

# Type II Site Plan and Environmental Review Staff Report and Decision

**Project Name:** U-HAUL HAZEL DELL

**Case Numbers:** PSR2015-00031, SEP2015-00037

**Location:** 713, 805, and 809 NE 82<sup>nd</sup> Street

**Request:** The applicant is requesting site plan review to construct a 4-story building with 24,096 square feet footprint for a total 61,701 square feet. The building will be used as a self-storage facility and for warehousing U-Haul trailers. The approximately 1.32-acre development site comprises 3 tax lots in the General Commercial (GC) zoning district.

It is located in the Highway 99 Form Base Overlay Zoning District, also known as Appendix F of Clark County Code in the Totem Town Center Subarea.

**Applicant:** Amerco Real Estate  
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**Property Owner:** Amerco Real Estate  
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**Decision**  
**Approved subject to Conditions of Approval**  
**Permit Services Manager's Initials:**  **Date issued: November 25, 2015**

Revised 5/9/13



Community Development  
1300 Franklin Street, Vancouver, Washington  
Phone: (360) 397-2375 Fax: (360) 397-2011  
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For an alternate format, contact the Clark County ADA Compliance Office:  
Phone: (360)397-2322  
Relay: 711 or (800) 833-6384  
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## County Review Staff

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Concurrency Engineer	David Jardin	4354	David.jardin@clark.wa.gov

**Comp Plan Designation:** General Commercial (GC)

**Parcel Number(s):** Tax Lot 54 (145275-000), Tax Lot 45 (145266-000) and Tax Lot 58 (145279-000), located in the SE ¼ of Section 03, Township 2 North, Range 1 East, of the Willamette Meridian.

### Applicable Laws

Clark County Code (CCC) Chapter: 15.12 (Fire), 40.230.010 (Commercial Districts, GC), 40.340 (Parking), 40.350 (Transportation), 40.360 (Solid Waste), 40.370 (Sewer & Water), 40.385 (Stormwater & Erosion Control), 40.610 (Impact Fess), 40.570 (SEPA), Appendix F (Highway 99 Overlay District Standards), 40.520.040 (Site Plan Review), 40.320 (Landscaping), 40.500 (Procedures), 40.500 (Procedures), 40.510.020 (Type II Process),

### Neighborhood Association and Contact

NE Hazel Dell Neighborhood Association  
 Laurel Collins, Vice President  
 2312 NE 94th Street  
 Vancouver, WA 98665  
 Phone: (360) 314-4771; E-mail: [laurelo90807@gmail.com](mailto:laurelo90807@gmail.com)

### Vesting

An application is reviewed against the subdivision, zoning, transportation, stormwater and other land development codes in effect at the time a fully complete application for preliminary approval is submitted. If a pre-application conference is required, the application shall earlier contingently vest on the date the fully complete pre-application is filed. Contingent vesting requires that a fully complete application for substantially the same proposal is filed within 180 calendar days of the date the county issues its pre-application conference report.

A pre-application conference on this matter was waived on June 4, 2015. A pre-application conference waiver does not contingently vest an application. Therefore, there are no disputes regarding vesting in this application.

### **Time Limits**

The application was determined to be fully complete on September 3, 2015. The code requirement for issuing a decision within 78 days lapses on November 20, 2015. The state requirement for issuing a decision within 120 calendar days lapses on January 1, 2016.

### **Public Notice**

Notice of application and likely SEPA Determination of Non-Significance (DNS) was mailed to the applicant, NE Hazel Dell Neighborhood Association and property owners within 300 feet of the site on October 1, 2015. A revised likely SEPA notice was sent to public agencies and tribes for comments on October 5, 2015.

### **Public Comments**

The County received SEPA comments from the Southwest Clean Air Agency, Exhibit 11; State of Washington Department of Ecology, Exhibit 12; State of Washington Department of Archaeology and Historic Preservation, Exhibit 13; and Cowlitz Indian Tribe, Exhibit 14.

### **Project Overview**

The project site comprises 3 tax parcels of approximately 1.36 acres zoned General Commercial (GC). It is also located within the Highway 99 Overlay District known as the Totem Town Center and identified as the general commercial area. The GC zoning district permits several uses outright, conditionally or by review and approval. CCC Table 40.230.010-1 (5) (g) permits “vehicle rental or repair including auto, truck, trailer, boat, and recreational vehicles located entirely within an enclosed building including outside storage or repair in the GC zoning district.”

The project site is used as an extension of the U-Haul storage area. There are six (6) buildings on the site, which comprise two (2) single-family houses and four (4) other structures used as barns, or sheds. These single-family houses and other structures will be demolished during the site’s development. The applicant will be granted impact fees waivers for the 2 single-family houses.

The applicant proposes to construct a new 4 story building with a footprint of 24,096 square feet. The total area of the 4 story building will be 61,701 square feet when the construction is completed. The building will be used as a self-storage facility and for warehousing U-Haul vehicles and travel trailers. The proposed use is permitted in the GC zoning district [per CCC Table 40.230.010-1 (Uses), Subsection (5) (g)].

Table 1 below describes the comprehensive plan designation, current zoning and land use on the development site and the surrounding properties:

**Table 1: Comprehensive Plan, Zoning and Current Land Use**

Compass	Comp Plan	Zoning	Current Land Use
Site	General Commercial (GC)	GC	The existing conditions plan shows that the site has 6 structures, made up of 2 single-family houses, 4 other buildings (possibly once used as barns) and a 153 square foot shed. The property is used to store U-Haul trailers and vehicles.
North	GC	GC	NE 82 <sup>nd</sup> Street and single-family housing on small lots.
South	GC	GC	Various commercial activities.
East	GC	GC	U-Haul trailer and vehicle storage.
West	GC	GC	I-5 Freeway and some commercial establishments.

