



**CLARK COUNTY**  
WASHINGTON

**COMMUNITY DEVELOPMENT**  
LAND USE REVIEW

# Pre-application Final Report

*Working together. Securing your safety. Protecting your investment.*

**Project Name:** DSHS – 48 Bed Behavioral Health Community

**Case Numbers(s):** PAC-2020-00491

**Location:** Parcel: 16015 NE 50TH AVE, VANCOUVER, WA 98686

**Parcel Number(s):** 195925000

**Request:** The applicant proposes a new behavioral health services campus comprised of 3, 17,000sf buildings.

**Review Type:** III

**Applicant:** BCRA  
Christine Phillips, contact  
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Tacoma, WA 98402  
(253) 627-4367  
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**Property Owner:** BROCKMANN ROBERT  
6223 Nugget Ct. SW  
TUMWATER, WA 98512

**Contact:** DSHS  
Larry Covey, contact  
PO Box 45848  
Olympia, WA 98504  
(360) 664-6181  
[coveylg@dshs.wa.gov](mailto:coveylg@dshs.wa.gov)

**Current Zoning:** BP

**Comp Plan**

**Designation:** I

**Neighborhood**

**Association:** Fairgrounds

**Staff Name(s):**

<u>Name</u>	<u>Email</u>	<u>Phone</u>	<u>Title</u>
Allister Dawson ✓	allister.dawson@clark.wa.gov	(564) 397-6118	Engineer
Amy Wooten ✓	amy.wooten@clark.wa.gov	(564) 397-5683	Planner
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David Jardin ✓	david.jardin@clark.wa.gov	(564) 397-2375	Concurrency Engineer
Donna Goddard ✓	donna.goddard@clark.wa.gov	(564) 397-2186	Fire Marshal
Hunter Decker	hunter.decker@clark.wa.gov	(564) 397-4852	Forester

✓ Indicates attendance at the December 10<sup>th</sup> pre-application conference.

Conference Date: 12/10/2020

Report Issued: 12/17/2020

**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
		<a href="mailto:cphillips@bcradesign.com">cphillips@bcradesign.com</a> <a href="mailto:coveylg@dshs.wa.gov">coveylg@dshs.wa.gov</a> <a href="mailto:ZCrum@bcradesign.com">ZCrum@bcradesign.com</a> <a href="mailto:JWolch@bcradesign.com">JWolch@bcradesign.com</a> <a href="mailto:KMcLaren@bcradesign.com">KMcLaren@bcradesign.com</a>

**Applicant Questions**

Questions or issues listed in the submittal by the applicant

Q: Frontage improvement requirements to NE 50th Avenue and NE 159th Street Per UDC 40.350.030?

A: See Transportation comments.

Q: Describe land use process?

A: See Land Use Review comments.

Q: Fire department access requirements per UDC 15.13.060?

A: See Fire Safety comments.

Q: Confirm pressure and available flow in water main in NE 50th Avenue.

A: Please contact the water purveyor, Clark Public Utilities District for this information.

Q: Verify nearest sewer connection, system capacity and possible extension scope.

A: Please contact the sewer purveyor, Clark Regional Wastewater, for this information.

Q: Discuss stormwater management related to possible on-site wetlands.

A: See Stormwater comments.

Q: Discuss access from NE 50th Avenue and possible modifications to turn lane. Discuss additional access point from NE 159th Street.

A: See Transportation comments.

Questions, issues, agreements identified at the conference

a. None

### **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.

14 (Building Safety)

15 (Fire Prevention)

40.200 (General Provisions)

40.230.085 (Employment Districts)

40.310 (Signs)

40.320 (Landscaping)

- 40.340 (Parking and Loading)
- 40.350 (Transportation & Circulation)
- 40.350.020 (Transportation Concurrency)
- 40.360 (Solid Waste and Recycling)
- 40.370 (Sewer and Water)
- 40.386 (Storm Water & Erosion Control)
- 40.450 (Wetland Protection)
- 40.500 and 40.510 (Procedures)
- 40.520.030 (Conditional Use Permits)
- 40.520.040 (Site Plan Review)
- 40.550.010 (Road Modifications)
- 40.570 (SEPA)
- 40.570.080 (SEPA Archaeological)
- 40.610 (Impact Fees)
- 24 (Public Health)

**Reviewer Comments**

- LUR = Land Use Review Program
- ENG = Engineering Program
- WSH = Water, Soil, Habitat Program
- FOR = Forestry Program
- FIRE = Fire Marshal Program

Code Section	Findings
Proposal	<p>The applicant proposes a new behavioral health campus to consist of three new buildings, each containing 17,000sf and 16 beds. Treatment offered at the facilities includes secure and court-ordered behavioral health services to adults for terms ranging from 90 to 180 days. The campus will be constructed on one 20acre parcel that is zoned BP.</p> <p>The plan also indicates a 60-bed nursing facility for future development. The application does not clearly state if the applicant is proposing a short plat for sale or lease of the property.</p>
LUR-40.230.085.C Employment Districts Permitted Uses	Pursuant to Table 40.230.085-1, residential mental retardation, mental health, and substance abuse facilities (See category 6232) are permitted in the BP zone, subject to approval of a conditional use permit.
LUR-40.230.085.D Employment Districts Development Standards	<p>Minimum setbacks and lot coverage are established in Table 40.230.085-2, which prescribes the following:</p> <p>Lot Standards:            Min. lot area:           None            Min. lot width:   None            Max. building height: 100 feet (For buildings exceeding thirty-six (36) feet in height, the building setback shall be equal to the height of the building, up to a</p>

