planning Official may modify these standards for minor
483 expansions of existing uses that face site-specific challenges.

484

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

489
490 9. Connections. The pedestrian system must be connected to site and adjacent
491 streets and nearby transit stops. The pedestrian system must also connect public open
492 space or parks, commercial, office and institutional developments when existing
493 development does not preclude such connection. Development patterns must not preclude
494 eventual site-to-site connections, even if an adjacent site is not planned for development
495 at the time of the applicant's development. Connections between buildings and the street
496 shall be no greater than 200' apart.

497
498 I. Parking lot landscaping.

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

504
505 2. Perimeter Landscaping: Any off-street parking area, other than for a single-family
506 or duplex dwelling, shall be effectively screened by a sight-obscuring fence, wall or
507 evergreen planting on each side which adjoins property situated in a residential zone, the
508 premises of any school or like institution, or a public or private street. Screening along a
509 common property line shall be 6' high. Landscape screening shall be capable of attaining
510 a height of 6' within 2 years of planting. Screening along all public or private streets shall
511 be a minimum of 3' high.

512
513 3. Interior Landscaping: Interior landscaping must be provided for sites containing
514 more than 20 parking spaces. At least 10% of the parking and maneuvering areas, not
515 including driveway areas, must be landscaped.

516
517 a. Standards: The landscape materials must meet the general standards below:

518
519 1. The landscaping must be dispersed throughout the parking area. All of the
520 required landscape area may be in the parking area, or some may be in the loading areas.

521
522 2. Perimeter landscaping may not substitute for interior landscaping.
523 However, interior landscaping may join perimeter landscaping as long as it extends at
524 least four' into the parking areas from the perimeter landscape line.

525
526 b. Individual tree-planting spaces. Where an individual tree is planted in a space
527 surrounded by pavement, the planting area must have a minimum dimension of six' with
528 each tree placed in the middle.

529
530 c. Required landscape materials for parking lot landscaping. Landscape
531 materials for parking lot interior and perimeter landscaping must be provided as follows:
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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 least 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. Parking lot surfacing

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. Parking lot and access striping.

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.

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

586
 587 M. Drainage. Off-street parking and loading areas shall be sloped to drain in accordance
 588 with specifications approved by the Director of Public Works. These areas shall be
 589 drained to prevent the flow of water onto the right-of-way, across pedestrian facilities, or
 590 onto adjacent properties unless specifically authorized by the Director of Public Works.

591
 592 N. Lighting. All off-street parking areas larger than 5,550 sq. ft. shall be illuminated.
 593 Public parks that close at dusk are exempted from this provision. All lighting shall be
 594 directed away from any adjacent residential zone.

595
 596 O. Space and aisle dimensions. Table 20.945.040-2
 597

Table 20.945.040-2 Space and Aisle Dimensions						
Angle (degrees)	Standard Stall Dimension		Compact Stall Dimension		Aisle Width Dimension	
	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

598
 599 1. Designated disabled parking stalls which meet minimum dimensional
 600 requirements shall be counted as standard size parking stalls and shall be provided as
 601 required by applicable State of Washington and the City Adopted Building Code, as
 602 amended for disabled person parking spaces.

603
 604 2. The width of each parking space includes a stripe that separates each space.

605
 606 3. Up to 50% of all required on-site vehicular parking spaces may be compact
 607 spaces. Such spaces shall be marked as "compact" or "C".

608
 609 4. Clustering: No more than an average of 10 parking spaces shall be placed side by
 610 side without an intervening break provided by a circulation aisleway, pedestrian
 611 walkway, or landscaping. If an average of no more than 10 side-by-side stalls is
 612 maintained overall, up to 15 stalls may be located side-by-side. Where landscaping
 613 provides a break in the group of spaces, the landscape island shall extend at least 1' into
 614 the circulation aisleway to provide a visual narrowing of the circulation aisleway.

615
 616 5. A portion of a parking space may be landscaped instead of paved as follows:
 617

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

620
621 b. Landscaping must be ground cover plants; and

622
623 c. The landscaped area counts towards parking lot interior landscaping
624 requirements, but not perimeter landscaping requirements, and shall not obstruct the
625 minimum width requirements for pedestrian circulation.

626
627 6. Other parking angles, such as but not limited to 30 degrees or 75 degrees may be
628 approved by the Planning Official, with dimensional requirements consistent with those
629 illustrated in Table 20.945.040-2.

630
631 7. Minimum standards for a standard pa

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

633 1. Standard Size: Width = 9 feet, Depth = 17 feet

634 2. Compact Size: Width = 8 feet, Depth = 15 feet.

635 (Up to one half of required spaces may be compact sizes with the exception of temporary
636 lots, in which case there is no limit as to the proportion of compact size spaces.)

637

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

640

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

643

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

646

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.

647

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

649

650 **SIGNS (VMC 20.960):**

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

653

654 **SOLID WASTE DISPOSAL AND RECYCLING (VMC. 20.970)**

655 The following comments were received from Elsie Deatherage, of the city's Solid Waste Services
656 [(360) 619-4122]

657

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

661

662 GENERAL ENGINEERING

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

667

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

682

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

688

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

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- 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

Comment [meh1]: Modify this section for
handout with Type 1 application. 'Contact who (case
manager, engineering counter?) to determine
engineering requirements for the proposed project?'

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

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

728
729 Written 'Final Acceptance' of the constructed public improvements will be granted only after all
730 conditions listed in the 'Plan Approval Letter' are met.

731
732 Sanitary sewer and water System Development Charges (SDC) are collected prior to issuing a
733 water meter and building occupancy. Sewer and water connection fee estimates are provided by
734 the engineering counter upon request, (360) 487-7804.

735
736 **References:**

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

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

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

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

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TRANSPORTATION ENGINEERING COMMENTS	Ryan Lopossa 487-7706
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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**

796 **the asphalt. T05-01B requires pavement restoration to extend through to the next travel**
797 **lane, at a minimum. Trenches shall be grouped together when possible.**
798

799 • Street Cut Permits shall be required anytime street cut work is performed in the right-of-way.
800 Street Cut Permits shall be obtained from Engineering Services at Development Review at
801 487-7804.
802

803 • Street lighting is required public streets per VMC 11.80.090. Some infill developments may
804 be granted relief from this requirement per VMC 11.80.060. The applicant will need to
805 ensure that the street lighting for the site meets the requirements of city standard plan T21-
806 01A & B. Any substandard street lighting shall be required to be upgraded to current city
807 standards as part of this project.
808

809 **Showing existing and proposed street lighting on the preliminary and/or civil plans is a**
810 **Fully Complete item for project submittal. Submittals shall include a lighting analysis**
811 **with AGI software, light type, size, height, wattage and station and offsets (for both**
812 **existing and proposed street lighting).**
813

814 Per City of Vancouver Street Lighting Policy; where existing street lights are mounted on
815 Clark Public Utilities wood poles, the street lights shall be changed to current standards.
816 However, when no roadway or sidewalk improvements are being installed within an existing
817 neighborhood, the use of an aerial design with a **Type W** standard (wood pole mounting)
818 may be approved by the City's Transportation Services Manager.
819