The USDA Soil Conservation Service, *Soil Survey of Clark County, Washington, 1972*, classifies the soils at this site as those of Gee silt loam (GeB), Hillsboro silt loam (HoB) and Odnes silt loam (OdB) on slopes ranging from zero to 8 percent. Maps from Clark County’s GIS Mapping System show that the parcel contains hydric soils, which is indicative of the presence of wetlands that are no longer present on the site.

The property is located within the urban growth area (UGA) of the City of Vancouver. It is situated in an area served by Clark County Fire District 6 and Vancouver School District and Parks Improvement District 8. It is located within Hazel Dell Traffic Impact Fees District. Clark Public Utilities and Clark Regional Wastewater District provide potable water and sewer services in the area, respectively.

**Staff Analysis**

Staff first analyzed the proposal in light of the 16 topics from the Environmental Checklist (see list below). The purpose of this analysis was to identify any potential adverse environmental impacts that may occur without the benefit of protection found within existing ordinances.

- |                                 |  |
|---------------------------------|--|
| 1. Earth                        | 9. Housing                             |
| 2. Air                          | 10. Aesthetics                         |
| 3. Water                        | 11. Light and Glare                    |
| 4. Plants                       | 12. Recreation                         |
| 5. Animals                      | 13. Historic and Cultural Preservation |
| 6. Energy and Natural Resources | 14. Transportation                     |
| 7. Environmental Health         | 15. Public Services                    |
| 8. Land and Shoreline Use       | 16. Utilities                          |

Staff then reviewed the proposal for compliance with applicable code criteria and standards in order to determine whether all potential impacts will be mitigated by the requirements of the code.

Staff's analysis also reflects review of agency and public comments received during the comment period, and knowledge gained through a site visit.

**Major Issues**

Only the major issues, errors in the development proposal, or justification for any conditions of approval are discussed below. Staff finds that all other aspects of this proposed development comply with the applicable code requirements and, therefore, are not discussed below.

**LAND USE**

Finding 1

This 1.32 acre property is currently being used to store U-Haul trailers and moving vehicles / trailers. Clark County records show that the County approved a sign permit for U-Haul Tax Lot 145274-0000n December 9, 2010. U-Haul type of business, which includes self-storage facility and warehousing moving vehicles / trailers are outright permitted uses in the GC zoning district [per CCC Table 40.230.010-1 (Uses), Subsection (5) (g)].

The applicant proposes to construct a 4 story structure with a building footprint of 24,096 square feet. The 4 story building will have a total floor area 61,701 square feet when the building is completed.

Phasing

The site plan is not proposed as a phased development.

Commercial Development Standards

Finding 3

Table 40.230.010-2 (Lot Requirements) does not show that the GC zone has a minimum lot area, minimum lot width and minimum lot depth. Table 40.230.010-3 (Setbacks, Lot Coverage and Building Height), however, provides the following standards regarding the setbacks, lot coverage and building height in the GC zoning district:

<b>Table 2: Table 40.230.010-3 (Setback, Lot Coverage and Building Height)</b>	
Zoning	GC
Minimum setbacks	Pursuant to buffering and screening standards contained in Chapter <u>40.320</u> , Table 40.320.010-1.
Minimum setbacks adjacent to residential district	Pursuant to the screening and buffering standards contained in Chapter <u>40.320</u> , Table 40.320.010-1, plus an additional 1/2 foot for each foot the building exceeds 20 feet in height to a maximum setback requirement of 40 feet. Buildings in excess of 20 feet may be stepped.
Maximum lot coverage	Maximum determined by compliance with screening and buffering standards contained in Chapter <u>40.320</u> , Table

	40.320.010-1, the Stormwater and Erosion Control Ordinance (Chapter 40.385), and all other applicable standards.
Maximum building height	None

Staff finds that as specified, the proposed site plan can comply with the minimum setback, lot coverage and building height standards in Table 40.230.010-3; except as modified by the standards in Appendix F, form based code. Staff finds further that the proposed site design, when implemented, can comply with the minimum standards in the 99 Totem Town Center and the activity center overlay, which permits a maximum building height of 6 stories.

The site is situated westerly of Highway 99 and immediately south of NE 82<sup>nd</sup> Street. The street frontage standard in the form based code may require some departures. Staff finds as follows:

1. NE 82<sup>nd</sup> Street dead-ends westerly at the fence that separates I-5 Freeway from NE 82<sup>nd</sup> Street; and then turns sharply north to intersect NE 8<sup>th</sup> Avenue. Except for the two or three single dwellings situated on the north side of NE 82<sup>nd</sup> Street, the street is not a heavily traveled roadway. Section 3.2 provides a design standard and examples for permitted store frontage types in activity centers. The building placement and setbacks are discussed in Section 4.2. Staff finds and concludes that the site plan, Sheet C21, and the location of the building footprint could meet these standards, if implemented as proposed.
2. Staff finds that the side yard setbacks to the east, south and west could meet the required setback standard in Section 4.2 of the form based code, if implemented as proposed.
3. The proposed building fronts NE 82<sup>nd</sup> Street. The proposed site plan does not show any parking space proposed in front of the building. Staff finds that the development can comply with this standard if implemented as proposed.
4. The proposed building elevation plan, Sheet E1, does not show that the building design incorporates adequate transparency standards for activity overlay center overlay in the form based code, (see Appendix F, Section 3.2 Permitted Frontage Types). Building design is an integral part of the Highway 99 form based code review standards. Staff finds that the vehicle storage and warehouse building is not a store front structure; and therefore, the type of structural transparency required of a store front building will be difficult to achieve. There is a need for departure from the Highway 99 structural transparency standards for the proposed U-Haul building because:
  - i. The proposed building does not abut Highway 99;
  - ii. The proposed building fronts NE 82<sup>nd</sup> Street, which dead-ends at the I-5 Freeway fence to the west, and then turns northerly into NE 8<sup>th</sup> Avenue;
  - iii. The building foot print provides some glass features but much transparency may not be suitable for a storage and warehouse facility and structure;
  - iv. Therefore, a departure is warranted and the building foot print is acceptable as long as it could comply with the applicable sections of the International Building

and Fire Code sections adopted by Clark County. This finding does not require a condition of approval.

