Pre-Application Conference Final Report

Project Name:	**Leichner Master Plan Development**
Case Number:	PAC2016-00024
Location:	9411 NE 94th Avenue, Parcels 105740, 199863, 199864, 199865 in the Section 4, Township 2, Range 2 East of the Willamette Meridian
Request:	Master Plan approval for the Leichner Campus to establish allowed uses, develop standards as well as roads and buffers in the IL zone
Applicant/Owner:	Clark County Attn: Don Benton PO Box 9810 Vancouver, WA 98660 **Phone** - (360) 397-2062 x5358 **E-mail** - don.benton@clark.wa.gov
Contact:	Seth Otto 400 E Mill Plain Blvd, Suite 400 Vancouver, WA 98660 **Phone** - (503) 501-5230 **E-mail** - sotto@maulfoster.com

Conference Date:	April 7, 2016
Report Issued:	April 14, 2016

Neighborhood Association/Contact:
Sunnyside, **Contact** - Judy Bumbarger-Enright (President), 10301 NE 85th Court, Vancouver WA 98662, **Phone** - (360) 699-2050, **E-mail** - sunnysidenava@yahoo.com

Type of Review: ☑ Type II-A ☐ Type III

County staff	Name	Phone extension	Email address
Planner:	Richard Daviau	4895	richard.daviau@clark.wa.gov
Engineer:	David Jardin	4354	david.Jardin@clark.wa.gov
Trans Concurrency:	David Jardin	4354	david.Jardin@clark.wa.gov
Fire Marshal's Office:	Curtis Eavenson	3320	curtis.eavenson@clark.wa.gov

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

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

List of attendees

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

Name	Mailing address	Email address
Seth Otto		sotto@maulfoster.com
Mike Davis		mike.davis@clark.wa.gov
David Jardin & Richard Daviau		See County staff contact information above

Conference Summary

Land Use Issues

1. The proposed master plan approval of the Leichner Campus in the IL zone will be review under CCC 40.520.070 and the Type II-A process of CCC 40.510.025. The applicant is not proposing any site plan review approval along with the master plan review, but will be required when specific users come forward. The fully completed review is at least 21 days, but could be longer if more information is needed. Refer to the Type IIA application packets for a description of the process and the submittal requirements/fees. SEPA checklist review is required.
2. Master plan approval requires a minimum of 50 acres and the application only shows 35. The applicant has indicated that more of the Leichner property could be included in the application as a future recreation and other uses.
3. Typically, manufacturing and warehousing are allowed uses in the IL, but profession office is not. Office associated with an on-site industrial use or distribution facility is allowed. Retail is only allowed at a total of 10% of the total building area on site (see CCC Table 40.230.085-1). The applicant has cited CCC 40.520.070 F2 regarding using development standards found outside of the IL zone, specifically standards found in the BP zone. Under F(2)(b) of the section, new development standards can be proposed (which may incorporate some of the standards in this section). The applicant needs to clearly identify proposed development standards that differ from the existing land use code requirements. Staff will review the request as part of master plan review, but should be connected to the projects theme or purpose. The review authority may impose conditions as necessary to satisfy the requirements of this section.
4. The applicant could specify a maximum square footage that could be supported on the site considering stormwater, parking, and other requirements. A detailed narrative of specific uses needs to be provided as was done in the PAC. A conditional use permit (CUP) will be required if a solid waste/recycling use is proposed.
5. A detailed response to the master plan approval criteria of CCC 40. 520.070 D is required.
6. Parking, loading, landscaping, setbacks, and other requirements need to be addressed in the master plan design and project narrative. There is a 20-foot front setback, 20-feet when abutting residential. Also see the screening matrix of CCC 40.320.010-1.
7. Compliance with the Performance Standards of CCC 40.230.085 E is required

Engineering

See attached Engineering Comments

Applicable Regulations

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

Applies	Clark County Code Title and Reference Number	
	SEPA - Title 40.570	
X	State Environmental Policy Act (SEPA) Checklist	
	Environmental Impact Statement	
	Archeological	40.570.080
	Land Use - Title 40	
	Impact Fees	40.610
X	IL Zoning Districts	40.230.010
X	Site Plan Review	40.520.040
?	Conditional Use	40.520.030
	Planned Unit Development (PUD)	40.520.080
X	Landscaping	40.320
	Subdivision & Large Lot (40.540.040) Binding Site Plan (40.540.020B4e)	40.340
	Columbia River Gorge National Scenic Area	40.240
	Critical Areas	
X	Critical Aquifer Recharge Area - Category 1	40.410
	Geologic Hazard Area	40.430
	Habitat Conservation	40.440
	Floodplain	40.420
	Shoreline Management	Separate Plan and Regulations
	Wetland Protection	40.450
	Transportation	
X	Transportation	40.350
	Road Modification	40.550.010
X	Transportation Concurrency	40.350.020
X	**Stormwater and Erosion Control**	**40.385**
	Public Health	**Title 24**
X	**Buildings & Structures**	**Title 14**
X	**Fire Protection**	**Title 15**
	Other	

List of required applications

The following list of applications must be submitted for Counter Complete:

1. Master Plan (PUD)
2. Legal Lot Determination
3. SEPA Checklist

Additional Fully Complete Items:

1. A traffic study (See attached memo from David Jardin).
2. Proof the applicant has submitted a letter from Washington State Department of Archaeology and Historic Preservation (DAHP) or a response from DAHP that no review is needed. If 60-day, a response from DAHP is needed prior fully complete.