Code Section	Findings
	<p>maximum setback of fifty (50) feet.)</p> <p>Setbacks:  Front/Street Side                      20 feet  Side (Interior):                      0 feet  Rear:    0 feet  Min. site landscaping:    10%</p> <p>Maximum lot coverage is determined by compliance with screening and buffering standards contained in Chapter 40.320, Table 40.320.010-1, the Stormwater and Erosion Control Ordinance (Chapter 40.386), and all other applicable standards.</p> <p>The plan does not include dimensions; therefore, staff is unable to determine if the proposed development can meet current requirements.</p>
LUR-40.230.085.E Employment Districts Performance Standards	The applicant is required to show that uses will comply with Performance Standards put forth in Section 40.230.085(E), such as noise, venting, major odor sources, light and glare, outdoor storage, vibration, and electromagnetic interference.
LUR-40.320 Landscaping & Screening on Private Property	<p>According to Table 40.320.010-1, the following landscape buffers will apply:</p> <p>West (University zone, adjacent): L2, 10-foot buffer  North (BP zone, abutting): None  East (R-5 &amp; UR-10 zone, abutting): L3, 10-foot buffer  South (R-5 &amp; UR-10 zone, abutting): L3, 10-foot buffer</p> <p>A plan that portrays landscaping in conformance to standards put forth in Chapter 40.320 will be required for preliminary approval.</p>
LUR-40.340 Parking and Loading Standards	<p>Standards for parking, loading and access and circulation are contained in CCC 40.340 and includes criteria for: joint use facilities; lighting; surfacing; drainage; wheel stops and curbs; maintenance; calculation of parking requirements; and, parking design standards.</p> <p>Standards for the minimum required number of parking spaces by use are set forth in Table 40.340.010-4. Residential care facilities are required to provide 1 parking space for every 4 residents served aged 18 years and older. The proposed 48-bed facility is required to provide 12 on site parking spaces. However, based on the “Civil Commitment Staffing Pattern” Table provided in the applicant’s narrative 12 parking spaces will not be sufficient for this development. Pursuant to Section 40.520.030.G.1, the responsible official may impose, in addition to regulations and standards expressly specified in this title, other conditions found necessary to protect the interests of the surrounding properties or neighborhood, or the county as a whole. In this case, it is likely that additional on-site parking will be required.</p> <p>Design standards for parking spaces are put forth in Table 40.340.010-5, which prescribes minimum dimensions of 9x20 feet for a standard parking space and 24 feet for a drive aisle. Compact spaces, sized 7.5x15 feet, can comprise up to 30% of the required spaces.</p>

Code Section	Findings
	<p>Section 40.340.010(A)(10) requires that wheel-stops or curbs shall be provided at least 4 inches high and located 3 feet back from the front of each perimeter parking space that will prevent vehicle overhang from encroaching on required walkways or landscaped areas. Additionally, parking areas that contain at least 7 spaces shall contain landscape islands equally distributed at a ratio of 1 island for every 7 parking spaces and shall contain at least 1 tree. The landscaped islands are included, but require landscaping; and, wheel stops shall be provided.</p> <p>Hospitals and institutions shall provide loading space pursuant to Table 40.340.010-2. Buildings smaller than 30,000sf are not required to provide a loading berth. Based on the plan provided, a loading berth is not required for this development.</p>
LUR-40.360 Solid Waste & Recycling	<p>Provisions for the storage of solid waste and recyclables are set forth in CCC 40.360. Institutional uses are required to provide a minimum of 10sf of storage plus 4sf/1,000sf of gross floor area. In this case, each 17,000sf building is required to provide a minimum of 78sf for enclosed outdoor garbage/recycling storage. Storage for the buildings can be proposed in a shared location (at 234sf total) or provided for each building individually.</p> <p>The proposed plan does not depict outdoor storage. Plan details meeting minimum standards put forth in Section CCC 40.360.030 shall be included in the preliminary plan set.</p>
LUR-40.520 Legal Lot Determination	<p>Application for legal lot determination is not required for this development. A legal lot determination was completed for this lot in 2005 (MZR2005-00087) confirming legal lot status for 20 acres and 3 separate parcels, in accordance to the survey recorded in Book 13, Page 18 of the Auditor's records.</p>
FOR-Forestry	<p>Staff finds that the proposed preliminary plan is not subject to a Forest Practice Application.</p>
WSH- Wetland/Habitat Review Wetland	<p>Wetland indicators (hydric soils, National wetland inventory) are present on the subject parcel (195925000). Analysis of historic aerial imagery suggests wetland signatures on the subject parcel as well</p> <p>Wetland delineation is required as wetlands and/or wetland buffers may be impacted by the proposed project (CCC40.450.030 (C)). Delineation will determine the presence, category, score and buffers required to protect wetland habitat and water quality functions. Comparing the Category and intensity of land use proposed on development sites are what define wetland buffers. A determination and site visit with applicable fees are criteria for a fully complete application. If wetlands are present (on or off-site), the location of any wetlands on the subject parcel require mapping on new plans and must show proposed impacts to wetlands and/or wetland buffers. If a wetland is located off-site and is inaccessible, the best available information shall be used to determine the wetland boundary and category.</p> <p>Wetland and buffer boundary data must be submitted in digital form (refer to CCC 40.450.030.D.3 for requirements and file specifications) in order to update the wetland layers in the County's GIS database.</p>

Code Section	Findings
	<p>The Wetland Protection Ordinance follows a hierarchy of impacts, first being avoidance of all impacts within a wetland or wetland buffer. If avoidance is not possible, County staff shall determine if the proposed development meets the reasonable use Exception (CCC 40.450.010.B.4). The applicant shall provide documentation that any impacts have been minimized. Any unavoidable wetland or wetland buffer impacts shall require a wetland permit with applicable mitigation. Impacts within the water quality buffer may be considered indirect wetland impacts (CCC 40.450.040.D.5) and would be mitigated at the appropriate wetland mitigation ratios (Table 40.450.040-3). The responsible official may waive the requirements of Sections 40.450.030 (D) and (F) in certain cases where it is determined that all development is clearly separated from the wetlands and wetland buffers.</p> <p>a) Development envelopes shall be required for a fully complete preliminary application;</p> <p>b) Development envelopes shall be shown on the final site plan; and</p> <p>c) A note referencing the development envelopes shall be placed on the final site plan.</p> <p>Stormwater dispersion facilities that comply with the standards of Chapter 40.385 shall be allowed in all wetland buffers provided the outfalls comply with the standards of subsection C.4.b of the wetland protection ordinance (CCC 40.450.040.C.4). Enhancement of wetland buffer vegetation to meet dispersion requirements may also be considered as buffer enhancement for the purpose of meeting the buffer averaging or buffer reduction standards. Other stormwater facilities are only allowed in buffers of wetlands with low habitat function (5 points or less on the habitat section of the rating form), provided the facilities shall be built on the outer edge of the buffer and not degrade the existing buffer function and are designed to blend with the natural landscape. Any proposed stormwater impacts to wetlands and wetland buffers should be accounted for and indicated on the plans.</p> <p>Any development within a wetland, wetland buffer, or wetland mitigation site will require a wetland permit with applicable mitigation and fees; all wetland and wetland buffer impacts should be accounted for. The Department of Ecology and the U.S. Army Corps of Engineers may regulate wetland impacts over 1/10th of an acre or wetland fills requiring consultation and a 401-water quality certification or a 404 Clean Water permit, respectively.</p>
<p>ENG-14.07 Grading Applicability</p>	<p>The Grading, Excavation, Fill and Stockpile ordinance applies to all land-disturbing earthwork activities unless exempted by Section 14.07.040(2). The purpose of this chapter is to safeguard property, minimize water quality degradation, prevent excessive sedimentation or erosion by surface waters, and prevent the creation of public nuisances such as the fouling of surface or groundwater.</p>
<p>ENG-40.350 Transportation Major Issues</p>	<p>1. The project shall comply with the Clark County Transportation and Circulation Ordinance, CCC 40.350.</p> <p>2. The following half-width frontage improvements are required as follows: NE 50th Ave = Urban Minor (2) lane Arterial with center turn lane and</p>