#### Site Plan Review Standards

##### Finding 4

##### Approval Criteria:

CCC 40.320.010 provides landscaping and screening standards on private property. Perimeter landscaping requires native trees of a suitable nature planted 30 feet to the center. The standards also require three or four shrubs to be planted between the trees, and the provision of appropriate ground cover (or grass). The zoning on the abutting property to the development site determines the required landscaping type and buffer width.

##### Finding 5

The proposed development must provide the following buffers and landscaping schemes (per Table 40.320.010-1):

- a. On the north, the required landscaping is L2 within a 10 foot buffer;
- b. On the south, the required landscaping is L1 within a 5 foot wide buffer;
- c. On the east, the required landscaping is L1 within a 5 foot wide buffer; and,
- d. On the west, the required landscaping is L2 within a 10 foot buffer or maintain existing fence and landscaping.

Staff finds that the applicant has proposed adequate landscaping along the site's frontage on NE 82<sup>nd</sup> Street. The proposed landscape plan is adopted in this report as Exhibit 2. Staff finds that the proposed landscaping plan complies with the minimum screening standard in Table 40.230.010-1 as well as the front street design standards in the form based code, Appendix F of Clark County Code, especially for the areas identified Totem Town Center activity center.

The landscaping calls for some departures because this development is a storage building for self-service storage and U-Haul trailers and vehicles. Staff finds that the required landscaping scheme can be achieved if adequate sidewalk improvements on NE 82<sup>nd</sup> Street as provided for in Section 3.3 Storefront Standards in the form based code, Appendix F. Therefore, staff adopts the proposed landscape plan, Sheet L2.1, and attaches the same to the staff report as Exhibit 2 for implementation as proposed.

#### Off-Street Parking, Handicapped Parking and Pedestrian Circulation

##### Finding 6

The proposed site plan provides 6 off street parking stalls for the attendant and customers. The U-Haul storage facility is not a heavy traffic generator. Therefore, staff finds that the number of parking spaces provided is adequate.

Staff finds that the applicant has identified a handicapped parking space in front of the proposed building. The location and siting of the handicapped parking space can comply with the minimum standard CCC 40.340.010 (B) (6) and Table 1106-1, International Building Code (IBC), 2012, if implemented as designed. Therefore, this standard is met and no additional condition is required.

The parking area must be paved per CCC 40.340.010 (A) (8). The applicant shall provide wheel curbs to prevent vehicles from overhanging onto the walkway in front of the building. [See CCC 40.340.010 (B)] (See Land Use Condition A-1a)

The proposed site plan also provides pedestrian circulation design at 2 locations. On the east side, a pedestrian walkway connects the proposed building to NE 82<sup>nd</sup> Street. Therefore, this standard is met.

### Solid Waste Disposal

#### Finding 7

The applicant will need to revise the site plan to provide a solid waste disposal area as an enclosure (per CCC 40.360.020 (C) (2) (d) which requires 4 square feet of storage space per 1,000 square feet of floor area. The proposed 61,701 square feet vehicle and travel trailer warehouse building would have required (4 x 61.701) ~~247~~ square feet<sup>1</sup> of solid waste storage area. The applicant, however, upon receiving the draft decision from staff explains that U-Haul usually has a trash compactor placed within the building and brings the compactor out on trash pick-up days. Staff finds this option acceptable provided that the approximate location of the trash compactor in the building is identified in the conceptual site plan. (See Condition A-1b)

### Outdoors Lighting

#### Finding 8

The applicant submitted a lighting plan for outdoor lighting on the development site. Outdoors lighting in the parking lot shall be consistent with RCW 47.36.180 standards for lighting near public roadways, and shall not cast significant light or glare off-site on adjacent properties, especially on NE 82<sup>nd</sup> Street to the north, I-5 Freeway to the west and NE 99<sup>th</sup> Highway to the east (per CCC 40.3

Therefore, the proposed lighting on the parking lot shall be installed in a manner that it minimizes significant light and glare from being cast off-site on adjacent properties, especially on NE 82<sup>nd</sup> Street to the north, I-5 Freeway to the west, and NE Highway 99 Street to the southeast, prior to occupancy permit issuance. (See Condition H-1)

### Loading Berth

#### Finding 9

Table 40.340.010-1 provides commercial, industrial and public utility buildings that have gross floor area of between 25,000 to 50,000 square feet or more shall provide 2 loading and unloading berths. For each additional 50,000 or each fraction thereof, the applicant shall provide 1 additional berth. In this case, the required loading berth would be three (3).

Given the nature of the business, however, the applicant is providing one (1) loading and off-loading berth on the west side of the property. Staff finds that the proposed loading and off-loading berth is adequate for the project. No additional condition is required.

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<sup>1</sup> Fractions are rounded up.

## **Conclusion (Land Use)**

Staff concludes that the proposed preliminary site plan complies with the applicable sections of Clark County Code section, if implemented as proposed.

## **ARCHAEOLOGY**

### Finding 1

The applicant has submitted an archaeological pre-determination to the State Department of Archaeology and Historic Preservation (DAHP) prior to submittal of the application.

The DAHP concurs with the recommendation of the pre-determination that no additional studies are necessary; however, a note on the final construction plans will require that if resources are discovered during ground disturbance, work shall stop and DAHP and the county will be contacted. (See Tab 14 in the Submittal Package) (See Condition A-2a)

## **Conclusion**

Staff finds that the proposed preliminary plan, subject to conditions identified above, meets archaeology requirements of the Clark County Code.