Plan review process notes

For Type II, II-A and III Reviews

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

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

Request to change public hearing date

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

Application holds

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

Project vesting status

An application, which is subject to pre-application review, shall be contingently vested on the date a fully complete pre-application is filed. The contingent vesting shall become effective if a fully complete application for substantially the same proposal is filed within 180 calendar days of the date the review authority issues its Pre-Application Conference Report. Contingent vesting does not apply to stormwater and some other standards.

- ☐ **This pre-application conference application was sufficiently complete to qualify for contingent vesting pursuant to CCC 40.510.020(G) or .030(G)** as applicable. The application will be contingently vested on if a Fully Complete application for substantially the same proposal is submitted on or before.

- ☒ **This pre-application conference application was <u>NOT</u> sufficiently complete to qualify for contingent vesting pursuant to CCC 40.510.020(G) or .030(G)** as applicable, because a conceptually stormwater and other site plan details were not included. This is to be expected for a masterplan project.

Appeals

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

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

Fee estimates

The preliminary plan review fees are listed below. Fees not listed include: final construction plan review, final site plan review, final plat review, development inspection and building plan review and inspection.

The fees checked below apply to the subject proposal, and are based upon the fee schedule in effect at the time of the pre-application conference and for the project as submitted.

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

Preliminary plan review fees

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

Community Development

	Application	Base Fee	Issuance Fee
	Legal Lot Determination		
X	Determination	$838 plus	$53
	Individual single-family or manufactured home	$372/lot over 2 $52	$53
	SEPA		
X	Project review	$1,528	$53
❒	Non-projects (includes annual review applications	$1,987	$53
❒	EIS review	Cost recovery	$53
?	**Conditional Use Permit**		
❒	CUP alone	$5,678	$53
❒	CUP with Site Plan Review application	$2,839	$53
❒	Add for public hearing, if required	$1,490	
	Planned Unit Development or Master Plan		
X	PUD/MP alone	$3,142	$53
❒	PUD/MP with site plan review or sub application	$1,571	$53
❒	Add for public hearing, if required	$1,490	N/A

Public Works

See engineering for fees

Fire Marshal

	Application	Base Fee
	Site Plan Type II	$626
	Site Plan Type I and Planning Director Reviews	$434
X	All other reviews	$434
	Road Modification	$326

Impact fees

In 1990 the state legislature authorized counties and cities planning under the Growth Management Act to impose impact fees on development activity to provide partial funding for public system improvements (e.g. roads, schools, parks) which serve new development. Impact fees are due at the time of issuance of building permits and are **not** a lien placed against the property at the time of final approval.

The site is located in the North Orchards Transportation sub-area, but TIF will not be calculated until the time of site plan review.

Other fees

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

Final construction plan review and development inspections:
www.clark.wa.gov/publicworks/engineering/index.html

Building permits:
www.clark.wa.gov/development/fees/building.html

Attachment list

- ❑ Proposed Plan
- ❑ Engineering Comments & Fees
- ❑ Concurrency Comments
- ❑ Fire Marshal's Office Comments

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

Submit your completed application

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

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

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

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CLARK COUNTY
WASHINGTON

PUBLIC WORKS
DEVELOPMENT ENGINEERING

MEMORANDUM

TO: **Seth Otto, Maul Foster Alongi**

FROM: **David Jardin**

DATE: **April 7, 2016**

SUBJECT: **PAC2016-00024 Leichner Master Planned Development**

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

- CCC 40.350 (Transportation Ordinance)
- CCC 40.386 (Stormwater and Erosion Control Ordinance)
- CCC 14.07 (Grading Standards)
- CCC 40.410 (Critical Aquifer Recharge Areas)
- CCC 40.420 (Floodplain Areas)
- CCC 40.430 (Geologic Hazard Areas)

This review is based on our interpretation of the materials we received for this pre-application conference. The preliminary plan shall be revised or supplemented at any time if it is determined that the full requirements of the County Code have not been met.

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

√	Transportation Plan	√	Stormwater Plan
√	Sight Distance Certification		Floodplain inquiry
√	Road Modification Application	√	Geotechnical Report / Letter
√	Circulation Plan		

SUBJECT PROPERTY:

Parcel No.	Address/Location	Zoning	Parcel Size (acre)
15740-000; 199863-000; 199864-000; 199865-000	9411 NE 94th Avenue	IL	35.19

PROJECT DESCRIPTION:

The applicant is proposing to masterplan 3 parcels totaling 35.19 acres. The masterplan area is zoned Light Industrial (IL). The applicant has shown an interior private road system that will connect to NE 94th Avenue at NE 88th Street. This private road connection, identified as NE 88th Street (Private), will create the 4th leg of the NE 94th Avenue/NE 88th Street intersection. NE 88th Street (Private) will extend approximately 1,520 feet east of NE 94th Avenue. NE 88th Street (Private) is proposed to terminate in a cul-de-sac. The applicant's plan also shows a north/south road, identified as NE 96th Avenue (Private). NE 96th Avenue (Private) is approximately 700 feet long and is located approximately 500 feet east of NE 94th Avenue. The plans show that NE 96th Avenue (Private) also terminates in a cul-de-sac.

MAJOR ISSUES:

Transportation:

1. Circulation: The applicant's plan indicates that there will be sidewalks along the NE 94th Avenue frontage. Further, the plan shows that there will be pedestrian connectivity provided from this development to areas north, east and west of the site. However, it is not clear if the pedestrian facilities exist, or will be a part of the development.