820 • Access from Lower River Road shall be utilized via the existing access point on the west end
821 of the proposed tank farm site. No other direct access to Lower Road shall be allowed
822 pursuant to VMC 11.80.110(A)
823

824 • Minimum driveway spacing from the property line is 20 feet on a Principal Arterial street per
825 VMC 11.80.110(A).
826

827 • Minimum driveway spacing from the back-of-curb-return is 115 feet on a Principal Arterial
828 street per VMC 11.80.110(A).
829

830 • Commercial driveway width off a an arterial is 25 feet to 40 feet at the bottom of the ramp
831 per VMC 11.80.110(A)(3).
832

833 • The applicant shall be required to remove all existing driveways not utilized as access to the
834 proposed development. Driveway removals shall be replaced with, but not limited to,
835 pavement restoration, curb & gutter, sidewalk, planter strip and any necessary street
836 improvements germane to the site street frontage classification and applicable Standard
837 Details.
838

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

843 **the private roadway. Shared access and maintenance agreements shall be provided**
844 **prior to civil plan approval.**
845

846 **NW Old Lower River Road**

- 847 • The portion of Ne Old Lower River Road fronting the subject proposal is designated a
848 Private Street. **Showing the right-of-way dimension on the preliminary and civil plans is**
849 **a Fully Complete Item.**
850
- 851 • The existing road along the property frontage of NW Old Lower River Road includes asphalt
852 roadway only.
853
- 854 • The applicant shall install City of Vancouver standard frontage improvements along NW Old
855 Lower River Road including driveway approaches, traffic control devices as warranted, and
856 storm drainage (as required by the City Stormwater Ordinance).
857

858 **Access**

- 859
- 860 • Commercial driveway width off a non-arterial street is 20 feet to 40 feet at the bottom of the
861 ramp per VMC 11.80.110.B.
862
- 863 • The applicant shall be required to remove all existing driveways not utilized as access to the
864 proposed development. Driveway removals shall be replaced with, but not limited to,
865 pavement restoration, curb & gutter, sidewalk, planter strip and any necessary street
866 improvements germane to the site street frontage classification and applicable Standard
867 Details.
868
- 869 • The City of Vancouver may revise, limit or prohibit street or driveway access movements
870 where such movements may create dangerous or hazardous conditions. Such restrictions
871 may include, but are not limited to driveway removal or relocation, installation of medians or
872 curbing, and access restricting driveway design.
873
- 874 • Per VMC 11.80.050 (J), the city will not maintain streets, signs, street lights, or drainage
875 improvements associated with a private street. Prior to final inspection and approval of a
876 private street, a maintenance agreement must be recorded with the Clark County Auditor as a
877 covenant running with the land for any and all parcels served, or potentially served. The
878 agreement must set forth the terms and conditions of responsibility for liability, maintenance,
879 maintenance methods, standards, distribution of expenses, remedies for noncompliance with
880 the terms of the agreement, right of use easements, and other considerations. The agreement
881 also must include the creation of a private street maintenance fund and the annual
882 assessment.
883
- 884 • The curb radii at all other intersections in the development must be a minimum of 20 feet.
885 Right-of-way dedication may be required.
886
- 887 • Termination points of sidewalks shall have a temporary asphalt pedestrian ramp per City
888 Standard Plan T02-10, for transition to the street pavement.

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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:

<u>LOCATIONS</u>	<u>COLORS</u>
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

918
919
920
921
922

- 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)).

- 923 • Per the International Fire Code, Section 503, a minimum 20 feet of unobstructed width is
924 required for Fire Department apparatus access on all streets more than 150 feet in length.
925 For all streets between 36 feet and 28 feet curb-to-curb paved width, “No Parking” signs
926 shall be posted on one side, per City Standards, at the Developer’s expense. For all streets
927 less than 28 feet curb-to-curb paved width, “No Parking” signs shall be posted on both sides,
928 per City Standards, at the Developer’s expense.
929
- 930 • To prevent any conflict with existing underground utilities, overhead utilities and their pole
931 or related structure locations, a survey and base map shall be prepared and included with the
932 civil plans for any traffic related project (e.g. signals, striping, etc.) to show all utility and
933 underground features.
934
- 935 • Mailbox location placement shall meet current ADA requirements and City Standard T07-01,
936 and be shown on the civil plans.
- 937 • Transportation review and inspection fees will be collected prior to civil engineering plan
938 approval.

939

940 **Sight Distance and Vision Clearance Triangles**

- 941 • Public and private streets, public alleyways, controlled and uncontrolled intersections and
942 driveways shall comply with the sight distance requirements of VMC 11.80.140 and the
943 current version of *A Policy on Geometric Design of Highways and Streets (AASHTO)*. A
944 sight distance analysis shall be provided in the applicant’s traffic study or in a document for
945 projects that do not require a traffic study.
946
- 947 • Vision clearance requirements shall be met per VMC 20.985 and City Standard Plan T04-04.
948
- 949 • *Vision clearance shall also be demonstrated on the site plan, plat, landscape plans and civil*
950 *plans.*
951

952 **Street Lighting**

- 953 • Street lighting plans shall be coordinated with Clark Public Utilities (CPU). New contactor
954 cabinets and service may be required. For additional information, contact CPU directly at
955 360-992-3000.
956

957 **Design Considerations and Opportunities**

- 958 • The City of Vancouver views bicycle use as a viable mode of transportation. The city
959 requests the incorporation of bicycle parking into site design. Bicycle parking design
960 standards are outlined in VMC 20.945.050. All bicycle parking shall meet the requirements
961 found on the city’s website.
962 <http://www.cityofvancouver.us/ced/page/bicycle-parking-program-0>
963

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

- 968
- 969 • It is recommended that the applicant provide surface treatment across the access from NW
970 Lower River Road to clearly call attention to the pedestrian trail crossing. The applicant's
971 design considerations will need to include high visibility, texture and structural integrity.

972
973 **Neighborhood Traffic Management Devices and Streetscape Treatments**

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

981
982 **Traffic Signal and Interconnect Design**

- 983 • Traffic signal and interconnect design plans shall utilize current City of Vancouver traffic
984 signal and interconnect design specifications and drafting standards. The applicant shall
985 contact shall Chris Christofferson, Senior Traffic Engineer, at 360-487-7716, for the current
986 submittal and review requirements.
- 987
- 988 • The developer shall consider measures that provide un-interrupted and full operation of the
989 traffic signal(s) located the intersection of ???? and ???? at all times during the construction
990 of the project. These measures shall include vehicle detections and pedestrian movements on
991 all approaches in a way that normal operation continues; for instance installation of video
992 detection before loop detections are severed. The developer shall coordinate with City of
993 Vancouver's inspectors for traffic signal modifications and/or any other activity that would
994 impact the normal operation of the City's traffic system as part of the temporary traffic
995 control. **All damaged loop detections shall be replaced within 48 hours unless otherwise
996 approved by the City of Vancouver's inspector or traffic engineer.**