## **TRANSPORTATION**

NE 82<sup>nd</sup> Street

### Finding 1

NE 82<sup>nd</sup> Street is classified as an Urban Commercial/Industrial Storefront roadway. The applicant is responsible for 32.5 feet of half-width right-of-way dedication and construction of 20-foot half-width roadway with curb/gutter per Standard Drawing 11 in addition to a minimum-width sidewalk in accordance with Highway 99 Overlay District Standards. (See Condition A-3a)

Sight Distance

### Finding 2

The approval criteria for sight distances are found in CCC 40.350.030(B)(8). This section establishes minimum sight distances at intersections and driveways. Vegetation, utility poles, and miscellaneous structures will not be allowed to impede required sight distance requirements at all proposed intersections and driveway approaches.

The applicant's engineer shall delineate sight distance triangles on the final construction plans for the driveways onto NE 82<sup>nd</sup> Street for compliance with the Clark County sight distance requirements. (See Condition A-3b)

## **Conclusion (Transportation):**

Staff concludes that the proposed preliminary plan, subject to the condition identified above, meets the transportation requirements of the Clark County Code.

## **STORMWATER**

### Stormwater Applicability

#### Finding 3

The provisions of Clark County Code Chapter 40.385 shall apply to all new development, redevelopment, and drainage projects consistent with the Stormwater Management Manual for Western Washington (SMMWW) as modified by CCC 40.385 and the county's stormwater manual. The proposed project triggers stormwater Minimum Requirements 1-10. (See Condition A-6a)

### Stormwater Proposal

#### Finding 4

The applicant's engineer has provided a preliminary stormwater report, dated July 10<sup>th</sup> 2015, prepared by Mackenzie Engineering. The report states that water quality will be accomplished by Filterra Units and quantity control shall be accomplished by detention in Stormtech Chambers. The Filterra System shall be capable of providing enhanced treatment since the runoff from the site will be discharged into a fish-bearing stream. (Condition A-6b)

The report indicates, the stormwater overflow discharges to a drainage-way located on the adjacent property. The drainage-way discharges to a culvert that directs stormwater west under I-5 and ultimately to Cougar Creek. The offsite stormwater from the public improvements on NE 82<sup>nd</sup> Street will be discharged to the existing system within the NE 82<sup>nd</sup> Street right-of-way. (See Condition A-6c)

The applicant's geotechnical engineer has tested the existing soil. The soil infiltration rates are very low and the groundwater is from 3.3 feet to 16.8 feet below the ground surface. Due to the fact the groundwater is so high, the applicant will be required to place an impermeable liner around the entire Stormtech Chamber detention system to ensure that groundwater does not mix with the site's stormwater and groundwater does not reduce the system's detention capacity. (See Condition A-6d)

Stormwater facilities will be privately owned and maintained.

### **Conclusion (Stormwater):**

Staff concludes that the proposed preliminary stormwater plan, subject to the condition above, is feasible. Therefore, the requirements of the preliminary plan review criteria are satisfied.

## **TRANSPORTATION CONCURRENCY**

### Trip Generation

#### Finding 1

County concurrency staff has reviewed the proposed U-Haul Hazel Dell revised traffic study dated October 2015 prepared by Heath & Associates, Inc., along with the project narrative dated September 4, 2015 prepared by Mackenzie.

The proposed mini-storage development will be constructed on three parcels located south of NE 82<sup>nd</sup> Street and west of NE Highway 99. The applicant's traffic study has estimated the weekday a.m. peak-hour trip generation at 9 new trips, the p.m. peak-hour trip generation of 14 new trips and an average daily trip (ADT) generation of 136 trips.

The trip generation was estimated using the nationally accepted data published by the *Institute of Transportation Engineers Ninth Edition*.

The applicant has submitted a traffic study under the provisions of Clark County Code section 40.350.020 (D)(1).

#### Site Access

##### Finding 2

Traffic conditions are usually expressed using a scale that quantifies the ability of a facility to meet the needs and expectations of the driver. This scale is graded from A to F and is referred to as level-of-service (LOS). A driver who experiences an LOS A condition would expect little delay. A driver who experiences an LOS E condition would expect significant delay, but the traffic facility would be just within its capacity to serve the needs of the driver. A driver who experiences an LOS F condition would expect significant delay with traffic demand exceeding the capacity of the facility with the result being growing queues of traffic.

Level of service (LOS) standards is not applicable to accesses that are not regionally significant; however, the LOS analysis provides information on the potential congestion and safety problems that may occur in the vicinity of the site.

The applicant's narrative indicates that access to the proposed development will come from NE 82<sup>nd</sup> Street, an Urban Commercial/Industrial Storefront roadway. Vehicles will then travel east on NE 82<sup>nd</sup> Street to the arterial/collector road network at the intersection of NE 82<sup>nd</sup> Street/NE Highway 99.

The applicant's plan shows that there are two 35-foot wide commercial driveways proposed for access to NE 82<sup>nd</sup> Street. The eastern driveway will accommodate passenger vehicle access and parking. The western driveway appears to accommodate commercial truck access and loading facilities.

The study shows that the intersection of NE 82<sup>nd</sup> Street/NE Highway 99 will operate at a LOS C, or better, in the 2016 buildout horizon. The study also shows that this LOS was evaluated under the weekday a.m. and p.m. peak hour traffic conditions. County Staff concurs with the applicant's findings.

#### Concurrency Compliance

##### Finding 3

The proposed development is required to meet the standards established in CCC 41.350.020(G) for corridors and intersections of regional significance within 1 miles of the proposed development. Typically, the County's transportation model is used to determine what urban area developments are currently being reviewed, approved, or are under construction and in the vicinity of the proposed development. The traffic these developments generate is referred to as "*in-process traffic*" and will ultimately contribute to the same roadway facilities as the proposed development. This "*in-process traffic*" is used to evaluate and anticipate area growth and its impact on intersection and roadway operating levels with and without the proposed development, helping to determine if roadway mitigation necessary to reduce transportation impacts.