   As mentioned above, there is a proposed private internal road network. This road network does not meet the block length or block perimeter standards outlined in the County Code. A road modification will be necessary for deviations to the County Code with regard to transportation circulation requirements.

2. Road Classifications: NE 94th Avenue is classified as an Urban 2-lane Minor Arterial (M-2cb). This road classification requires a minimum total right-of-way width of 72 feet and a total pavement width of 48 feet. The submitted plan shows dimensions of the existing NE 94th Avenue right-of-way totaling 78 feet. If the traffic study determines that a right and/or left turn lane is warranted at the NE 88th Street (Private) access location, it may require the dedication of additional right-of-way and construction of additional pavement width.

3. Minimum Full Access Intersection Spacing: Because NE 94th Avenue is classified as an Urban Minor Arterial intersection spacing standards apply. The full access intersection spacing requirement on NE 94th Avenue is 500 feet. The proposed NE 88th Street (Private) roadway appears to have less than the required 500 foot spacing between NE 87th Street and NE 90th Street. Deviations to the intersection spacing standards will require a road modification.

4. Access Management:
   - **a.** Arterials:
     - **i.** Driveways: CCC 40.350.030 (B)(4)(d) states, " No driveways will be permitted to access onto urban or rural arterials unless no other access to the site exists or can be provided." If driveways are proposed onto the arterial, a Road Modification will be required.
     - **ii.** Driveway Spacing: The applicant has proposed to retain an existing driveway onto NE 94th Avenue at the northern property line. If access onto NE 94th Avenue is allowed to remain in the existing location, the driveway spacing, as shown does not comply with the code requirement of 150 feet. Therefore, a road modification will be required.
     - **iii.** Number of Driveways: If multiple driveways are proposed onto the arterial, a Road Modification will be required.

iv. Width: If driveway(s) are allowed onto NE 94th Avenue, the driveways may need to be constructed/reconstructed to comply with the County's standard detail – Commercial Driveway.

v. Median & Channelization: If driveways onto NE 94th Avenue are allowed to remain, they shall be restricted to right-in-right out. If the applicant proposes full access onto NE 94th Avenue, a Road Modification will be required.

5. Sight Distance The site accesses onto NE 94th Avenue is subject to sight distance requirements per Clark County Code. Therefore, the applicant's engineer shall verify that sight distance is available on NE 94th Avenue. NE 94th Avenue has a posted speed limit of 35 MPH. (See CCC 40.350.030 (B)(8))

Stormwater:
The applicant's plan indicates that there will storm facilities built alongside the proposed private road network. The plan also indicates that these facilities will be variable in width. However, the applicant does not indicate if these stormwater facilities are anticipated to be rain gardens, bio-retention facilities or detention facilities, nor does the applicant's narrative discuss stormwater and its collection and disposal. Because of this Staff cannot make comment on code related compliance or the feasibility of the stormwater systems proposed.

Stormwater Analysis:
It is unclear how much new/replaced impervious surface is proposed on the site. To determine applicable stormwater minimum requirements, refer to page 19 of Book 1 of the 2015 Clark County Stormwater Manual. See Stormwater Items 3 and 4 for additional information in regards to resurfacing and replaced impervious surfaces as they apply to the site.

Per page 9 of Book 1 of the 2015 Clark County Stormwater Manual:
Resurfacing by upgrading from dirt to gravel, asphalt, or concrete; upgrading from gravel to asphalt, or concrete; or upgrading from a bituminous surface treatment ("chip seal") to asphalt or concrete: These are considered new impervious surfaces and are subject to the minimum requirements that are triggered when the thresholds identified for new or redevelopment projects are met.

In addition, replaced impervious surface per page 14 of Book 1 of the 2015 Clark County Stormwater Manual is defined for structures as "the removal and replacement of impervious surfaces down to the foundations" and for other impervious surfaces as "the removal down to bare soil or base course and replacement."

No new development or redevelopment shall be allowed to materially increase or concentrate stormwater runoff onto an adjacent property or block existing drainage from adjacent lots.

Refer to page 151-152 of Book 1 of the 2015 CCSM for acceptable infiltration test methods and groundwater separation and monitoring requirements.

CARA:
This development is within a CARA 2 designation and some uses may require a CARA permit or it may be restricted outright. See CCC 40.410.

Geotechnical:
The proposed development appears to have slope areas that are 15% or greater. Because of the steepness of these slopes, the applicant may need to provide a letter prepared by a geotechnical engineer. This letter shall address the development impacts as they relate to the steep slopes. (See CCC 40.430.010 (B)(3)(f))

TRANSPORTATION

Transportation Impact Study (Concurrency):
These issues are managed by Public Works. They will comment in a separate report. Call 397-6118, extension 4354 if there are any questions or concerns regarding the following:

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

Pedestrian/Bicycle Circulation, CCC 40.350.010:
The County may require additional circulation in order to provide safe, convenient, and appropriate levels of access for pedestrians, bicyclists, and persons with disabilities.

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

Circulation Plan, CCC 40.350.030(B)(2):
The purpose of a circulation plan is to ensure adequate cross-circulation in a manner which allows subsequent developments to meet these standards, and to provide a mechanism for integrating various streets into an efficient and safe transportation network.

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

Transportation Design Criteria, CCC 40.350.030(B)(3):
The design criteria set out in Tables 40.350.030-2 and 40.350.030-3 are adopted as a portion of the Clark County standard specifications. Such criteria are applicable to roads located within and adjacent to a development. These criteria are intended for normal conditions. The responsible official may require higher standards for unusual site conditions.