Code Section	Findings
	<p>bike lane (Drawing 4) NE 159th Street = Urban (2) lane Collector with center turn lane and bike lane (Drawing 5)</p> <p>3. Access is required to be taken off the road of lesser classification.</p> <p>4. Cross-circulation shall be provided in a manner that meets these standards and, where possible, that will allow subsequent developments to meet these standards: block lengths shall be between one hundred (100) to eight hundred (800) feet.</p> <p>5. The number of driveways and driveway lanes shall be based upon an estimate of site traffic generation in accordance with Table 40.350.030-5. Multiple driveways are not permitted until the estimated ADT exceeds the number shown in the second column for the different types of land use.</p> <p>6. On collectors and arterials, the dedication of right-of-way on corners shall include the chord of the radius.</p> <p>7. Sight distance requirements must be met at all proposed driveways and intersections. Refer to CCC 40.350.030(B)(8)(A). A sight distance certification letter is required.</p> <p>8. If the applicant desires to gain approval of any proposal that does not meet code, including but not limited to the item(s) specifically mentioned in this report, a road modification must be justified and approved per CCC 40.550.010. The Road Modification Narrative Guideline Format for guidance in preparing the Road Modification(s) can be found at the following link: <a href="https://www.clark.wa.gov/sites/default/files/dept/files/public-works/Development_Engineering/RoadMod.pdf">https://www.clark.wa.gov/sites/default/files/dept/files/public-works/Development_Engineering/RoadMod.pdf</a></p>
ENG-40.350.010 Pedestrian/Bicycle Circulation Standards	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.
ENG-40.350.020 Transportation Concurrency Applicability	<p>A traffic (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.</p> <p>Traffic Impact Study: Any development generating 10 or more peak hour trips is required to complete a transportation impact study. A general outline is provided in the concurrency administrative manual. A traffic impact study shall analyze impacts according to the following:</p> <ul style="list-style-type: none"> <li>- 50 or less new peak hour trips; one mile from site</li> <li>- 51-250 new peak hour trips; two miles from the site</li> <li>- 251 or more new peak hour trips; three miles from the site</li> </ul>



Code Section	Findings
	<p>If a traffic impact 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.</p> <p>If a major traffic impact 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.</p> <p>Traffic Profile: Where the proposed development will generate less than ten 10 peak hour trips, a traffic profile is required. A traffic profile shall include a summary of the development and the anticipated number of trips.</p>
<p>ENG-40.350.020 Transportation Concurrency Traffic Study</p>	<p>A traffic study is required to construct a 48-bed behavioral facility. The development is located at 16015 NE 50th Avenue in Vancouver.</p> <p>The applicant's traffic study shall include trip generations and analysis for the development as a whole.</p> <p>The applicant's traffic study will need to analyze the site access(es) onto the public street network for safety, turn lane warrants, clear zone and queuing deficiencies along the site frontage. Regionally significant intersections and corridors shall be analyzed for weekday AM and PM peak hour(s), unless otherwise noted.</p> <p>The applicant's traffic study will also need to analyze the operations of the site access, including the adequacy of vehicular turning movements.</p> <p>The applicant is required to provide trip distributions contributing to Concurrency corridors and intersections within a 1-mile radius of the development site. The applicant shall follow the requirements of the Concurrency Ordinance 40.350.020.</p> <p>NE 50th 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 from the site to NE 50th Avenue, the applicant's traffic study shall provide analysis and justification why a raised median should or should not be required based on the criteria found in this section. Proposal of any access onto NE 50th Avenue will require a road modification request.</p> <p>Provide volume counts in each traveled direction and provide volume to capacity analysis and Peak Hour Trip Impact information on the corridors segment(s) to comply with CCC 40.350.020. Here are some regionally significant corridors within the 1-mile study radius: NE 159th Street Corridor segments between;</p>

Code Section	Findings
	<p>NE 50th Avenue and NE 72nd Avenue  NE 50th Avenue corridor segments between;  NE 179th Street and NE 174th Street  NE 174th Street and NE 159th Street  NE 159th Street and NE Salmon Creek Street  NE 134th Street corridor segments between;  NE 29th Avenue and NE Salmon Creek Avenue  NE Salmon Creek Avenue corridor segment between;  NE 134th Street and Washington State University (WSU) Entrance  WSU Entrance and NE 50th Avenue (N)</p> <p>Regionally significant unsignalized intersections that are not modeled may need to be analyzed for signal warrants. Staff has identified unsignalized intersections that may meet this need due to current traffic levels and subsequent long delays on the minor approach(s).</p> <ul style="list-style-type: none"> <li>o NE 159th Street/NE 50th Avenue</li> <li>o NE 159th Street/NE 72nd Avenue</li> </ul> <p>Provide traffic counts and analyze the intersections to comply with CCC 40.350.020. Here are some regionally significant and/or directly impacted intersections in the 1-mile study area:</p> <ul style="list-style-type: none"> <li>o NE 134th Street/NE 29th Avenue</li> <li>o NE 139th Street/NE 29th Avenue</li> <li>o NE 134th Street/NE 23rd Avenue</li> <li>o NE 159th Street /NE 50th Avenue</li> <li>o NE 159th Street/NE 72nd Avenue</li> <li>o NE Salmon Creek Street/NE 50th Avenue (N)</li> <li>o NE 134th Street/NE Salmon Creek Avenue</li> </ul> <p>The applicant shall be responsible for mitigations necessary for any safety issue that is exacerbated by the proposed development as a whole.</p> <p>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 of each parcel. Any signal warrant analysis shall be performed in compliance with the guidance found in the MUTCD.</p> <p>Traffic Impact Fees (TIF) will be assessed at the time of building permit.</p>
ENG-40.350.030.B.1 Transportation Impact Study	<p>These issues are managed by Public Works. Their comments are in a separate section of this report, CCC 40.350.020 Transportation Concurrency. Call 564-397-4354 if there are any questions or concerns regarding the following:</p> <ul style="list-style-type: none"> <li>- Transportation concurrency issues</li> <li>- Traffic impact studies</li> <li>- Traffic impact fees</li> <li>- Off-site safety issues</li> <li>- Requirements to construct raised medians, turning lanes, etc.</li> <li>- Frontage road improvement agreements</li> <li>- Signal participation agreements</li> <li>- Transportation “latecomer” agreements</li> </ul>