### Signalized Intersections

The County's model evaluated the operating levels, travel speeds and delay times for the regionally significant signalized intersections. This analysis showed that individual movements during peak hour traffic conditions had approach delays that did not exceed the maximum 240 seconds, or 2 cycles, of delay in the build-out year.

Therefore, County Staff has determined that this development will comply with adopted Concurrency standards for signalized intersections.

### Unsignalized Intersections

County Staff has evaluated the operating levels and standard delays represented in the County's model. The County's model yielded operating levels and standard delay times with a LOS better than the minimum allowable LOS E for unsignalized intersections.

The County has determined that this development can comply with adopted Concurrency Standards for unsignalized intersections.

### Concurrency Corridors

Evaluation of the concurrency corridor operating levels and travel speeds represented in the County's model yielded operating levels and travel speeds with an acceptable level of service.

### Summary

The County has determined that this development can comply with adopted Concurrency Standards for corridors, signalized and unsignalized intersections under County jurisdiction.

### **SAFETY:**

Where applicable, a traffic study shall address the following safety issues:

- Traffic signal warrant analysis,
- Turn lane warrant analysis,
- Crash history analysis,
- Roadside safety (clear zone) evaluation,
- Vehicle turning movements, and
- Any other issues associated with highway safety.

Mitigation for off-site safety deficiencies may only be a condition of approval on development in accordance with CCC 40.350.030(B)(6) The code states that "nothing in this section shall be construed to preclude denial of a proposed development where off-site road conditions are inadequate to provide a minimum level of service as specified in Section 40.350.020 or a *significant* traffic or safety hazard *would be caused or materially aggravated* by the proposed development; provided, that the applicant may voluntarily agree to mitigate such direct impacts in accordance with the provisions of RCW 82.02.020."

### Turn Lane Warrants

#### Finding 4

Turn lane warrants are evaluated at unsignalized intersections to determine if a separate left or right turn lane is needed on the uncontrolled roadway.

The submitted traffic study indicated that there is currently a northbound left-turn lane at the intersection of NE 82<sup>nd</sup> Street/NE Highway 99; therefore, the applicant's study concluded that no additional analysis or mitigation was necessary. Staff concurs with the applicant's findings.

#### Historical Accident Situation

##### Finding 5

The intersection crash rates, at the intersection of NE 82<sup>nd</sup> Street/NE Highway 99 do not exceed thresholds that would warrant additional analysis. Therefore, no additional analysis/mitigation is required.

#### Roadside Safety (*Clear Zone*) Evaluation

##### Finding 6

The *Institute of Transportation Engineers (ITE) Traffic Engineering Handbook 6<sup>th</sup> Edition*, states that "The *clear roadside concept*...is applied to improve safety by providing an un-encumbered roadside recovery area that is as wide as practical..." Further, this concept "allows for errant vehicles leaving the roadway for whatever reason and supports a roadside designed to minimize the serious consequences of roadway departures."

Further, as adopted by Clark County Code (CCC) 40.350.030(C)(1)(b), the *Washington State Department of Transportation (WSDOT) Design Manual, Chapter 1600* states that "A clear roadside border area is a primary consideration when analyzing potential roadside and median features. The intent is to provide as much clear, traversable area for a vehicle to recover as practicable given the function of the roadway and the potential tradeoffs. The Design Clear Zone is used to evaluate the adequacy of the existing clear area and proposed modifications of the roadside. When considering the placement of new objects along the roadside or median, evaluate the potential for impacts and try to select locations with the least likelihood of an impact by an errant vehicle."

"For managed access state highways within an urban area, it might not be practicable to provide the Design Clear Zone distances shown in Exhibit 1600-2. Roadways within an urban area generally have curbs and sidewalks and might have objects such as trees, poles, benches, trash cans, landscaping and transit shelters along the roadside."

Staff's review of the submitted site plan shows that the proposed frontage improvements on NE 82<sup>nd</sup> Street will be constructed as an Urban Commercial/Industrial Storefront roadway. The street construction, as proposed, will comply with the County's standard detail Drawing 11, Urban Commercial/Industrial Storefront roadway.

The applicant will need to submit construction plans that show NE 82<sup>nd</sup> Street half-street frontage improvements will be constructed to the County's Transportation standards, for review and approval unless modified by the County Engineer. The plans should also show the locations of objects along the roadways as they relate to the Design Clear Zone area or roadside design as established in the applicable County standard detail. These objects may include but are not limited to, utility locations (i.e. poles, pedestals, transformers, etc.), mail boxes, monument signs, hydrants and trees. (See Condition A-4a)

## Vehicle Queuing and Turning Movements

### Finding 7

The applicant's study did not show turning movements or staging areas for delivery vehicles. Therefore, Staff could not determine if delivery vehicles could be accommodated within the proposed development site without impeding on and off-site traffic. Because of this, the turning movements and staging area of the delivery vehicles shall be a part of the site design. The applicant will need to submit construction plans that show the design of the site will accommodate all applicable design vehicles for review and approval. The plans will also need to show that all applicable design vehicles have the ability to enter and exit the development without swinging into opposing travel lanes. (See Condition A-4b).

## Sight Distance

### Finding 8

Sight distance issues are addressed by other Development Engineering Staff; therefore, this issue will not be addressed here.

## **Conclusion**

Based upon the development site characteristics, the submitted revised traffic study dated October 2015, the requirements of the County's transportation concurrency ordinance, and the findings above, staff concludes that the proposed preliminary transportation plan can meet the requirements of the county transportation concurrency ordinance, CCC 40.350.020.