All urban roads except alleys consist of a core road section and a flex zone section.

1. The core road consists of the traveled way portion of the road, as well as medians and turning lanes on higher classification roads. Core road features as shown on the Standard Detail Drawings allow little, if any, variation unless a road modification request is approved.

a. Travel and turning lanes require impervious pavement on all rural roads, and urban arterials, collectors, industrial/commercial, and neighborhood circulator roads.

b. Permanent median areas may utilize stormwater low impact development features including, but not limited to, bioretention swales and permeable pavement. Such features shall be subject to approval by the Public Works Director and shall be designed to ensure adequate public safety.

2. The flex zone consists of that portion of the roadway outside of the core road. Flex zone features can include stormwater best management practice features, parking and bike lanes, sidewalks, and planter and utility strips, depending on the road classification. These features may be designed with considerable flexibility subject to engineering approval by the county; however, all features applicable to the road classification shall be provided. Some flex zone features may require more right-of-way than is noted in Table 40.350.030-2.

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

On-site Roads:
The applicant's plan shows that the proposed on-site road network will be private. These private roads are identified as NE 88th Street (Private) and NE 96th Avenue (Private). The plans also indicate that these private roads will have a 42-foot wide paved width with curb, gutter, storm facilities and meandering sidewalk. The 42-foot wide private road section is shown inside a 42-foot wide access and utility easement. Because of the accessory structures to the private roadway, i.e. sidewalk, stormwater facilities, etc., the applicant may need to provide additional access and utility easement width to encompass all of these proposed facilities.

The proposed private road cross section is similar to the county's Standard Drawing 8 Local Commercial/Industrial road cross section. Therefore, if the applicant were to propose public roads within the development the full-width right-of-way dedications and improvements are required as follows:

Street Name	Classification	Right-of-Way (ft)	Paved Width (ft)	Sidewalk Width (ft)	Std. DWG #
NE 88th Street	Local Commercial/Industrial	60	42	6	8
NE 96th Avenue	Local Commercial/Industrial	60	42	6	8

- Sidewalk shall be detached
- Landscaping is required per Section G of Standard Details Manual

Additional requirements:

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

Abutting Frontage Roads Improvements, CCC 40.350.030(B)(5):
The applicant's plan does not show any frontage improvements with the exception of a new private road entrance into the development. Currently, the county has a capital improvement project that includes road widening of NE 94th Avenue from NE Padden Parkway to NE 99th Street. The project will construct NE 94th Avenue to the current standard drawing for an Urban 2-lane Minor Arterial, Drawing 4. However, the applicant shall ensure that the partial-width right-of-way dedications and improvements are installed as follows:

Street Name	Classification	Right-of-Way (ft)	Paved Width (ft)	Sidewalk Width (ft)	Std. DWG #
NE 94th Avenue	Urban 2-Lane Minor Arterial (M-2cb)	36	24	5	4

- Sidewalk shall be detached
- Landscaping is required per Section G of Standard Details Manual

Additional requirements:
- Dedication and construction of additional right-of-way and pavement width may be required if the applicant's traffic study recommends turn lanes to mitigate the impacts of the proposed development.
- A traffic study is required for partial-width roads in commercial, office park, or industrial developments in order to verify the adequacy of the roadway for clearance and turning movements.
- See below under the heading "Right-of-way Standards" for minimum road standards in urban planned unit developments, multifamily developments, or commercial, office park, and industrial areas.
- The minimum width for any roadway shall be 20 feet.
- Parking shall be prohibited along partial-width roads

Deferral
Frontage improvement agreements with Clark County are permitted if those improvements are part of a County project to be constructed within six years.
For information concerning the Clark County Annual or Six-year Transportation Improvement Programs, please contact Public Works, telephone extension 4444.
For information concerning the County 20-year Transportation Program, please contact Community Planning Department Transportation Planning, telephone extension 4343.

- Sufficient right-of-way and easement for any road must be provided to accommodate all necessary appurtenances required for construction including, but not limited to, cut or fill slopes or retaining structures, as needed. If sufficient right-of-way is not available, slope easements from neighboring properties may be an acceptable alternative. Such easements, as approved, shall be recorded with the final plat.

- The County may require road cross-sections be submitted showing neighboring topography in order to determine if the road can be constructed as required.

Off-site Road Improvements, CCC 40.350.030(B)(6):
A proposed development may be denied where off-site road conditions are inadequate to provide a minimum level of service as specified in the Concurrency Ordinance or a significant traffic or safety hazard would be caused or materially aggravated by the proposed development. The developer may voluntarily agree to mitigate such direct impacts in

accordance with the provisions of RCW 82.02.020. Submit evidence that shows all roads providing access to this development comply with the standards.

Intersection Design, CCC 40.350.030(B)(7):
For the intersections, show, identify, and dimension the following on the plan:

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

Access Management, CCC 40.350.030(B)(4):
All driveways shall comply with the Transportation Standards and the requirements of the Fire Marshal.

Access to arterials:
- A residential road intersecting with an arterial shall be classified as a local residential access road or higher classification.
- The minimum full-width of a roadway intersecting with an arterial shall be 36 feet at the intersection and may taper back as approved.
- Driveways will not be permitted to access onto arterials unless no other access to the site exists or can be provided.