Code Section	Findings
	- County road projects
ENG-40.350.030.B.2 Circulation Plan	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.
ENG-40.350.030.B.3 Transportation Design Criteria	<p>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.</p> <p>All urban roads except alleys consist of a core road section and a flex zone section.</p> <p>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.</p> <p>a. Travel and turning lanes require impervious pavement on all rural roads, and urban arterials, collectors, industrial/commercial, and neighborhood circulator roads.</p> <p>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.</p> <p>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.</p>
ENG-40.350.030.B.4.c Access Management (Collectors)	<p>All driveways shall comply with the Transportation Standards and the requirements of the Fire Marshal.</p> <p>Access to collectors:</p> <ul style="list-style-type: none"> <li>- A residential road intersecting with a collector shall be classified as a local residential access road or higher classification.</li> <li>- No residential driveways will be permitted to access onto collectors unless no other access to the site exists or can be provided.</li> </ul>

Code Section	Findings
ENG-40.350.030.B.4.d Access Management (Arterials)	<p>All driveways shall comply with the Transportation Standards and the requirements of the Fire Marshal.</p> <p>All Access to arterials:</p> <ul style="list-style-type: none"> <li>- A residential road intersecting with an arterial shall be classified as a local residential access road or higher classification.</li> <li>- The minimum full-width of a roadway intersecting with an arterial shall be 36 feet at the intersection and may taper back as approved.</li> <li>- Driveways will not be permitted to access onto arterials unless no other access to the site exists or can be provided.</li> </ul>
ENG-40.350.030.B.5 Frontage Roads/Improvement	<p>Exceptions and Deferrals for Frontage Roads/Improvements</p> <p>Exception – urban area:            Urban or rural centers developments that the County Engineer finds, based on an engineering traffic study, will not result in an increase of total site trip generations during the PM peak hour of more than 10 percent are exempt from half-width frontage roadway improvements; PROVIDED, that such otherwise exempted developments shall be required to make frontage improvements in accordance with CCC 40.350.030(B)(7) (intersection design requirements) and CCC 40.350.030(B)(8) (sight distance requirements) and such frontage road improvements as are necessary in order to provide minimally safe access to the development. Dedication of the minimum right-of-way shall still be required.</p> <p>Exception - rural area:            Rural developments located outside Rural Centers are exempt from half-width frontage roadway improvements; PROVIDED, that such otherwise exempted developments shall be required to make frontage improvements in accordance with CCC 40.350.030(B)(7) (intersection design requirements) and CCC 40.350.030(B)(8) (sight distance requirements) and such frontage road improvements as are necessary in order to provide minimally safe access to the development. Dedication of the minimum right-of-way shall still be required.</p> <p>Deferral:            Urban frontage road improvements may be deferred, in whole or in part, if the development proposes urban single family residential lots larger than one acre, and a covenant running with the land is recorded requiring such improvements when redivision is proposed at urban density. Dedication of the minimum right-of-way shall still be required.</p> <p>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.</p>
ENG-40.350.030.B.5 Frontage Roads/Improvement	<p>Partial-width right-of-way dedications and improvements are required as follows:</p>

Code Section	Findings
	<p>Street Name: NE 50th Ave  Classification: Urban Minor (2) lane Arterial with center turn lane and bike lane  Right-of-Way (ft): 36  Paved Width (ft): 24  Sidewalk Width (ft): 5 (detached)  Std. DWG # 4</p> <p>Street Name: NE 159th Street  Classification: Urban (2) lane Collector with center turn lane and bike lane  Right-of-Way (ft): 35  Paved Width (ft): 23  Sidewalk Width (ft): 5 (detached)  Std. DWG # 5</p> <p>Additional requirements:</p> <ul style="list-style-type: none"> <li>- 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.</li> <li>- See "Right-of-way Standards" for minimum road standards in urban planned unit developments, multifamily developments, or commercial, office park, and industrial areas.</li> <li>- The minimum width for any roadway shall be 20 feet.</li> <li>- Parking shall be prohibited along partial-width roads</li> <li>- Minimally safe access includes safe and adequate vehicular passing clearance, turning movements, emergency vehicle access, and pedestrian safety - particularly the safety of children. The developer has the burden to consider potential hazards, evaluate their significance, and propose mitigation measures, as needed.</li> <li>- Pedestrian and traffic hazards frequently are brought to our attention by neighbors late in the review process. Approval of the development may be seriously delayed or the development may be denied if the applicant cannot address these hazards as perceived by the neighborhood.</li> <li>- Where frontage improvements are required, the County will perform pavement deflection testing to determine the adequacy of the existing pavement. Where remaining life of the pavement is less than five years, the road shall be reconstructed to current standards to the centerline or 22 feet, whichever is less. If remaining life is greater than five years, the road shall be cut back to a location where the structure is sound and the widening constructed. However, in no case, shall the reconstruction be less than four feet in width from the existing edge of pavement to the new edge of pavement or face of curb. The County may require reconstruction to the centerline or 22 feet, whichever is less, if the County Engineer determines the geometrics or other existing features are inadequate.</li> <li>- 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.</li> <li>- The County may require road cross-sections be submitted showing neighboring topography in order to determine if the road can be constructed as</li> </ul>

Code Section	Findings
	required.
ENG-40.350.030.B.7 Intersection Design	<p>For the intersections, show, identify, and dimension the following on the plan:</p> <ul style="list-style-type: none"> <li>- Separations from other road intersections (existing and proposed).</li> <li>- The angle of the intersecting centerlines, if not 90 degrees.</li> <li>- Centerline offset, if proposed.</li> <li>- Minimum curb return radii.</li> <li>- Minimum right-of-way chords.</li> <li>- Additional right-of-way for turning lanes, if required by Public Works.</li> <li>- 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.</li> <li>- Rural driveways connecting with paved public roads shall be paved from the edge of the public road to the right-of-way or to 20-feet from the edge, whichever is greater.</li> </ul> <ul style="list-style-type: none"> <li>- Separations between road intersections shall be measured from centerline to centerline.</li> <li>- 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.</li> <li>- Separations between driveways shall be measured from near edge to near edge of the driveways.</li> </ul>
ENG-40.350.030.B.8 Sight Distances	<p>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.</p> <p>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.</p> <p>Show and note on the preliminary plan any driveway or road intersection that does not comply with sight distance requirements.</p>
ENG-40.350.030.B.15 Right-of-Way Standards	<p>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.</p> <p>Urban planned unit and multifamily developments:</p> <ul style="list-style-type: none"> <li>- Parking may be deleted if 4 non-tandem off-street parking spaces per unit are provided and distinct signs and markings show that no parking is permitted.</li> <li>- Internal sidewalks may be replaced by approved public walkways that comply with Section 40.350.010.</li> </ul> <p>Commercial, office park, and industrial areas: Roads in these areas shall comply with the following minimum requirements:</p>