## **FIRE PROTECTION**

### Fire Marshal Review

#### Finding 1

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](mailto: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

#### Finding 2

Building construction 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. (See Conditions B-2a)

### Fire Flow

#### Finding 3

Fire flow in the amount of 1,500 gallons per minute supplied for 120 minutes' duration is required for this application. Prior to obtaining building permits, submit proof from the water purveyor indicating that the required fire flow is available at the site. Water mains supplying fire flow and fire hydrants shall be installed, approved and operational prior to the commencement of combustible building construction. Fire flow requirement is based on 24,096 SF of Type V-B Construction with fire sprinklers throughout. (See Conditions A-10a, B-2b)

## Fire Hydrants

### Finding 4

Fire hydrants are required for this application. The indicated number and spacing of the fire hydrants is adequate.

Fire hydrants shall be provided with appropriate 'storz' adapters for the pumper connection. A 3-foot clear space shall be maintained around the circumference of all fire hydrants. The local fire district chief approves the exact locations of fire hydrants. Contact Fire District 6 at 360-576-1195 to arrange for location approval. (See Condition A-10b and B-2c)

## Automatic Fire Sprinkler

### Finding 5

An automatic fire sprinkler system is required at the time of construction for buildings greater than 12,000 SF and for any Group S-1 occupancy used for the storage of upholstered furniture or mattresses that exceeds 2,500 SF. Such systems require separate reviews, permits and approvals issued by the Fire Marshal's Office. (See Condition B-2d)

All fire sprinkler installation, including underground, shall be performed by contractors that hold the appropriate Washington State Certificate of Competency for fire sprinkler work as per WAC 212-80 and RCW 18.160. (See Condition B-2d)

Buildings provided with automatic fire sprinkler systems require a minimum of two fire hydrants. One fire hydrant shall be within 100 feet of approved fire department connections to the sprinkler systems. (See Condition B-2d)

## Fire Department Connection

### Finding 6

Fire department connections (FDC) shall be located remote from the building a distance equal to the height of the building at the FDC. The local fire district chief approves the exact locations of FDCs. (See Condition B-2e)

## Fire Apparatus Access

### Finding 7

The roadways and maneuvering areas as indicated in the application appear to be adequate to provide required fire apparatus access. Ensure that fire apparatus access roads maintain an unobstructed width of not less than 20 feet to within 150 feet of all exterior points of all buildings. Provide marked fire lanes as needed to maintain the required access. Access roads shall have an unobstructed vertical clearance of not less than 13.5 feet, with an all-weather driving surface capable of supporting the imposed loads of fire apparatus. (See Conditions A-10c and B-2f)

## Gate

### Finding 8

Gates that obstruct fire apparatus access roads require permits and approval by the Fire Marshal prior to their installation. (See Conditions B-2g)

## **Conclusion**

Staff finds that the proposed preliminary plan, subject to conditions identified above, meets the fire protection requirements of the Clark County Code.

## **WATER AND SEWER SERVICE**

### Finding 1

Clark Public Utilities and Clark Regional Wastewater District provide potable water and sewer services in the area, respectively. Utility reviews from the purveyors indicate that adequate water and sewer services exist in the area to support the proposed development. The applicant will need to provide the improvements necessary to connect the proposed building to public water and sewer services provided by Clark Public Utilities and Clark Regional Wastewater District, respectively. (See Condition A-9a)

### Finding 2

Submittal of a "Health Department Evaluation Letter" is required as part of the Final Construction Plan Review application. If the Evaluation Letter specifies that an acceptable "Health Department Final Approval Letter" must be submitted, the Evaluation Letter will specify the timing of when the Final Approval letter must be submitted to the county (e.g., at Final Construction Plan Review, Final Plat Review or Prior to Occupancy). The Health Department Evaluation Letter will serve as confirmation that the Health Department conducted an evaluation of the site to determine if existing wells or septic systems are on the site, and whether any structures on the site have been/are hooked up to water and/or sewer. The Health Department Final Approval Letter will confirm that all existing wells and/or septic systems have been abandoned, inspected and approved by the Health Department. (See Condition A-9b)

### Finding 3

There are 2 single-family dwellings on the property. These houses will be demolished prior to the warehouse construction. The applicant will need to obtain a demolition permit from the county prior to demolishing the building. (See Condition A-9c)

## **Conclusion**

Staff finds that the proposed preliminary plan, subject to conditions identified above, meets water and sewer service requirements of the Clark County Code.

## **Impact Fees**

Traffic Impact Fees

### Finding 1

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 & 40.620. The site is located within the Hazel Dell TIF District.

There are two (2) existing single-family dwellings on the site, which qualify for TIF credit.

"In accordance with CCC 40.610 & 40.620, Traffic Impact Fees for Hazel Dell TIF district for the proposed 61,701 square foot warehouse structure is \$70,015.21; and,

The TIF credit for the 2 single-family dwellings is \$4,270.61; therefore, the TIF owing is **\$65,744.60** made up of \$30,899.96 local fees and \$34,844.64 regional fees.

“The impact fees for this site plan shall be fixed for a period of three years, beginning from the date of preliminary site plan approval, \_\_\_\_\_, and expiring on \_\_\_\_\_. Impact fees for permits applied for following said expiration date shall be recalculated using the then-current regulations and fees schedule.” (See Condition E-1)

## **SEPA Determination**

As lead agency under the State Environmental Policy Act (SEPA) Rules [Chapter 197-11, Washington Administrative Code (WAC)], Clark County must determine if there are possible significant adverse environmental impacts associated with this proposal. The options include the following:

- **DS = Determination of Significance** - The impacts cannot be mitigated through conditions of approval and, therefore, require the preparation of an Environmental Impact Statement (EIS);
- **MDNS = Mitigated Determination of Non-Significance** - The impacts can be addressed through conditions of approval; or,
- **DNS = Determination of Non-Significance** - The impacts can be addressed by applying the Clark County Code.