Sight Distances, CCC 40.350.030(B)(8):
The materials submitted for this pre-application conference do not provide sufficient information for staff to determine if the proposed development can comply with sight distance standards. Additional evidence shall be submitted with the proposed preliminary plan that shows the development complies with sight distance standards. Approval of a preliminary plan does not relieve the development from compliance with sight distance requirements.

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

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

Street Extensions, CCC 40.350.030(B)(9):
To be addressed as part of the circulation plan.

- Show on the plan a temporary turnaround, barricade, and sign at the end of a stubbed road longer than 150 feet.

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

Private Roads, CCC 40.350.030(B)(10):
All private roads shall comply with the Transportation Standards and the requirements of the Fire Marshal.

Private roads, urban and rural, are not allowed when they:
- conflict with the Arterial Atlas, as amended; or
- are needed for public circulation; or
- connect two (2) public roads (except for commercial or industrial uses in urban areas); or
- are to serve more than fifty (50) potential residential lots in rural areas or one hundred (100) lots in urban areas, created after April 12, 1994, except within a planned unit development; provided, that where expansion of a public road is not presently feasible, the limitations of this subsection shall not apply if the affected internal and frontage roads are improved to public standards (if otherwise required) and dedicated to the county, with the acceptance of such dedication(s) being deferred until extension of a public road allows connection.

Urban private roads:
- Show compliance with public structural sections.
- Show curbs.
- Submit a pedestrian access plan for approval.
- Minimum curb to curb roadway width shall be 20 feet with parallel parking prohibited on roadways less than a 24-foot width (less than a 28-foot width in non-residential areas).
- Internal traffic calming devices may be required.
- A recorded maintenance agreement is required for all private roads.

Note on the face of any plan or plat containing a private road:

> *"Clark County has no responsibility to improve or maintain the private road(s) contained within or private road(s) providing access to the property(ies) described on this plan. Any private access road shall remain a private road unless it is upgraded to public road standards at the expense of the developer or adjoining lot owners to include hard surface paving and is accepted by the County for public ownership and maintenance."*

Cul-de-sacs and Turnarounds, CCC 40.350.030(B)(12):
- Show an approved turnaround at the terminus and approved turnouts at maximum 500-foot intervals for driveways longer than 300 feet.
- Show a turnaround for any urban, residential, dead-end road more than 150 feet long. Show a temporary turnaround for stubbed roads longer than 150 feet.

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

Right-of-way Standards, CCC 40.350.030(B)(15):
Additional right-of-way or easement may be required where necessary to accommodate slopes, sight distances, or other features necessary for maintenance or to enhance safety.

Commercial, office park, and industrial areas:
Roads in these areas shall comply with the following minimum requirements:

- 32-foot width roadway.
- 6-foot width sidewalks (urban) or approved alternate walkways.
- Structural section to comply with minor arterial standards.

Road Modifications, CCC 40.550.010:

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

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

1. Technical Road Modifications. Technical road modifications may be approved for minor changes to standards that include, but are not limited to, access, safety, road cross-sections, or construction materials. Due to an increased potential for on-site or off-site impacts, these modifications require a greater level of review, discretion and documentation than minor deviations. Review of technical road modifications requires a separate application and review process in conjunction with review of the main application:
   a. Technical Road Modification Classification Guidelines. In order for a modification to be considered a technical road modification, the proposal shall meet one or more of the following as applicable:
      (1) Limited engineering analysis by the applicant is sufficient to demonstrate the proposal meets the approval criteria in Section 40.550.010.C;
      (2) Potential safety impacts are expected to be minimal;
      (3) County review and approval requires moderate analysis, discretion, and documentation, and requires multiple review staff;
      (4) The proposed modification is expected to generate minimal public interest; and
      (5) The proposed modification requires an analysis of rough proportionality and nexus issues.
      See CCC 40.550.010(B)(2)(b) for Examples of Technical Road Modifications.

2. Major Road Modifications. Major road modifications are those that have the potential for significant impacts to the public or the county. These tend to be unique cases, requiring extensive analysis and documentation. Review of major road modifications requires a separate application in conjunction with review of the main application:
   a. Major Road Modification Classification Guidelines. When one (1) or more of the following apply, the modification will qualify as a major road modification:
      (1) The proposed modification requires an extensive analysis of public impacts, rough proportionality and nexus issues;
      (2) Extensive engineering analysis by the applicant is required to demonstrate the proposal meets the general approval criteria;
      (3) The potential exists for material impacts to public safety;

(4) The potential exists for shifting improvement obligations on to future developers or the county;
(5) The proposal may have material impacts to future development patterns;
(6) The proposal requires significant county review and documentation;
(7) The proposed modification can be expected to generate considerable public interest; and
(8) Approval of the proposal may have public policy implications.
See CCC 40.550.010(B)(3)(b) for Examples of Major Road Modifications.

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

D. Procedures.
1. Modifications Requested with an Associated Preliminary Land Use Application.
   a. Minor deviations are reviewed and approved through the transportation review findings of the underlying land use application and do not require a separate application.
   b. Technical and major road modification requests shall be proposed under a separate application in conjunction with an application for the underlying development proposal in accordance with Chapter 40.500.

2. Modifications Requested after the Preliminary Land Use Decision.
   a. Minor deviations may be approved during the engineering construction plan review process without a separate application.
   b. Technical or major road modifications requested after the preliminary land use decision shall be submitted with an application for post-decision review under Section 40.520.060 if the responsible official finds that the proposed modification has the potential to affect land use aspects of the original decision or has the potential for off-site impacts. If no post-decision review is required under Section 40.520.060, the modification shall be processed as a separate road modification application with the applicable fee listed in Title 6.