Code Section	Findings
	<ul style="list-style-type: none"> <li>- 32-foot width roadway.</li> <li>- 6-foot width sidewalks (urban) or approved alternate walkways.</li> <li>- Structural section to comply with minor arterial standards.</li> </ul>
<p>ENG-40.550.010 Road Modifications Applicability</p>	<p>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.</p> <p>Classification: Modification requests shall be classified as either a minor deviation, technical road modification, or major road modification. Acceptance of a request under one category shall not preclude the county from reclassifying the request upon further review.</p> <p>Approval Criteria: In reviewing a modification request, the county shall consider the applicable factors that include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>a. Public safety, durability, cost of maintenance, function, and appearance;</li> <li>b. Advancing the goals of the comprehensive plan as a whole;</li> <li>c. Any modification shall be the minimum necessary to alleviate the hardship or disproportional impact;</li> <li>d. Potential benefits of low impact development or innovative concepts;</li> <li>e. Self-imposed hardships shall not be used as a reason to grant a modification request.</li> </ul> <p>Modifications to the standards contained in Chapter 40.350 may be granted when the applicant demonstrates at least one (1) of the following:</p> <ul style="list-style-type: none"> <li>a. Topography, right-of-way, existing construction or physical conditions, or other geographic conditions make compliance with standards clearly impractical for the circumstances;</li> <li>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;</li> <li>c. An alternative design is proposed which will provide a plan that is functionally equivalent or superior to the standards;</li> <li>d. Application of the standards of Chapter 40.350 to the development would be grossly disproportional to the impacts created;</li> <li>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.</li> </ul> <p>Procedures: Modifications Requested with an Associated Preliminary Land Use Application.</p> <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> </ul>

Code Section	Findings
	<p>Modifications Requested after the Preliminary Land Use Decision.</p> <p>a. Minor deviations may be approved during the engineering construction plan review process without a separate application.</p> <p>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.</p>
<p>ENG-40.386 Stormwater Major Issues</p>	<p>1. The project shall comply with the Clark County Stormwater and Erosion Control Ordinance, CCC 40.386.</p> <p>2. To determine applicable stormwater minimum requirements, refer to page 19 of Book 1 of the 2015 Clark County Stormwater Manual. This development will result in greater than 5,000 square feet of new hard surface and must meet Stormwater Minimum Requirements (MR) #1 through #9.</p> <p>3. Per page 9 of Book 1 of the 2015 Clark County Stormwater Manual: Resurfacing by upgrading from dirt to gravel, asphalt, or concrete; upgrading from gravel to asphalt, or concrete; or upgrading from a bituminous surface treatment (“chip seal”) to asphalt or concrete: These are considered new impervious surfaces and are subject to the minimum requirements that are triggered when the thresholds identified for new or redevelopment projects are met.</p> <p>4. In addition, replaced impervious surface per page 14 of Book 1 of the 2015 Clark County Stormwater Manual is defined for structures as “the removal and replacement of impervious surfaces down to the foundations” and for other impervious surfaces as “the removal down to bare soil or base course and replacement.”</p> <p>5. No new development or redevelopment shall be allowed to materially increase or concentrate stormwater runoff onto an adjacent property or block existing drainage from adjacent lots.</p> <p>6. For projects proposing infiltration, refer to bullets 7, 8 and 9 on page 151, Book 1 of the 2015 CCSM for groundwater separation and monitoring requirements.</p> <p>7. Since there is a stream designated with aquatic life less than 1/4 mile away, enhanced treatment may apply.</p>
<p>ENG-40.386 Stormwater Preliminary Plan &amp; TIR</p>	<p>A. General.</p> <p>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.</p> <p>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</p>



Code Section	Findings
	<p>appropriate, responsible for their preparation.</p> <p>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 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.</p> <p><b>B. Preliminary Stormwater Plan.</b></p> <p>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).</p> <p>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.</p> <p><b>C. Final Stormwater Plan.</b></p> <p>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.</p> <p>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)</p> <p>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.</p>
<p>ENG-40.386 Stormwater MR Definitions</p>	<p>“Minimum requirements” (MRs) means the nine (9) sets of requirements that are part of the SMMWW, as follows:</p> <p>Minimum requirement No. 1: Preparation of stormwater site plans;</p> <p>Minimum requirement No. 2: Construction stormwater pollution prevention;</p> <p>Minimum requirement No. 3: Source control of pollution;</p> <p>Minimum requirement No. 4: Preservation of natural drainage systems and outfalls;</p> <p>Minimum requirement No. 5: On-site stormwater management;</p> <p>Minimum requirement No. 6: Runoff treatment;</p> <p>Minimum requirement No. 7: Flow control;</p> <p>Minimum requirement No. 8: Wetlands protection; and</p> <p>Minimum requirement No. 9: Operation and maintenance</p>
<p>ENG-40.386 Stormwater Applicability</p>	<p>The Stormwater and Erosion Control Ordinance shall apply to all new development, redevelopment, land disturbing activities, and drainage projects consistent with the Clark County Stormwater Manual. Exemptions to the requirements of this chapter shall be granted for the specific activities listed in Section 40.386.010(C). The purpose of this chapter is to safeguard public health,</p>

Code Section	Findings
	safety and welfare by protecting the quality of surface and groundwaters for drinking water supply, recreation, fishing and other beneficial uses through the application of best management practices (BMPs) for stormwater management and erosion control.
ENG-40.386 Stormwater DOE Permit for Construction Stormwater	<p>A permit from the Department of Ecology (DOE) is required if:</p> <ul style="list-style-type: none"> <li>- The construction project disturbs one or more acres of land through clearing, grading, excavating, or stockpiling of fill material; AND</li> <li>- 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.</li> </ul> <p>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.</p> <ul style="list-style-type: none"> <li>- Construction site operators must apply for a permit 60 days prior to discharging stormwater.</li> <li>- For more information or to download the Notice of Intent (NOI) application form, please go to: <a href="http://www.ecy.wa.gov/programs/wq/stormwater/construction/#Construction">http://www.ecy.wa.gov/programs/wq/stormwater/construction/#Construction</a></li> </ul>
SEWER AND WATER Health Development Review Letter	The applicant will be required to submit a 'Public health project review evaluation letter' at the time of preliminary application submittal. The Public health project review evaluation and will be required for Counter Complete (CC) determination.
SEWER AND WATER Water Purveyor Letter	<p>New structures constructed within the urban growth area are required to connect to public sewer and water services.</p> <p>The subject site is served by Clark Public Utilities and will be required to connect each of the new buildings to the public water system. A 'Water district utility review letter' will be required at the time of formal submittal and will be required for Counter Complete (CC) determination.</p>
SEWER AND WATER Sewer District Letter	<p>New structures constructed within the urban growth area are required to connect to public sewer and water services.</p> <p>The subject site is located within the Clark Regional Wastewater District for public sewer service. A 'utility review' letter from this district will be required to be submitted with the preliminary application and will be required for Counter Complete (CC) determination.</p>
IMPACT FEES-40.610	<p>The proposed development will have an impact on traffic in the area and is subject to Traffic Impact Fees (TIF) in accordance with CCC 40.610 and 40.620. The site is located within the Mt. Vista (TIF) Sub-area, which currently assesses a fee of \$930 per trip. Based on the 3, 17,000sf structures proposed, impact fees of \$332,389.44 have been estimated for this development.</p> <p>In accordance with CCC 40.610.040.B, impact fees shall be calculated at the</p>