997
998
999 **Parking and Circulation**

- 1000 • Per VMC 20.945.40(A). Review Authority. Parking lot design and drainage shall be subject
1001 to review and approval of the City Transportation Manager.
- 1002
- 1003 • At the time of application, the applicant shall submit turning movement diagrams to and
1004 through all access points, drive aisles and turnarounds utilizing the largest vehicle template
1005 anticipated.
- 1006
- 1007 • Pedestrian access to the fronting arterial roadway shall meet the requirements of VMC
1008 20.945.040 (H) and VMC 20.914.020 (7).
- 1009

1010 **Gated Access**

- 1011 • All subsequent submittals shall dimension existing and proposed gates and indicate gate
1012 swing.
1013
- 1014 • The gate entrance design shall provide for a queuing area to accommodate the largest
1015 anticipated vehicle to queue out of the right-of-way. **A queuing analysis to determine the**
1016 **maximum back of queue may be required.** A turnaround shall be provided to allow the
1017 largest anticipated vehicle to maneuver a turnaround outside the gate. No backing
1018 movements within the right-of-way will be permitted per VMC 20.945.040.
1019

1020 **Contact**

- 1021
- 1022 • For additional information or questions, please contact Ryan Lopossa at (360) 487-7706 or
1023 via email at Ryan.Lopossa@cityofvancouver.us.

1024 **Standard Details and Procedural information**

- 1025 • **Effective June 1, 2008 Transportation Services has implemented Transportation**
1026 **Development Review Services (TDRS) Drafting Standards for transportation**
1027 **improvement civil plan submittals. By setting expectations on submittal requirements**
1028 **the Drafting Standards will provide mutual benefits to the City and to the development**
1029 **in reducing review times and the number of reviews.**
1030

1031 **Local civil engineering firms have been notified of the implementation and have been**
1032 **provided with a copy of the standards. The standards are also available on the web at:**
1033 **[http://www.cityofvancouver.us/transreview.asp?menuid=10463&submenuID=17481&it](http://www.cityofvancouver.us/transreview.asp?menuid=10463&submenuID=17481&itemID=19572)**
1034 **[emID=19572.](http://www.cityofvancouver.us/transreview.asp?menuid=10463&submenuID=17481&itemID=19572)**

1035 Per the Transportation Services Development Review Drafting Standards dated June 2007,
1036 page 4, the applicant is required to submit a base map for the proposed project at as-built
1037 stage to be designed on the City of Vancouver coordinate system. **In order to ensure the**
1038 **accuracy of the proposed design at an earlier stage in the review process, the applicant**
1039 **shall submit a preliminary layout in .dwg format at FC submittal or at the pre-**
1040 **submittal meeting for Streamlined projects. If the applicant elects to submit the layout**
1041 **via e-mail, please send to Roger Waters, roger.waters@ci.vancouver.wa.us. For**
1042 **questions, please call Roger Waters at (360) 487-7712.**

- 1043 • The City of Vancouver has revised standard details effective August 15, 2008. New details
1044 are available at Transportation Development Review. The electronic files are available from
1045 Transportation Services in AutoCAD release 2000 and Adobe Acrobat PDF file formats.
1046 **The latest standard details may be referenced as part of the Transportation General**
1047 **Notes; with the exception of street standard plan cross-sections. Standard plan cross-**
1048 **sections must appear on the civil plans.** The files are also available on the City of
1049 Vancouver web site: **[http://www.cityofvancouver.us/publicworks/page/transportation-](http://www.cityofvancouver.us/publicworks/page/transportation-development-review-and-capital-standard-plans-details)**
1050 **[development-review-and-capital-standard-plans-details.](http://www.cityofvancouver.us/publicworks/page/transportation-development-review-and-capital-standard-plans-details)**

1051
1052 Estimated Transportation Review Fees (Site Plan)
1053

1054 Plan Review Fee (includes preliminary and final)

1055

- General Case \$3,084.99

1057

CONCURRENCY ENGINEERING COMMENTS	Ryan Lopossa 487-7706
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1059

(VMC 11.70)

1060

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

1063

TAZ # 26

1065

Corridor/TMZ

Limits of Corridor

1066

Fourth Plain Blvd

Port of Vancouver to I-5

1068

- 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.

1072

1073

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

1074

- **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.**

1077

- **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.**

1082

- 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.**

1085

- **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>

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• **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

1115 *Per-trip monitoring fees shall be charged for trips sent to every corridor, up to a maximum*
 1116 *monitoring fee of \$1500 for any single development (VMC 20.180.070).*
 1117

1118 • **Below are a few items that shall be included in the traffic impact analysis. All other**
 1119 **requirements can be found on the City of Vancouver website at**
 1120 <http://www.cityofvancouver.us/publicworks/page/concurrency>
 1121

1122 • Safety – Crash history and mitigations - Provide a five year crash history, crash rate per
 1123 mev, and proposed mitigations for intersections with crash rate exceeding 1.0 per mev.
 1124 Copies of the crash reports shall be included in the TIA. (VMC 11.80.130 and 11.70)
 1125 **Please contact Bill Gilchrist, city Traffic Engineer, at (360) 487-7717 or**
 1126 **William.Gilchrist@cityofvancouver.us for a list of intersections to study.**

1127
 1128 • Safety and operations – Queue analysis - Provide peak hour queue analysis. (VMC
 1129 11.80.130, 11.80.080, 11.70)
 1130 **Please contact Bill Gilchrist, city Traffic Engineer, at (360) 487-7717 or**
 1131 **William.Gilchrist@cityofvancouver.us for a list of intersections to study.**
 1132

1133 • Warrant analysis – Signals and Turn lanes - Provide traffic signal / turn lane warrants as
 1134 defined by the Manual on Uniform Traffic Control Devices. (VMC 11.80.080)
 1135 **Please contact Bill Gilchrist, city Traffic Engineer, at (360) 487-7717 or**
 1136 **William.Gilchrist@cityofvancouver.us for a list of intersections to study.**
 1137

1138 **Contact**

1139 • For additional information or questions, please contact Ryan Lopossa at (360) 487-7706
 1140 or via email at Ryan.Lopossa@cityofvancouver.us.
 1141

1142 **Estimated Concurrency Fees due at time of application**

1143
 1144 Concurrency Evaluation (always charge) \$151.27
 1145 Traffic Study Review (20+ PM peak trips only) \$301.45
 1146
 1147

FIRE COMMENTS	Chad Lawry 487-7237
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1148 VMC 16.04.010 FIRE CODE:
 1149 As required by RCW Chapter 19.27, the city of Vancouver hereby adopts by reference the 2012
 1150 edition of the International Fire Code (IFC), including appendices B and E, as amended by RCW
 1151 Chapter 19.27, WAC Chapter 51-54 and the provisions of this chapter. The approval of plans
 1152 and specifications does not permit the violation of any section of the IFC or any federal, state, or
 1153 local regulations.
 1154
 1155