The likely SEPA determination of Non-Significance (DNS) in the Notice of Development Review Application issued on October 1, 2015, is hereby final.

## **SEPA Appeal Process**

An **appeal** of this SEPA determination and any required mitigation must be filed with the Department of Community Development within fourteen (14) calendar days from the date of this notice.

A **procedural appeal** is an appeal of the determination (i.e., determination of significance, determination of non-significance, or mitigated determination of non-significance). A **substantive appeal** is an appeal of the conditions required to mitigate for probable significant issues not adequately addressed by existing County Code or other law.

Both the **procedural and substantive appeals** must be filed within fourteen (14) calendar days of this determination. Such appeals will be considered in the scheduled public hearing and decided by the Hearing Examiner in a subsequent written decision.

SEPA Appeals must be in writing and contain the following information:

1. The case number designated by the county and the name of the applicant;
2. The name and signature of each person or group (petitioners) and a statement showing that each petitioner is entitled to file an appeal as described under Section 40.510.030(H) 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 Community Development Director. All contact with the Community Development Director regarding the petition, including notice, shall be with this contact person;

3. A brief statement describing why the SEPA determination is in error.

Refer to the *Appeals* handout for more information and fees.

The decision of the Hearing Examiner is final unless there is:

- A motion is filed for reconsideration within fourteen (14) days of written notice of the decision, as provided under Clark County Code, Section 2.51.160; or,
- An appeal with Clark County Superior Court.

**Staff Contact Person:** Michael Uduk, (360) 397-2375, ext. 4385

**Responsible Official:** Marty Snell, Community Development Director

## Decision

Based upon the proposed site plan, Exhibit 1, and proposed landscape plan, Exhibits 2, 2b and the findings and conclusions stated above and within the attached reports and decisions, the Permit Services Manager hereby **APPROVES** this request, subject to the following conditions of approval:

## Conditions of Approval

<b>A</b>	<b>Final Construction/Site Plan Review</b>
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	<b>Review and Approval Authority: Development Engineering</b>
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Prior to construction, a Final Construction Plan shall be submitted for review and approval, consistent with the approved preliminary plan and the following conditions of approval:

### A-1 Final Site Plan

- a. The parking area must be paved per CCC 40.340.010 (A) (8). The applicant shall provide wheel curbs to prevent vehicles from overhanging onto the pedestrian walkway in front of the building. [See CCC 40.340.010 (B)] (See Land Use Finding 6)
- b. The applicant shall identify the potential location of the trash compactor in the conceptual site plan of the U-Haul vehicle and travel trailer warehouse building prior to final site plan approval. (See Land Use Finding 7)

### A-2 Final Site Plan

The applicant shall submit and obtain county approval of a final site plan in conformance to CCC 40.520.040 and the following conditions of approval:

- a. Archaeology

*A note shall be placed on the face of the final construction plans as follows:*

"If any cultural resources and/or human remains are discovered in the course of undertaking the development activity, the Department of Archaeology and Historic Preservation in Olympia shall be notified. Failure to comply with these state

requirements may constitute a Class C Felony, subject to imprisonment and/or fines."

**A-3 Final Transportation Plan/On-Site**

The applicant shall submit and obtain county approval of a final transportation design in conformance to CCC 40.350 and the following conditions of approval:

- a. The applicant shall dedicate 32.5 feet of half-width right-of-way along NE 82<sup>nd</sup> Street and construct a 20-foot half-width roadway with curb/gutter per standard drawing 11 in addition to a minimum-width sidewalk in accordance with Highway 99 Overly District Standards. (See Transportation Finding 1)
- b. The applicant's engineer shall delineate sight distance triangles on the final construction plans for driveways onto NE 82<sup>nd</sup> Street for compliance with the Clark County sight distance requirements. (See Transportation Finding 2)

**A-4 Final Transportation Plan/Off Site (Concurrency)**

The applicant shall submit and obtain county approval of a final transportation design in conformance to CCC 40.350 and the following conditions of approval:

- a. The applicant shall submit construction plans that show NE 82<sup>nd</sup> Street half-street frontage improvements will be constructed to the County's applicable standard detail, for review and approval unless modified by the County Engineer. The plans shall also show the locations of objects along the roadways including but not limited to, utility locations (i.e. poles, pedestals, transformers, etc.), mail boxes, monument signs, hydrants and trees. (See Transportation Concurrency Finding 6)
- b. The applicant shall submit construction plans that show the design of the intersection geometry will accommodate all applicable design vehicles for review and approval, unless modified by the County Engineer. The plans will also need to show that all applicable design vehicles have the ability to enter and exit the development without swinging into opposing travel lanes. (See Transportation Concurrency Finding 7)

**A-5 Transportation**

**a. Signing and Striping Plan**

The applicant shall submit a signing and striping plan and a reimbursable work order, authorizing county Road Operations to perform any signing and pavement striping required within the county right-of-way. This plan and work order shall be approved by Public Works prior to final site plan approval.

**b. Traffic Control Plan**

Prior to issuance of any building or grading permits for the development site, the applicant shall obtain written approval from Public Works for the applicant's Traffic Control Plan (TCP). The TCP shall govern all work within or impacting the public transportation system.

**A-6 Final Stormwater Plan**

The applicant shall submit and obtain county approval of a final stormwater plan for on and off-site facilities, as applicable, designed in conformance to CCC 40.385 and the following conditions of approval:

- a. The final stormwater plan shall be prepared in compliance with stormwater Minimum Requirements 1 through 10. (See Stormwater Finding 3)
- b. The proposed Filterra System shall be capable of providing enhanced treatment. (See Stormwater Finding 4)
- c. The final TIR shall address any adverse impacts to the public and private properties downstream of the stormwater outfall due to the post-developed site's runoff volume and duration. (See Stormwater Finding 4)
- d. The final engineering plans shall show an impermeable liner around the entire Stormtech Chamber detention system. (See Stormwater Finding 4)

**A-7 Erosion Control Plan**

The applicant shall submit and obtain county approval of a final erosion control plan designed in accordance with CCC 40.385.