Code Section	Findings
	time of building permit issuance.

## SEPA

Code Section	Findings
SEPA-40.570	Pursuant to exemption levels established in Section 40.570.090.C.4, service uses proposing up to thirty thousand (30,000) square feet of gross floor area and up to ninety (90) associated or stand-alone parking spaces shall be exempt within unincorporated urban areas designated by the comprehensive plan; unless the site is found to be encumbered with wetlands, or grading activity will exceed 1,000 cubic yards. Based on the aforementioned, this application is subject to SEPA review.
SEPA-40.570.080.C.3.k Archaeological Resources	<p>The county has adopted the statewide Archaeological Predictive Model and associated probabilities maps. According to GIS information, the subject site is located within an area of High archaeological probability and within a known archaeological site buffer; therefore, an archaeological predetermination is required.</p> <p>The predetermination shall be completed by a professional archaeologist and submitted to the Department of Archaeological and Historic Preservation (DAHP) for their review and approval. As part of a counter complete development application, the applicant shall submit proof via an e-mail confirmation or other conclusive method that the DAHP has received the site-specific document for review. Any DAHP required additional archaeological studies that result from the predetermination shall be completed, and proof shall be submitted that the DAHP has received the study prior to the submittal of a development application.</p>

## Process Summary

Category	Findings
1. Submittal Requirements	<p>The following list of applications must be submitted in order for the subject development proposal to be considered Counter Complete:</p> <ol style="list-style-type: none"> <li>a. Type III, Conditional Use Permit</li> <li>b. Type II Site Plan Review</li> <li>c. SEPA review</li> <li>d. DE Master Application (if Road Mod)</li> <li>e. Wetland Determination</li> <li>f. Type I Wetland Permit</li> </ol> <p>The items listed below will not be required in order for the application to be determined Counter or Fully Complete because they are not applicable or are not required given the specifics of the development proposal:</p> <ol style="list-style-type: none"> <li>a. Legal Lot Determination</li> </ol> <p>The additional submittal items listed below will be required given the specifics of the development proposal and site. These items will be required in order for the application</p>

Category	Findings
	<p>to be determined Counter Complete.</p> <ul style="list-style-type: none"> <li>a. Current Property Deed</li> <li>b. Proof of submitting Archaeological Predetermination to DAHP</li> <li>c. Request for Utility Review (Clark Public Utilities)</li> <li>d. Request for Utility Review (Clark Regional Wastewater District)</li> <li>e. Development Review Evaluation (CCPH)</li> <li>f. Transportation Plan</li> <li>g. Circulation Plan</li> <li>h. Stormwater Plan and TIR</li> <li>i. Sight Distance Certification</li> <li>j. Road Mod Narrative (if applicable)</li> </ul>
<p>2. Preliminary Review Process for Type II, II-A and III Applications</p>	<p>A detailed outline of the preliminary review process is included in the Clark County Code in 40.520.010 for Type II applications, 40.520.202 for Type II-A applications and 40.520.030 for Type III applications. In addition to the process outlined in the code, an “Early Issues Meeting” is held within 30 days of the application being determined fully complete. This provides the opportunity for staff and the applicant to discuss the application and identify possible plan review issues. Within a few days of this meeting, the applicant will be notified in writing or by email of the findings and whether there is any need for additional information or supplemental applications (e.g., road modification).</p> <p>For Type III applications, a public hearing date is assigned when the application is deemed fully complete. 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.</p> <p>Once contacted, the applicant will have 14 days to submit any requested information and/or supplemental applications. Please note: supplemental applications will not be accepted beyond this 14-day submittal deadline unless an application hold, with payment of fee, is approved.</p> <p>Based on the proposed use, staff believes it is appropriate to process the application as a Type III, which includes a public hearing.</p>
<p>3. Project vesting status</p>	<p>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 the Pre-Application Conference Report.</p> <p>This pre-application conference application was not sufficiently complete to qualify for contingent vesting pursuant to CCC 40.510.020(G) or 030(G) as applicable, because the pre-application submittal was missing the following:</p> <ul style="list-style-type: none"> <li>1. Dimensioned Plans</li> <li>2. Conceptual Stormwater Plans</li> </ul> <p>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.</p>

Category	Findings
	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.
4. Additional Information	<p>Many application(s) can be submitted on-line at <a href="https://clark.wa.gov/community-development/clark-county-land-management-system">https://clark.wa.gov/community-development/clark-county-land-management-system</a> or in person at:</p> <p>Permit Center Public Service Center 1300 Franklin Street, first floor Vancouver, WA 98660</p> <p>Phone: 564.397.2375 Email: <a href="mailto:landusereview@clark.wa.gov">landusereview@clark.wa.gov</a> Web: <a href="http://www.clark.wa.gov/development">www.clark.wa.gov/development</a></p> <p>For informational handouts with submittal requirements for development applications, please visit our website at <a href="http://www.clark.wa.gov/development">www.clark.wa.gov/development</a> For additional information about the next steps in the development and building process, please visit the county web pages listed below. Final construction plan review and development inspections: <a href="http://www.clark.wa.gov/publicworks/engineering/index.html">www.clark.wa.gov/publicworks/engineering/index.html</a> Building permits: <a href="http://www.clark.wa.gov/development/fees/building.html">www.clark.wa.gov/development/fees/building.html</a></p>
5. Attachments	<p>a. Proposed plan b. Fee estimate c. Copy of MZR2005-00087</p>

### 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](http://www.clark.wa.gov/publicworks/engineering/index.html)

Building permits:

[www.clark.wa.gov/development/fees/building.html](http://www.clark.wa.gov/development/fees/building.html)

Application(s) can be submitted at:

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

For informational handouts with submittal requirements for development applications, please visit our website at [www.clark.wa.gov/development](http://www.clark.wa.gov/development). For additional information about

the next steps in the development and building process, please visit the county web pages listed below.