1156 Prior to making any decisions regarding its approval, the Vancouver Fire Department (VFD)
1157 must consider the impact the proposed facility may have on public safety, including the VFD's
1158 ability to provide sufficient fire protection services.
1159 The VFD will conduct a detailed impact assessment to determine if any hazards or risks
1160 associated with the proposed facility and its operation will result in an increased need for fire
1161 protection services and what measures will be required to mitigate the impact.
1162 The VFD will coordinate closely with the applicant's representatives, project contractors, the
1163 Vancouver Fire Marshal's Offices, and other key stakeholders to complete the impact assessment
1164 within 45 days from the date final plans for the project have been received by the VFD.
1165
1166 Fire Protection Services Impact Assessment - Scope of Work:
1167 a) Assess fire and hazardous materials related risks associated with the proposed facility and its
1168 operation.
1169
1170 b) Assess risks associated with the proposed system(s) for transportation of any hazardous
1171 materials. Assessment to include:
1172 Truck transportation over local roadways and loading operations
1173 Rail transportation over local railways and loading operations
1174 Marine transportation over local waterways and loading operations
1175 Pipeline transportation
1176
1177 c) Evaluate VFD's capability to provide fire protection services to the proposed facility and
1178 related transportation systems. The evaluation shall identify any anticipated deficiencies in
1179 service capability. Evaluation to include:
1180 1. Emergency response plans
1181 2. Firefighting capability
1182 3. Rescue capability, including confined space rescue
1183 4. Hazardous material response capability
1184 5. Potential off site consequences of a hazardous material release
1185 6. Training
1186 7. Equipment
1187 8. Other resources
1188
1189 d) Evaluate proposed fire and spill protection systems for the facility.
1190
1191 e) Evaluate proposed physical security systems for the facility.
1192
1193 f) Recommend measures and estimated costs to mitigate any impact the proposed facility or
1194 related transportation systems may have on VFD's ability to provide sufficient fire protection
1195 services. Recommendations to include:
1196 1. Emergency response plans
1197 2. Firefighting capability
1198 3. Rescue capability, including confined space rescue
1199 4. Hazardous material response capability
1200 5. Potential off site consequences of a hazardous material release
1201 6. Training
1202 7. Equipment
1203 8. Other resources

1204
1205 For additional information contact:
1206 Steve Eldred
1207 Division Chief
1208 Vancouver Fire Department
1209 7110 NE 63rd Street
1210 Vancouver, WA 98661
1211 (360) 487-7304
1212 steve.eldred@cityofvancouver.us
1213

1214 IFC 104.7.2 TECHNICAL ASSISTANCE

1215 The fire code official is authorized to require the owner or agent to provide, without charge to
1216 the jurisdiction, a technical opinion and report from a qualified engineer, specialist, laboratory or
1217 fire safety specialty organization acceptable to the fire code official and to require the stamp of a
1218 registered design professional.
1219

1220 IFC 105.6 FIRE CODE OPERATIONAL PERMITS

1221 Applicable fire code operational permits required by this section and related to the project at the
1222 time of construction permit application are issued at no additional charge during the construction
1223 permit review and approval. These permits remain valid until the next Fire Marshal's Office
1224 inspection which is a generally more than a year after the issuance of the certificate of
1225 occupancy.
1226

1227 IFC CHAPTER 50 HAZARDOUS MATERIALS

1228 The storage, dispensing, handling and use of hazardous materials shall comply with the
1229 requirements of Chapter 50 of the International Fire Code.
1230

1231 5001.5.1 The permit applicant shall submit a Hazardous Materials Management Plan (HMMP).

1232 The HMMP shall identify the following:

- 1233 1. Storage and use areas.
- 1234 2. Maximum amount of each material stored or used in each area.
- 1235 3. Range of container sizes.
- 1236 4. Locations of emergency isolation and mitigation valves and devices.
- 1237 5. Product conveying piping containing liquids or gases, other than utility-owned fuel gas lines
1238 and low-pressure fuel gas lines.
- 1239 6. On and off positions of valves for valves that are of the self-indicating type.
- 1240 7. Storage plan showing the intended storage arrangement, including the location and dimensions
1241 of aisles.
- 1242 8. The location and type of emergency equipment. The plans shall be legible and drawn
1243 approximately to scale. Separate distribution systems are allowed to be shown on separate pages.
1244

1245 5001.5.2 The permit applicant shall submit a Hazardous Materials Inventory Statement (HMIS).

1246 The HMIS shall include the following:

- 1247 1. Manufacturer's name.
- 1248 2. Chemical name, trade names, hazardous ingredients.
- 1249 3. Hazard classification.
- 1250 4. MSDS or equivalent.

1251 5. United Nations (UN), North America (NA) or the Chemical Abstract Service (CAS)
1252 identification number.
1253 6. Maximum quantity stored or used on-site at one time.
1254 7. Storage conditions related to the storage type, temperature and pressure.
1255
1256 Building and Fire code requirements will be reviewed at the time of the construction permit
1257 submittal and will include documentation that the equipment, machinery, and alarms associated
1258 with the use, dispensing, storage and handling of hazardous materials is listed or its use. 5003.2.3
1259
1260 IFC CHAPTER 57 FLAMMABLE & COMBUSTIBLE LIQUIDS
1261 The storage, dispensing, handling and flammable and combustible liquids shall comply with the
1262 requirements of Chapter 57 of the International Fire Code.
1263
1264 VMC 16.04.040 HAZMAT REGULATORY FEE:
1265 This ordinance affects certain existing and proposed occupancies that store and/or handle
1266 hazardous materials. Your proposed facility may have to comply with this ordinance. Hazardous
1267 materials regulatory fees are determined by a fee schedule. The ordinance and fee schedule can
1268 be found in the Vancouver Municipal Code, Title 16, Chapter 16:40. You can find a copy of the
1269 ordinance on the City's website www.cityofvancouver.us.
1270
1271 Fire Plan Reviewer: Chad Lawry, Deputy Fire Marshal
1272 Chad.lawry@cityofvancouver.us, Office: (360) 487-7237
1273
1274 IFC 503 FIRE APPARATUS ACCESS (VMC 16.04.150):
1275 Standard Text: Fire apparatus access shall be provided, by an approved route, to within 150' of
1276 any point of the facility and any point on the exterior wall of the first story of the building as
1277 measured by an approved route around the exterior of the building. Fire apparatus roads shall
1278 have a minimum clear width of 20' and clear height of 13'6". The required width of a fire
1279 apparatus access road shall not be obstructed in any manner, including parking of vehicles,
1280 signage and mailboxes. Minimum required widths and clearance dimensions shall be maintained
1281 at all times. Fire department required access lanes exceeding 200' in length shall be provided
1282 with an approved fire apparatus turn-around or with drive through provisions. Temporary or
1283 permanent fire apparatus emergency access lanes shall be established and maintained clear to
1284 within 150 feet of any portion of a structure on the project site.
1285 Buildings four or more stories in height shall be provided with approved aerial fire apparatus
1286 access roads. Aerial fire apparatus access roads shall be provided within 25 feet of the building,
1287 but not less than 15 feet from the building, along the length of one side of the building.
1288
1289 Where electronically supervised fire protection systems are installed, a Knox box shall be
1290 installed at the structure and shall contain keys/codes for night time emergency fire access
1291 (Potential exception: 24 hour/365 day on site staff).
1292
1293 "NO PARKING FIRE LANE" signage with directional arrows or red curb paint with white
1294 stenciled lettering (4" high block lettering/ 1/2" stroke) shall be posted wherever parking could
1295 obstruct the required 20' fire apparatus access lane.
1296 Fire lane marking standards:
1297 No on-street parking is allowed on access routes less than 28 feet wide.
1298 Parking is allowed on one side only for access routes 28 feet to 36 feet wide.