STORMWATER and EROSION CONTROL ORDINANCE

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

Applicability, CCC 40.386.010(B)

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

Exemptions, CCC 40.386.010(C)

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

Minimum Requirements, CCC 40.386.010(E)

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

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

Standards – Stormwater Control, CCC 40.386.020

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

Administration, CCC 40.386.040

A. General.
   1. An applicant proposing any new development, redevelopment, land-disturbing activity or drainage project governed by this chapter shall submit to Clark County the plans, studies, and information described in the Clark County Stormwater Manual. The purpose of the stormwater plan is to determine whether a proposal can meet the requirements set forth in this chapter.
   2. All plans, studies, and reports submitted pursuant to this chapter must be stamped, signed and dated by an engineer, and other licensed professionals if appropriate, responsible for their preparation.
   3. Stormwater site plans are exempt from the requirement to be prepared by an engineer for projects that only apply minimum requirements No. 1 through No. 5 for construction CCC 40.386 (adopted 2015-11-24) 5 of agricultural or residential buildings and their appurtenances on an existing lot. Alterations to an existing site plan prepared by a licensed engineer are not exempt.

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

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

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

and construction; provided, that the requested change is due to site specific conditions and the intent of this chapter is met.

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

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

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

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

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

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

Department of Ecology Permit for Construction Stormwater:

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

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

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

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

GRADING, EXCAVATION, FILL AND STOCKPILE

Applicability, CCC 14.07.020
Grading, Excavation, Fill and Stockpile Ordinance CCC 14.07, applies to all land-disturbing earthwork activities unless exempted by Section 14.07.040(2).

CRITICAL AQUIFER RECHARGE AREAS

Applicability, CCC 40.410.010(B)
Based on the County GIS, the property is within the primary Critical Aquifer Recharge Area (CARA), Category 2. The applicant shall obtain a CARA permit in compliance with Section CCC 40.410, if required.

GEOLOGIC HAZARD AREAS

Applicability, CCC 40.430.010(B)
Geologic Hazard Areas Ordinance, CCC 40.430, applies to all construction, development, earth movement, clearing, or other site disturbance which requires a permit, approval or authorization from the county in or within one hundred (100) feet of a geologic hazard area except for exempt activities listed in Section 40.430.010(B)(3). Regulated geologic hazards include steep slope hazard areas, landslide hazard areas, seismic hazard areas, and volcanic hazard areas.

The proposed development is in or within 100 feet of designated geohazard area; therefore, the provisions of CCC 40.430 apply to this development.

FEE ESTIMATE - PRELIMINARY
Development Engineering

Prepared for: PAC2016-00024 Leichner Master Planned Development

Prepared by: David Jardin, Concurrency Engineer

Notes:

	Development Engineering	DE Review Fee	Permit Center Service Fee
☐	**Appeals to Hearings Examiner**	$414.00	$53.00
☐	**Columbia River Gorge**	$200.00	$53.00
☐	**Conditional Use Permit – Engineering Review**	$1,800.00	$53.00
☐	**Continuance of Hearing – Applicant Initiated**	$912.00	$0.00
✓	**Critical Aquifer Recharge Area (CARA)**	$900.00	$53.00
☐	**Floodplain Inquiry**	$291.00	$53.00
✓	**Geological Hazard – Preliminary Review**	$483.00	$53.00
☐	**Home Business – All Major and Minor Types**	$200.00	$53.00
☐	**Legal Lot Determination**	$200.00	$53.00
✓	**Master Plan**	$200.00	$94.00
☐	**Plat Alteration**	$200.00	$53.00
	Post Decision Reviews (Types I, 2 and 3)		
☐	Engineering Review	$1,250.00	$53.00
☐	Major change to technical design – **½ regular fee**	$0.00	$53.00
	Pre-Application Conference (All Types)		
☐	Pre-Application Conference	$1,405.00	$94.00
☐	Pre-Application Waiver	$38.00	$0.00
	Road Modification - Transportation		
✓	Technical Road Modification	$1,200.00	$53.00
☐	Major Road Modification	$1,559.00	$53.00
☐	Minor Road Deviation – Stand alone only	$250.00	$53.00
☐	**Short Plat – Engineering Review**	$2,108.00	$94.00
	Site Plan		
✓	Types 1, 2 and 3 Engineering Review	$2,743.00	$94.00
☐	Unoccupied Comm and Utility Structures	$601.00	$94.00
☐	Highway 99 Sub Area Review– **Standard prelim engineering fee PLUS 25%**	$0.00	$0.00

☐ **Site Plan Review – Fast Land Permitting** – **Site plan review fee**	$0.00	$0.00
☐ **60-Day Review** – **Standard prelim and final engineering fees **	$0.00	$0.00
☐ **Subdivision – Engineering Review**	$3,757.00	$94.00
Variance		
☐ Stormwater (All variance types)	$1,207.00	$53.00
☐ Administrative Land Use (All land use types)	$575.00	$53.00

Disclaimer: This fee estimate is based on information provide to Clark County staff for the proposed project at the time of preparation and does not vest the project referenced above to the fees identified on this form. Additional fees may apply if the scope of the project changes; or changes occur during the course of the review process. This form is not intended to replace the adopted fee table; fees will be applied at the time of application in accordance with Clark County Code Chapter 6.110A.040.