Final construction plan review and development inspections:

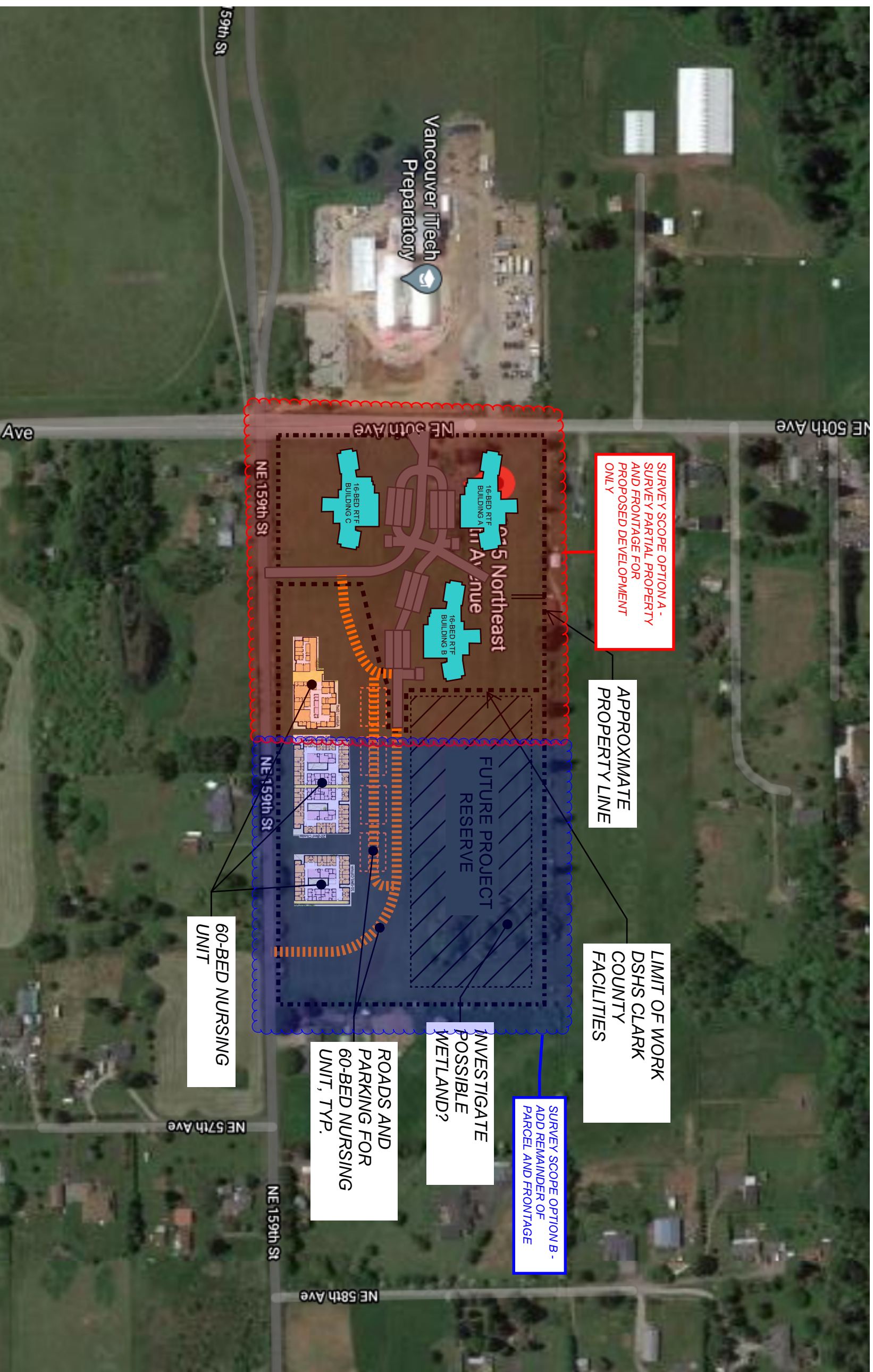
[www.clark.wa.gov/publicworks/engineering/index.html](http://www.clark.wa.gov/publicworks/engineering/index.html)

Building permits: [www.clark.wa.gov/development/fees/building.html](http://www.clark.wa.gov/development/fees/building.html)



# Conceptual Site Layout

POTENTIAL NEW SITE





**CLARK COUNTY**  
WASHINGTON

**COMMUNITY DEVELOPMENT**  
LAND USE REVIEW

# Pre-Application Conference Fee Sheet

PAC-2020-00491

DSHS – 48 Bed Behavioral Health Community

*Working together. Securing your safety. Protecting your investment.*

## Fee Estimate

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 Fully Complete.

A \$632 application submittal fee is required for the application to be considered counter complete. During fully complete review, staff will confirm whether the fees listed are accurate based on the application and provide the applicant a final list of fees due prior to a fully complete determination.

## Land Use Review

	Application	Base Fee	Issuance Fee
<input type="checkbox"/>	<b>Conditional Use Permit</b> CUP alone	\$5,678	\$53
<input checked="" type="checkbox"/>	CUP with Site Plan Review application	\$2,839	\$53
<input checked="" type="checkbox"/>	Add for public hearing, if required	\$1,490	
<input checked="" type="checkbox"/>	<b>SEPA</b> Project review	\$1,222	\$53
<input type="checkbox"/>	Non-projects (includes annual review applications)	\$1,987	\$53
<input type="checkbox"/>	EIS review	Cost recovery	\$53
<input type="checkbox"/>	<b>Site Plan Review</b> Type I base fee for up to 20 lots or up to 10,000 s.f.	\$1,621	\$94
<input checked="" type="checkbox"/>	Type II base fee for up to 20 lots or up to 10,000 s.f.	\$4,033	\$94
	<b>Per lot/square foot charges ( Type I and II)</b>		
<input type="checkbox"/>	Residential-fee per unit for 21 units and greater	\$30	N/A
<input type="checkbox"/>	Commercial/Industrial etc.-fee per building square foot for 10,001 square feet to 50,000 square feet	\$0.10	N/A
<input checked="" type="checkbox"/>	Commercial/Industrial etc.-fee per building square foot for 50,001 square feet and greater	\$0.05	N/A
<input type="checkbox"/>	Unoccupied commercial or utility structure	\$2,429	\$94
<input type="checkbox"/>	Binding site plan stand alone	\$3,379	\$94
<input type="checkbox"/>	Binding site plan, if combined with site plan	\$1,621	N/A
<input type="checkbox"/>	60-day/concurrent review process (in addition to site plan review fees)	\$800	N/A