1299 Parking is allowed on both sides for access routes 36 feet wide and greater.
1300 No on-street parking is allowed on cul-de-sacs that are specifically required by the fire
1301 department for apparatus turn-around with a radius of less than 43'. Where rolled curb/thickened
1302 sidewalks are approved as part of the apparatus turning radius signage shall be installed behind
1303 the sidewalks so that the radius remains unobstructed.
1304 No parking in other types of required fire apparatus turn-around provisions.
1305
1306 SIGNAGE ON PLANS: Graphic example of an acceptable fire lane indication on plans and a
1307 detail sheet on fire lane markings are available for download via the internet. Clearly indicate
1308 sign locations and details on the final site plan. Where street improvements are involved, fire
1309 lane details and locations shall additionally be shown on the engineering plans.
1310 Specific to this project:
1311 The Fire Department requests a plan specifically showing fire apparatus access lanes throughout
1312 the facility. It is unclear if the open spaces between tracks, buildings and facilities are driving
1313 surfaces or not.
1314 Fire lane signage is required and the locations can be identified during the civil engineering
1315 review.
1316 0 Submittal is fully complete (FC) for Fire if checked
1317 1 Required for FC:
1318 Please provide a vehicle access plan featuring roadways and drivable surfaces for emergency
1319 vehicle access.
1320
1321 IFC 505 PREMISE IDENTIFICATION:
1322 Standard text: Premise address/identification shall be visible and legible from the fire lane
1323 approach.
1324 Specific to this project:
1325 During construction a temporary or permanent address signs and street identification signs shall
1326 be erected so that they are visible and legible from the road fronting the property for emergency
1327 response.
1328 Prior to occupancy the addresses shall be visible and legible from the street fronting the property.
1329 Street signs shall be installed and approved.
1330 1 Submittal is fully complete (FC) for Fire if checked
1331 0 Required for FC:
1332 Nothing
1333
1334 IFC 508 WATER SUPPLY & FIRE HYDRANTS (VMC 16.04.160):
1335 Standard text: FIRE HYDRANTS: The maximum hydrant spacing in commercial and multi-
1336 family residential developments shall be 400 feet between hydrants measured along a fire
1337 apparatus access lane. The distance from the most remote first floor exterior wall of structures
1338 shall not be more than 350 feet from a fire hydrant and not more than 150 feet from a fire lane.
1339 Where the buildings are protected by an approved fire sprinkler system, the maximum spacing
1340 between fire hydrants shall be 600 feet and the most remote first floor exterior wall of structures
1341 shall not be more than 450 feet from a fire hydrant and not more than 150 feet from a fire lane.
1342 Where structure placement is not yet proposed, measurement shall be taken from the most
1343 remote location on the lots.
1344 The maximum hydrant spacing in one and two family residential developments shall be 600
1345 feet between hydrants measured along a fire apparatus access lane. The distance from the most
1346

1347 remote exterior first floor wall of any structure shall not be more than 450 feet from a fire
1348 hydrant. Where structure placement is not yet proposed, measurement shall be taken from the
1349 most remote location on the lots.
1350 Fire hydrants on the opposite side of principal arterial or larger streets shall not be considered for
1351 new projects. The first 1,500 gallons per minute of required fire flow may be taken from one fire
1352 hydrant. An additional fire hydrant shall be required for each additional 1,000 gallons per minute
1353 or fraction thereof.
1354 Specific to this project:
1355 Existing fire hydrants are shown and proposed new fire hydrant locations are shown.
1356 For this project the Fire Department will rely on a 3rd party to consult with VFD based on VFD
1357 capabilities and tactics to approve fire hydrant locations and water supply provisions.
1358 Final approval of fire hydrants and water supply can take place during civil plan review.
1359 1 Submittal is fully complete (FC) for Fire if checked
1360 0 Required for FC:
1361 Nothing
1362
1363 IFC CHAPTER 9 FIRE PROTECTION SYSTEMS (VMC 16.04. 170 – 16.04.210):
1364 Standard text: An approved fire sprinkler extinguishing system shall be installed and maintained
1365 in operable condition in buildings:
1366 containing a floor area of over 12,000 square feet or 36' in height. Each portion of a building
1367 separated from other portions by one or more four-hour rated fire barrier assembly(ies) may be
1368 considered a separate building if such four-hour rated fire barrier walls meet the requirements of
1369 International Building Code Section 706.
1370 where access is restricted or unreliable.
371 where minimum fire flow can only be achieved with credit for a fire sprinkler system
1372 where occupancy type/use based requirements apply.
1373 Monitoring, Alarm, supervisory and trouble signals shall be distinctly different and shall be
1374 automatically transmitted to an approved supervising station or, when approved by the fire code
1375 official, shall sound an audible signal at a constantly attended location. IFC 904.3.5
1376 Separate permit required for required or voluntary fire protection systems. Submit plans and
1377 specifications for review and approval prior to installation. Separate permit and plan approval is
1378 required for on-site underground fire protection water piping.
1379 All fire protection contractors who work in the Vancouver City Limits shall possess a City of
1380 Vancouver Fire Protection Contractor Endorsement. VMC 16.04.095
1381 Specific to this project:
1382 Fire protection is required and shall be electronically supervised.
1383 Add a note to the proposed civil water utility plans stating "Underground fire water lines are
1384 shown for reference only. A separate permit issued contractor with licensure in accordance with
1385 WAC 212-80 is required for this work."
1386 Add a note to the proposed civil water utility plans stating, "All fire protection system
1387 components shall be installed under separate permits to contractors holding a City of Vancouver
1388 Endorsement in accordance with VMC16.04.040."
1389 Fire department connection(s) shall be shown to be within 150 feet of a fire hydrant.
1390 1 Submittal is fully complete (FC) for Fire if checked
1391 0 Required for FC:
1392 Nothing
1393 Chad Lawry (360) 487-7237 chad.lawry@cityofvancouver.us
1394

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.

1443
1444 Separate water services are required for each building. Water meters shall be located in a non-
1445 paved area, centered along the property frontage.