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CLARK COUNTY
WASHINGTON

Public Works Transportation

TO: Applicant and Planner

FROM: David Jardin, Transportation Engineering Staff

DATE: April 6, 2016

SUBJECT: Concurrency Comments for Pre-application Developments—
April 7, 2016

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

Traffic Impact Study

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

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

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

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

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

PAC2016-00024 Leichner Master Planned Development:
Planner: Richard Daviau **Development Engineer:** David Jardin
A traffic study **is** required to Master Plan 35.19 acres in the Light Industrial zoning area. The site is located 9411 NE 94th Avenue - Vancouver.

- ☑ The applicant's traffic study shall analyze the site under the highest and best use for trip generation. The applicant may analyze the trip generation for the master plan if specific uses and building square footages are identified in the Masterplan application.
- ☑ The applicant's traffic study will need to analyze site accesses for safety, as well as turn warrants and queuing deficiencies along the frontage of the site.
- ☑ The applicant is required to provide trip distributions contributing to Concurrency corridors and intersections up to a 3 mile radius of the site. The applicant shall follow the requirements of the Concurrency Ordinance 40.350.020.
- ☑ NE 94th Avenue is classified as a minor arterial (M-2cb). Per 40.350.030(4)(d)(3) a raised median shall be required along the site frontage, if access is allowed. This raised median will help to preserve roadway capacity, promoted safety, and restrict cross traffic movements. If the applicant proposes access on NE 94th Avenue, a road modification will be required. The applicant's road modification shall provide analysis and justification why a raised median should, or should not be required based on the criteria found in CCC 40.550.010.
- ☑ The applicant shall analyze the intersections and corridors identified for weekday AM & PM peak hour, unless otherwise noted.
- ☑ Provide volume counts in each traveled direction on the following corridor segment(s)
    - NE 94th Avenue corridor segments between
        - NE 76th Street and NE Padden Parkway
        - NE Padden Parkway and NE 88th Street
        - NE 88th Street and NE 99th Street
        - NE 99th Street and NE 105th Street
    - NE 105th Street corridor segments between
        - NE 94th Avenue and NE 87th Avenue
    - NE 88th Street corridor segments between
        - NE 72nd Avenue and NE 94th Avenue
    - NE 119th Street corridor segments between
        - NE 72nd Avenue and NE 87th Avenue
        - NE 87th Avenue and NE 107th Avenue
        - NE 107th Avenue and NE 117th Avenue (SR 503)
    - NE Padden Parkway corridor segments between
        - NE 117th Avenue (SR 503) and NE 94th Avenue
        - NE 94th Avenue and Interstate 205 NB On Ramp
- ☑ Provide volume to capacity analysis and PM Peak Hour Trip Impact information on the following corridors:
    - NE 94th Avenue corridor segments between
        - NE 76th Street and NE Padden Parkway
        - NE Padden Parkway and NE 88th Street
        - NE 88th Street and NE 99th Street
        - NE 99th Street and NE 105th Street
    - NE 105th Street corridor segments between
        - NE 94th Avenue and NE 87th Avenue
    - NE 88th Street corridor segments between
        - NE 72nd Avenue and NE 94th Avenue
    - NE 119th Street corridor segments between
        - NE 72nd Avenue and NE 87th Avenue
        - NE 87th Avenue and NE 107th Avenue
        - NE 107th Avenue and NE 117th Avenue (SR 503)

- NE Padden Parkway corridor segments between
  - NE 117th Avenue (SR 503) and NE 94th Avenue
  - NE 94th Avenue and Interstate 205 NB On Ramp

☑ Provide traffic counts for the following intersections:
- NE 72nd Avenue/NE 119th Street
- NE 72nd Avenue/NE 88th Street
- NE 87th Avenue/NE 119th Street
- NE 117th Avenue/NE 119th Street
- NE 87th Avenue/NE 105th Street
- NE 94th Avenue/NE 105th Street
- NE 94th Avenue/NE 99th Street
- NE 94th Avenue/NE 88th Street
- NE 94th Avenue/NE Padden Parkway
- NE 94th Avenue/NE 76th Street/NE Covington Road

☑ Analyze the following intersections for peak hour operations:
- NE 72nd Avenue/NE 119th Street
- NE 72nd Avenue/NE 88th Street
- NE 87th Avenue/NE 119th Street
- NE 117th Avenue/NE 119th Street
- NE 87th Avenue/NE 105th Street
- NE 94th Avenue/NE 105th Street
- NE 94th Avenue/NE 99th Street
- NE 94th Avenue/NE 88th Street
- NE 94th Avenue/NE Padden Parkway
- NE 94th Avenue/NE 76th Street/NE Covington Road

☑ A signal warrant analysis shall be performed on any regionally significant unsignalized intersection within the concurrency study area that is determined to have a LOS E with, or without the proposed development

☑ The applicant shall be responsible for mitigations necessary for any safety issue that is exacerbated by the proposed development as a whole.

☑ Traffic Impact Fees (TIF) will be assessed at the time of building permit. Any technical questions regarding TIF should be directed to David Jardin at 360-397-6118 x4354.

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CLARK COUNTY
WASHINGTON

COMMUNITY DEVELOPMENT
Fire Marshal's Office

April 7, 2016

Subject: Pre Application Conference Comments
Leichner Master Planned Dev.
PAC2016-00024

To: Richard Daviau, Project Planner

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

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

Fire flow required could not be accurately determined with the information provided. Estimated fire flow required could be approximately 2000 GPM for 120 minutes duration assuming that buildings are provided with fire sprinklers.