## Development Engineering

	Application	Base Fee	Issuance Fee
<input checked="" type="checkbox"/>	<b>Road Modification</b> Technical road modification	\$1,200	\$53
<input type="checkbox"/>	Major road modification	\$1,559	\$53

Public Service Center  
1300 Franklin St., Vancouver, WA 98660  
564.397.2375 devserv@clark.wa.gov  
www.clark.wa.gov/community-development

For other formats, contact the Clark County ADA Office  
Voice: 564.397.2322  
Relay: 711 or 800.833.6388 Fax: 564.397.6165



	Application	Base Fee	Issuance Fee
<input type="checkbox"/>	Minor Road Deviation (stand alone)	\$250	
<input checked="" type="checkbox"/>	<b>Site Plan Review</b> Types I, II, and III	\$2,743	\$94
<input type="checkbox"/>	Unoccupied commercial and utility structures	\$601	\$94
<input type="checkbox"/>	Hwy 99 Subarea reviews	add 25%	N/A
<input type="checkbox"/>	Fast lane review	\$2,743	N/A
<input type="checkbox"/>	60-Day Review	standard fees	N/A

**Wetland and Habitat Review**

	Application	Base Fee	Issuance Fee
<input checked="" type="checkbox"/>	<b>Pre-Determination/Determination Concurrent with Permit Review</b> Standard determination (up to 40 acre site)	\$371	\$53
<input type="checkbox"/>	Additional fee if both WEB and HAB determinations are combined	\$186	N/A
<input type="checkbox"/>	Mapping Error Review only	Free	N/A
<input type="checkbox"/>	Large/lineal/multi-site projects (sites over 40 acres in size or multiple non-contiguous sites) See ES staff prior to applying.	Cost recovery	\$53
<input checked="" type="checkbox"/>	<b>Site Inspection</b> (including re-inspection)	\$288	N/A
<input type="checkbox"/>	<b>Stormwater Review</b> (Wetland Protection)	\$439	N/A
<input checked="" type="checkbox"/>	<b>Type I Permit Reviews</b> First HAB or WET permit review (with valid determination)	\$658	\$53
<input type="checkbox"/>	Additional fee if both WET and HAB determinations are combined	\$371	N/A
<input type="checkbox"/>	<b>Type II and III Permit Reviews</b> First HAB or WET permit review (with valid determination)	\$1974	\$53
<input type="checkbox"/>	Additional fee if both WET and HAB determinations are combined	\$987	\$N/A
<input type="checkbox"/>	<b>Land Use Application Submittal Fee</b>	\$42	N/A

**Forestry (Public Works)**

	Application	Base Fee	Issuance Fee

**Fire Marshal**

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

# DEVELOPMENT REVIEW DECISION AND ABBREVIATED STAFF REPORT



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**Case Number:**

MZR2005-00087  
Lot Determination

**Applicant:**

Peter B. James  
405 W. 13<sup>th</sup> Street  
Vancouver, WA 98660

**Owner:**

George E. Brockmann  
16015 NE 50<sup>th</sup> Avenue  
Vancouver, WA 98686

**Request:** Determine whether tax lot is a legal lot of record.

**Location:**

16015 NE 50<sup>th</sup> Avenue

**Serial Numbers:**

Tax lot 10 (195925-000) located in the SW ¼ of Section 18, Township 3 North, Range 2 East of the Willamette Meridian

**Comprehensive Plan Designation:**

EC

**Zoning Designation:**

UH-20

**Applicable Ordinances:** CCC 40.520.010 and current and past platting and zoning laws.

**Clark County Staff Contact:** Dan Carlson, Planner II

**Determination:** The subject tax lot is **THREE** legal lots of record.

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**Planner's Initials:** \_\_\_\_\_ **Date:** May 31, 2005

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**Timelines:**

This application was submitted and determined to be fully complete on May 10, 2005. Clark County Code 40.510.010(C) requires that a decision on a Type I application be issued within 21 days from a fully complete determination. Therefore, the County Code requirement for issuing a decision within 21 days lapses May 31, 2005.

**Analysis:**

1. A legal lot of record is a lot which was in compliance with both the platting, if applicable, and zoning laws in existence when the parcel was originally created or segregated, or which is otherwise determined to be consistent with the criteria of CCC 40.520.010. Owners of such lots shall be eligible to apply for building permit or other County development review, pursuant to County code.
2. The three lots shown on the attached survey (Exhibit "A") were created by the recording of that survey on February 13, 1981. At that time the zoning was RR, which had a minimum lot size of 2.5 acres. All three lots met that requirement and until April 19, 1993 the creation of lots 5 acres or larger was exempt from state and local platting laws. Therefore, tax lot 10 is considered THREE legal lots of record.

**Determination:**

Based upon this review, staff concludes that the subject tax lot was created in compliance with platting and zoning laws and is recognized as a legal lot of record.

1. Nothing in this decision shall be construed to permit violation of regulations for any other requirements not mentioned in this report.
2. This determination is based upon the Platting and Zoning Codes in effect when this request was submitted to the County and does not cover matters of record or survey not received.
3. This determination does not cover the issuance of a building permit, which is subject to further review.

*The Development Services Manager reserves the right to develop a complete written report and findings of fact regarding this decision, if appealed.*

An appeal of any aspect of this decision must be filed with the Department of Community Development within 14 calendar days after written notice of the decision is mailed. The letter of appeal shall contain the following information:

1. The case number designated by the County and the name of the applicant; and
2. The name and signature of each petitioner and a statement showing that each petitioner is entitled to file an appeal as described under Section 40.510.010(E) of the Clark County Code. If multiple parties file a single petition for review, the petition shall designate one party as the contact representative with the Development Services Manager. All contact with the Development Services Manager regarding the petition, including notice, shall be with this contact representative; and
3. The specific aspects(s) of the decision being appealed, the reasons why each aspect is in error as a matter of fact or law, and the evidence relied on to prove the error.

Lot Determination  
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A fee of **\$1,097** must accompany the appeal. Submit the appeal request and fee to the Development Services Application Counter, between 8:00 a.m. and 4:30 p.m., Monday through Friday, except Wednesday where the hours are 10:00 a.m. to 4:30 p.m., at the address below:

Appeal to the Clark County Hearings Examiner  
Department of Community Development  
1300 Franklin Street/P.O. Box 9810  
Vancouver, WA 98666-9810

Attachments: Exhibit "A" – Recorded Survey

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