1446
1447 Back Flow Assemblies are required on irrigation systems, services larger than 2-inch, fire
1448 protection lines and if there is a potential for cross connection. Back Flow Assemblies must be
1449 constructed and installed per City of Vancouver "Standard Backflow Prevention Details."
1450

1451 **SEWER ENGINEERING COMMENTS**

Aaron Odegard 487-7153

1452 Two existing public sewers traverse the area from northwest to southeast.
1453

1454 **Area 200 Unloading and Office:** Existing private (Port) casings travel under the railroad tracks
1455 in the area. The casings were constructed in about 2010 with the Port of Vancouver West
1456 Vancouver Freight Access project (ENG2007-00173). The casings are shown on Sheet U-7 of
1457 the design drawings. Record drawings are not available.
1458

1459 ENG2010-00009: Public gravity sewer is located north of the proposed unload area in Old NW
1460 Lower River Road (P). Manhole #21025 marks the headwaters of the 18-inch gravity that flows
1461 southeast. The manhole also receives a private six-inch (6") HDPE force main from its the
1462 casing to the southwest. This sewer was constructed in 2010 with POV T5 Industrial
1463 Improvements. The area is shown on Sheets C3.1 and C3.2 of the record drawings.
1464

1465 ENG2010-00064: Southern portions of the force main were constructed in 2012 by the Port of
1466 Vancouver Terminal 5 Marine Cargo Laydown project. Piping is shown on sheet C4.0 of the
1467 record drawings (E10064021.tif).
1468

1469 **Existing Private Sewer:** A private sewer and a manhole is located in the access road near the
1470 CPU cooling towers. This sewer was built in 2003 with the CPU Warehouse project (ENG2002-
1471 00006). A plan view is shown on sheet C3.1 of the record drawings (E0200604.tif) and the
1472 profile is shown on C3.2. A private utility easement is described in AF #4607523 and shown in
1473 its Exhibit D.
1474

1475 **Area 300 Tanks:** Public gravity sewer and several manholes front the south side of the site north
1476 of the rails. This sewer was constructed in 2012 with WVFA #9 (ENG2011-00026). Record
1477 drawings and other remaining file closure items have not yet been submitted. A plan view is
1478 shown on sheets U-04B and U-05B of the design drawings and the profile view is shown on
1479 Sheet U-16. An existing six-inch (6") service lateral extends north to the site from MH P9-7.
1480

1481 **Area 400 Dock:** An existing public gravity sewer is located north of the site and at the
1482 intersection of Gateway and Harborside and Vapor Option #2. A existing manhole (#14411)
1483 receives a private pressure sewer from the west and turns the sewer from the northeast to
1484 southeast. Sewers continue southeast within an existing public sewer easement.
1485

1486 SB1729: This sewer was constructed in 1999 with the Clark County Jail Work Center. A plan
1487 view is shown on C1.5 of the record drawings (WB203505.tif) and the profile is shown on Sheet
1488 C1.6.
1489

1490 **Area 600 Boiler Building** is located about 800 feet northwest of MH #21025 described for Area
1491 200 above.

1492
1493 **RUS-34550:** A utility review has been prepared to accompany this pre-app report. Comments
1494 here are nearly identical to those in the review.

1495
1496 **General Condition Requirements:** Public sewer construction is not required. Install new
1497 service laterals to existing manholes, secure a pretreatment permit, pay fees, and connect
1498 building sewers.

1499
1500 **S-1.4:** Construct new service laterals to existing manholes using the methods and materials in the
1501 standard plans.

1502
1503 Proposed connection to the existing private sewer will require a private shared access and
1504 maintenance agreement.

1505
1506 **IPP:** Typically only domestic waste is allowed. Discharge of non-domestic or process water
1507 requires an Industrial Pretreatment permit and a related engineering report. Contact the
1508 pretreatment workgroup early in the process. Call or email Johnny Leuthold at 487-7192 or
1509 johnny.leuthold@cityofvancouver.us.

1510
1511 **Application:** Acknowledge the public sewer requirements in the narrative. Include a preliminary
1512 utility plan. Show existing and proposed sewers and connections.

1513
1514 **Conditions:** These and other conditions will appear in the staff report. Final civil project
1515 acceptance will be contingent on final for ENG2011-00026 WVFA #9.

1516
1517 **Permits and Fees:** Right-of-way, pretreatment, and sewer connection permits will all be
1518 required. Sewer connection fees will be based on water meter size. Sewer main fees are not owing
1519 on any of the existing sewers in the area.

1520
1521 **UPC:** All onsite building sewers and connections are governed by the Plumbing Code. Permits
1522 and inspections will be required. Incorporate required pretreatment fixtures into the building
1523 plans and secure additional required pretreatment inspections.

1524
1525 Questions about these general conditions can be sent to Aaron A. Odegard at 487-7153 or
1526 aaron.odegard@cityofvancouver.us.

1527

1528

DRAINAGE ENGINEERING COMMENTS	Mike Swanson 487-7182
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1529

EROSION PREVENTION AND SEDIMENT CONTROL (VMC 14.24):

- 1530
- 1531 • A separate Erosion/Sedimentation Control Plan in conformance with VMC 14.24, the City's
1532 General Requirements and Details and the Stormwater Management Manual for Western
1533 Washington Volume II shall be submitted and approved prior to demolition, street cuts, clearing,
grading, filling or issuance of City permits.

- 1534 • The plan shall show detailed existing and proposed topography of the site. The plan shall
1535 include measures to insure sediment and sediment laden runoff does not leave the site.
1536 Additional measures are required for offsite utility trenching.
- 1537 • Department of Ecology Construction Stormwater General Permit - A permit is required for
1538 all soil disturbing activities (including grading, stump removal, demolition) where 1 or more
1539 acres will be disturbed, and stormwater will be discharged to a receiving water directly (e.g.,
1540 wetlands, creeks, unnamed creeks, rivers, marine waters, ditches, estuaries), or to storm
1541 drains that discharge to a receiving water. *If all stormwater is retained on-site and cannot*
1542 *enter waters of the state under any condition, you do not need permit coverage.* Construction
1543 site operators must obtain a permit 60 days prior to discharging stormwater. Information
1544 about the permit requirements is available at the DOE website:
1545 <http://www.ecy.wa.gov/programs/wq/stormwater/construction/>.
- 1546 • The following items signified with the * are required for the project submittal to be fully
1547 complete.
 - 1548 * The plan shall show detailed existing and proposed topography of the site including a
1549 minimum of 25 feet of adjacent properties.
 - 1550 * The plan shall show site specific erosion prevention BMPs.
 - 1551 * The plan shall include measures to insure sediment and sediment laden runoff does not
1552 leave the site.
- 1553 • The proposed project sites are flat with predominately fill soils and silt, clay, sand mixtures.
1554 The rail and tank areas are currently undeveloped. Erosion hazard is low provided the
1555 contractor follows standard erosion control practices.
- 1556 • A sediment pond will be required during construction if the contributing drainage area is 3
1557 acres or more. The pond shall be sized per the stormwater manual. For projects with a
1558 contributing drainage area less than 3 acres, a sediment trap may be required.
- 1559 • A sediment trap may be required for projects with a contributing drainage area less than 3
1560 acres.