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

Approved fire apparatus turnarounds are required for this project. The indicated provisions for turning around fire apparatus are not adequate. Provide a turnaround constructed in accordance with the Clark County Road Standards at the Dead end fire department access road greater than 150ft in length.

Fire hydrants are required for this application. Either the indicated number or the spacing of the fire hydrants is inadequate. Provide fire hydrants such that the maximum spacing between hydrants does not exceed 300 feet and such that no portion of the building exterior is in excess of 300 feet from a fire hydrant as measured along approved fire apparatus access roads.

The local fire district chief approves the exact locations of fire hydrants. As a condition of approval, contact City of Vancouver Fire Department at 476-1760 to arrange for location approval.

Buildings provided with automatic fire sprinkler systems shall be provided with a minimum of two fire hydrants. One fire hydrant shall be within 100 feet of approved fire department connections to the sprinkler systems.

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

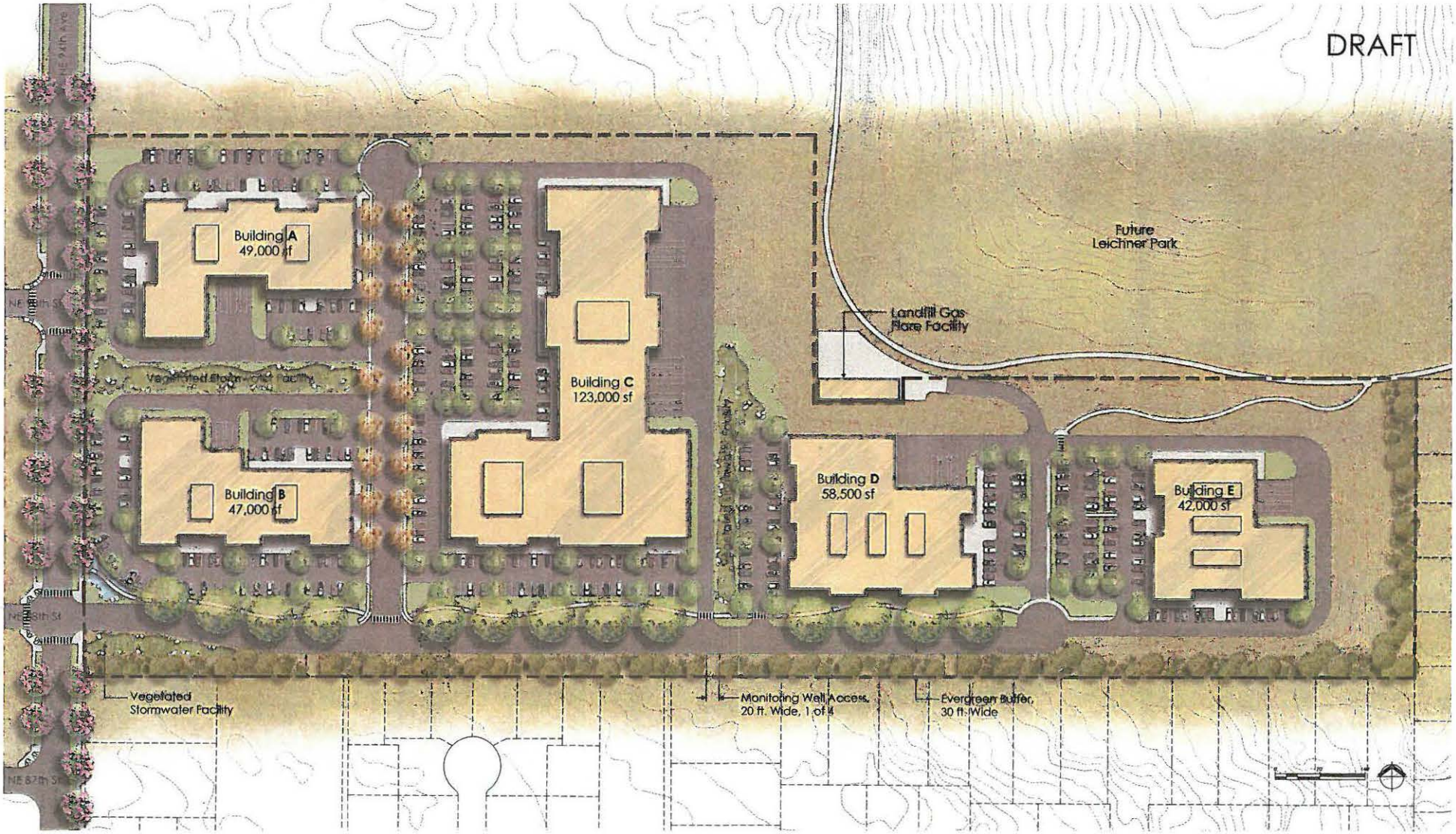
Provide and maintain a six-foot clear space completely around every fire hydrant.

An automatic fire sprinkler is required at the time of construction for buildings subject to this application. Such systems require separate reviews, permits and approvals issued by the fire marshal's office.

An approved fire alarm system is required at the time of construction for buildings subject to this application. Such systems require separate reviews, permits and approvals issued by the fire marshal's office.

Emergency Responder Radio Coverage System may be required for buildings subject to this application.

Curtis Eavenson
Sr. Deputy Fire Marshal



LEICHNER CAMPUS MASTER PLAN, Vancouver, WA ALTERNATIVE 1 05/26/15 MAUL FOSTER ALONGI