1561 **STORMWATER CONTROL (VMC 14.25):**

- 1562 • The proposed project must meet the runoff treatment (water quality) and flow control (water
1563 quantity) requirements as outlined in the city's NPDES Phase II Permit and the Surface
1564 Water General Requirement.
- 1565 • The project will be subject to the provisions of the Stormwater Control ordinance because
1566 more than 2,500 square feet of impervious surfaces will be created (See figure 4.1 Surface
1567 Water General Requirements).
- 1568 • The project will drain directly to the Columbia River which is a flow control exempt water
1569 body. No detention will be required.
- 1570 • The project shall address the water quality storm event as defined in the 2005
1571 Stormwater Management Manual for Western Washington (Stormwater Manual) and shall
1572 provide water quality treatment of stormwater runoff from Pollution Generating Impervious
1573 and Pervious Surfaces (PGIS & PGPS) through the use of approved BMP's. Water quality
1574 treatment BMPs shall be designed in accordance with VMC 14.25.210 and the City's
1575 General Requirements and Details.

- 1576 • Water quality treatment facilities shall be selected, designed, and maintained in accordance
1577 with the Stormwater Manual and the General Requirements. Acceptable basic water quality
1578 BMP's include but are not limited to the following; WQ infiltration basin, WQ infiltration
1579 trench, wet pond, biofiltration swale, bio-infiltration swale, vegetative filter strip, linear sand
1580 filter, and StormFilter.
- 1581 • The use of "Emerging Stormwater Treatment Technologies" and other alternative treatment
1582 BMP's must have Department of Ecology and city approval.
- 1583 • LID practices shall refer to the Low Impact Development Technical Guidance Manual for
1584 Puget Sound (*LID Manual*) and Appendix III-C of the *Stormwater Manual* for design
1585 recommendations. All uses of LID practices shall meet applicable regulations and
1586 requirements, and may require specific approval from other City departments (for example
1587 Transportation or Building).
- 1588 • If the proposed water quality facility is private, it shall have an access and inspection
1589 easement to the City of Vancouver. Refer to section 4-2.06 in the General Requirements.
- 1590 • The applicant has indicated that drainage from the tank containment area will include a
1591 shutoff device to prevent spills from leaving the containment. This system shall be shown in
1592 detail and described in the hydrolic report.
- 1593 • The applicant shall provide a stormwater report that outlines all aspects of the site hydrology,
1594 assumptions, and water quality design calculations. The applicant shall demonstrate in the
1595 hydrology report how stormwater from newly created impervious surfaces will be treated and
1596 disposed of in accordance with VMC 14.25 and VMC14.26. The report shall include details
1597 for existing stormwater facilities that the project will drain to showing that there is capacity
1598 for the additional flow from the site. The report should be formatted as outlined in the City's
1599 General Requirements and Details Section 4-2.
- 1600 • An infiltration test and detailed soils report are required where infiltration is proposed.
1601 Infiltration testing and soil report shall be in accordance with the City's General
1602 Requirements and Details Section 4-5.07.
- 1603 • Infiltration systems must be designed for a 100-year storm event in accordance with the
1604 City's General Requirements and Details Section 4-5.09.
- 1605 • New infiltration wells (drywells, infiltration trenches) proposed are required to meet
1606 Washington Department of Ecology Underground Injection Control (UIC) requirements
1607 (WAC 173-218) and be registered with the Department of Ecology. For requirements and
1608 registration forms, see: <http://www.ecy.wa.gov/programs/wq/grndwtr/uic/>
- 1609 • Conveyance system shall be designed for the 10-year storm event in accordance with the
1610 City's General Requirements and Details Section 4-3.
- 1611 • An access and inspection easement dedicated to the City of Vancouver is required for private
1612 water quality facilities.
- 1613 • If there are any questions, contact Mike Swanson at 360-487-7182 or email at
1614 mike.swanson@cityofvancouver.us.
- 1615 **WATER RESOURCES PROTECTION (VMC 14.26):**
- 1616 ■ Since the proposed facility will store petroleum products in large quantities it will be
1617 considered a "classified operation" and will be subject to the Greater Standards of the City's

- 1618 Water Resources Protection Ordinance, VMC 14.26. The ordinance is available for review
 1619 and downloading on the City's website: www.cityofvancouver.us/waterprotection
- 1620 ■ To comply with the ordinance, a classified facility shall implement best management
 1621 practices (BMP's) listed in the Greater Standards provisions of the ordinance - section
 1622 14.26.130.
 - 1623 ■ Above-ground tank storage (AST) areas shall include secondary containment systems
 1624 capable of collecting and holding 110% of the largest tank or 10% of the aggregate tank
 1625 volumes. Smaller containers of chemicals shall be stored inside or under a cover and will
 1626 also require secondary containment capable of collecting and holding spills and leaks.
 - 1627 ■ Loading areas shall be designed, constructed and operated to contain spills and leaks that
 1628 might occur during loading and unloading.
 - 1629 ■ A comprehensive Spill and Emergency Response Plan (SERP) shall be prepared within 90
 1630 days of occupancy and updated at least every 5 years. The SERP shall include the following
 1631 details on the ASTs: 1) The tank inspection scope and schedule; 2) Where written inspection
 1632 records will be stored at the site; 3) How tank leaks or leaks in the secondary containment
 1633 will be detected; 4) The measures to be taken in the event of a tank leak; 5) A description and
 1634 schedule of planned staff training for tank maintenance, leak detection and spill response.
 - 1635 ■ If a portion of an AST will be set below the ground surface then that portion should be
 1636 coated to extend tank life. Or, the above-ground tank should be raised onto some type of
 1637 support structure.
 - 638 ■ The City does not allow the installation of floor or trench drains inside a work area unless
 1639 approved by Industrial Pretreatment for connection to sanitary sewer. For approval to install
 1640 and connect floor drains to the sanitary sewer system contact Pretreatment at 487-7130.
 - 1641 ■ All facilities and operations in Vancouver are also subject to the Minimum Standards of the
 1642 City's Water Resources Protection Ordinance, VMC 14.26.120. These standards include
 1643 maintenance of all stormwater treatment facilities and best management practices according
 1644 the Stormwater Management Manual for Western Washington.
 - 1645 ■ The EPA has designated the Troutdale Aquifer underlying Vancouver as a "Sole Source
 1646 Aquifer" (SSA). If this project design and construction incorporates federal funding, an SSA
 1647 Report must be prepared and submitted to the EPA for review.
 - 1648 ■ For additional information on compliance with the ordinance contact Richard Hoiland in
 1649 Water Protection at (360) 487-7130.

1650 **BUILDING COMMENTS**

Chris Drone 487-7842

1651 **Title 17 Building and Construction**

1653 **Scope of review:** A complete building code review of plans is not performed during Pre-
1654 application or Site Plan review. Filing of building permit application with required fees and
1655 review material is required for a complete building code review. At this time, plans and
1656 information necessary to verify compliance with all applicable building code provisions is
1657 neither required nor provided.

1658
1659 **Applicable codes:** For building permit to be issued, the project must comply with building codes
1660 applicable at the time of building permit application. Title 17 of the Vancouver Municipal Code
1661 contains rules and regulations for the technical codes as they regulate site preparation and
1662 construction, alteration, moving, demolition, repair, use and occupancy of buildings, structures
1663 and building service equipment. In order to receive a building permit, the proposal must meet the
1664 minimum standards of the technical codes referred to in Title 17 with applicable state and local
1665 amendments. These include:

1666 2009 International Building Code w/Washington Amendments
1667 2009 International Residential Code w/Washington Amendments
1668 2009 International Mechanical Code w/Washington Amendments
1669 2009 Uniform Plumbing Code w/Washington Amendments
1670 2008 National Electrical Code w/Washington Amendments- effective January 1, 2009
1671 2009 Washington State Energy Code-effective January 1, 2011
1672 ICC/ANSI A117.1-2003 Accessibility
1673 2009 International Fuel Gas Code
1674 WAC 51-50 Washington State Amendments
1675 2009 Washington State Energy Code
1676 Vancouver Municipal Code Title 17

1677
1678 The Washington State Codes and Amendments may be accessed at
1679 <http://www.sbec.wa.gov/sbccindx.html>.

1680
1681 Within the City of Vancouver design data noted on structural plans and calculations engineers
1682 will be required to indicate 105mph 3 sec gust wind speed, seismic zone D1, exposure B unless
1683 in the Columbia River corridor. The 2012 I-Codes will be officially adopted effective July 1,
1684 2013 in the State of Washington. All building permit applications submitted on or after that date
1685 are subject to review under those codes and associated Washington Amendments.

1686
1687 **Site Plan Review** process and related submittals are separate from the Building Permit
1688 application and related submittals. Approval of the Site Plan is a prerequisite to approval of the
1689 building plans but does not assure approval of the building plans or effect the necessary review
1690 time for the building plans.

1691
1692 Accessible routes within the site shall be provided from public transportation stops, accessible
1693 parking and accessible passenger loading zones and public streets or sidewalks to the accessible
1694 building entrance served.

1695
1696 Accessible parking spaces shall be required in accordance with IBC Chapter 11.

1697
1698 Allowable building height and area shall be based on occupancy group and type of construction
1699 in accordance with IBC Table 503.

1700

1701 All building plans for structures, tanks, and buildings shall require corresponding structural
1702 engineering and calculations.

1703

1704 **Information on current codes can be obtained at www.cityofvancouver.us or by contacting**
1705 **building division staff.**

1706

1707 **ADDRESSING COMMENTS** **Patti McEllrath 487-7893**

1708 Building numbers can be assigned in the final site plan process.

1709

1710 **C-TRAN COMMENTS** **Tom Shook 906-7452**

1711 No comments received

1712

1713 **PARKS COMMENTS**

1714 No comments received

1715

1716 **VESTING OF APPLICATIONS**

1717 Type I, Type II, and Type III applications (other than zone change proposals) shall be considered
1718 under the subdivision, zoning, and other land development codes in effect at the time a fully
1719 complete application is filed: PROVIDED, an application which is subject to pre-application
1720 review shall contingently vest on the date a pre-application is filed, which contingent vesting
1721 shall become final if a fully complete application for substantially the same proposal is filed
1722 within one-hundred eighty (180) calendar days of the issuance of the pre-application report.

723

1724 **SUBMITTAL OF DEVELOPMENT APPLICATIONS**

1725 Current applications are at:

1726 <http://www.cityofvancouver.us/developmentreview/applications.html>

1727

1728 Current Vancouver Municipal Codes are at:

1729 <http://www.cityofvancouver.us/vmc/default.shtm>

1730

1731 **Type II and Type III applications will be accepted by appointment only.** Please telephone
1732 (360) 487-7802 to schedule an appointment. Application materials can be submitted at the
1733 Community Development Department Permit Center– 415 W. 6th Street. Permit center hours are
1734 8 a.m.–12:30 p.m. and 1:30 p.m.–4 p.m., except Wednesday, when permit center hours begin at
1735 9 a.m. Applications for large projects must be submitted by 3 p.m.

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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.

1777 **REQUIRED APPLICATIONS, STUDIES AND PLANS**

1778 Based upon the Pre-Application review, the following land use applications must be processed in
1779 conjunction with the project. Information regarding these required applications can be found in the
1780 preceding pages of the Pre-Application report.

- 1781
- | | | |
|------|---|--|
| 1782 | <input checked="" type="checkbox"/> Archaeological Predetermination | <input type="checkbox"/> Binding Site Plan |
| 1783 | <input type="checkbox"/> Boundary Line Adjustment | <input type="checkbox"/> Conditional Use Permit |
| 1784 | <input type="checkbox"/> Flood Plain Permit | <input checked="" type="checkbox"/> Grading Permit |
| 1785 | <input type="checkbox"/> Historic Commission Review | <input type="checkbox"/> Human Service Siting |
| 1786 | <input type="checkbox"/> Joint Use Parking Agreement | <input type="checkbox"/> Ministerial Zoning Review |
| 1787 | <input type="checkbox"/> Planned Development | <input type="checkbox"/> Design Review |
| 1788 | <input type="checkbox"/> SEPA Application/Checklist | <input type="checkbox"/> Shoreline Enhancement Overlay |
| 1789 | <input type="checkbox"/> Short Subdivision | <input checked="" type="checkbox"/> Shoreline Substantial
Development/CUP |
| 1790 | | <input type="checkbox"/> Subdivision Application |
| 1791 | <input checked="" type="checkbox"/> Site Plan Review | <input type="checkbox"/> Variance |
| 1792 | <input checked="" type="checkbox"/> Tree Plan/Tree Removal (Level II) | <input type="checkbox"/> Zone Change |
| 1793 | <input checked="" type="checkbox"/> Wetland Predetermination | |
| 1794 | <input checked="" type="checkbox"/> Other: Geologic Hazards | |
| 1795 | Fish and Wildlife Habitat Conservation | |

1796

1797

1798 In addition to information required in conjunction with the above applications (as stated on the checklists
1799 attached to the corresponding applications), the following studies, plans or information are required in
1800 order to process the proposed application:

- 1801 Geotechnical/Soils Report (3 copies)
- 1802 Preliminary Stormwater Report (3 copies)
- 1803
- 1804 Full Traffic Safety Analysis/Impact Study
- 1805 (4 copies) and Traffic Study Checklist
- 1806 Traffic Generation and Distribution
- 1807 Street Striping/Lane Configuration Plan
- 1808 Industrial Information Form
- 1809 Request for Road Modification (4 copies – Road Modification submittal must be packaged
1810 separately and must have completed Road Modification
1811 application.)
- 1812

1813 Unless otherwise stated above, the number of copies needed coincides with the number of copies required
1814 in the underlying land use permit (subdivision, site plan review, etc.).

1815 Please note that the applications and information required on this page must be presented in order to be
1816 counter complete. The information shall be submitted as a consolidated package unless the Community
1817 Development Department Case Manager specifically allows an item to be submitted separately, as
1818 evidenced by a written letter or by a statement in the case notes of the Department's Permit*Plan permitting
1819 system.

1820 Questions may be directed to Jon Wagner, Case Manager, at 360-487-7885.

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City of Vancouver Development Review Process