**A-8 Final Landscape Plan**

The applicant shall submit and obtain county approval of final landscape plan consistent with the approved preliminary landscape plan and conditions listed below (CCC 40.320). The landscape plan shall include landscaping within the public right-of-ways and on-site, if applicable.

(See Exhibit 2 attached)

**A-9 Public Health Review**

- a. The applicant shall provide the improvements necessary to connect the proposed building to public water and sewer services provided by Clark Public Utilities and Clark Regional Wastewater District, respectively. (See Water and Sewer Finding 1)
- b. Submittal of a Public Health Evaluation Letter is required as part of the Final Construction Plan Review or early grading application. If the evaluation letter specifies that certain actions are required, the evaluation letter will specify the timing of when those activities must be completed, such as prior to Final Construction Plan Review, construction, Provisional Acceptance, Final Plat Review, building permit issuance, or occupancy, and approved by Public Health. (See Water and Sewer Finding 2)
- c. The applicant shall obtain a demolition permit from Clark County prior demolishing the existing single-family dwellings prior to the construction of the warehouse structure. See Water and Sewer Finding 3)

#### **A-10 Fire Marshal Requirements**

- a. Fire flow in the amount of (1,500) gallons per minute supplied for (120) minutes' duration is required for this application. Prior to obtaining building permits, submit proof from the water purveyor indicating that the required fire flow is available at the site. Water mains supplying fire flow and fire hydrants shall be installed, approved and operational prior to the commencement of combustible building construction. Fire flow requirement is based on 24,096 SF of Type V-B Construction with fire sprinklers throughout. (See Fire Protection Finding 3)
- b. Fire hydrants are required for this application. The indicated number and spacing of the fire hydrants is adequate.

Fire hydrants shall be provided with appropriate 'storz' adapters for the pumper connection. A 3-foot clear space shall be maintained around the circumference of all fire hydrants. The local fire district chief approves the exact locations of fire hydrants. Contact Fire District 6 at 360-576-1195 to arrange for location approval. (See Fire Protection Finding 4)

- c. The roadways and maneuvering areas as indicated in the application appear to be adequate to provide required fire apparatus access. Ensure that fire apparatus access roads maintain an unobstructed width of not less than 20 feet to within 150 feet of all exterior points of all buildings. Provide marked fire lanes as needed to maintain the required access. Access roads shall have an unobstructed vertical clearance of not less than 13.5 feet, with an all-weather driving surface capable of supporting the imposed loads of fire apparatus. (See Fire Protection Finding 7)

#### **A-11 Other Documents Required**

The following documents shall be submitted with the Final Construction/Site Plan:

- a. Developer's Covenant: - A "Developer Covenant to Clark County" shall be submitted for recording that specifies the following Responsibility for Stormwater Facility Maintenance: For stormwater facilities for which the county will not provide long-term maintenance, the developer shall make arrangements with the existing or future (as appropriate) occupants or owners of the subject property for assumption of maintenance to the county's Stormwater Facilities Maintenance Manual as adopted by Chapter 13.26A. The responsible official prior to county approval of the final stormwater plan shall approve such arrangements. The county may inspect privately maintained facilities for compliance with the requirements of this chapter. An access easement to the private facilities for the purpose of inspection shall be granted to the county. If the parties responsible for long-term maintenance fail to maintain their facilities to acceptable standards, the county shall issue a written notice specifying required actions to be taken in order to bring the facilities into compliance. If these actions are not performed in a timely manner, the county shall take enforcement action and recover from parties responsible for the maintenance in accordance with Section 32.04.060.

**A-12 Excavation and Grading**

Excavation / grading shall be performed in compliance with CCC Chapter 14.07.

<b>B</b>	<b>Prior to Construction of Development Review and Approval Authority: Development Inspection</b>
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Prior to construction, the following conditions shall be met:

**B-1 Pre-Construction Conference**

- a. Prior to construction or issuance of any grading or building permits, a pre-construction conference shall be held with the county.

**B-2 Fire Protection – Fire Marshal Review**

- a. Building construction 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 Protection Finding 2)
- b. Fire flow in the amount of 1,500 gallons per minute supplied for 120 minutes' duration is required for this application. Prior to obtaining building permits, submit proof from the water purveyor indicating that the required fire flow is available at the site. Water mains supplying fire flow and fire hydrants shall be installed, approved and operational prior to the commencement of combustible building construction. Fire flow requirement is based on 24,096 SF of Type V-B Construction with fire sprinklers throughout. (See Fire Protection Finding 3)
- c. Fire hydrants are required for this application. The indicated number and spacing of the fire hydrants is adequate. (See Fire Protection Finding 4)

Fire hydrants shall be provided with appropriate 'storz' adapters for the pumper connection. A 3-foot clear space shall be maintained around the circumference of all fire hydrants. The local fire district chief approves the exact locations of fire hydrants. Contact Fire District 6 at 360-576-1195 to arrange for location approval. (See Fire Protection Finding 4)

- d. An automatic fire sprinkler system is required at the time of construction for buildings greater than 12,000 SF and for any Group S-1 occupancy used for the storage of upholstered furniture or mattresses that exceeds 2,500 SF. Such systems require separate reviews, permits and approvals issued by the Fire Marshal's Office. (See Fire Protection Finding 5)

All fire sprinkler installation, including underground, shall be performed by contractors that hold the appropriate Washington State Certificate of Competency for fire sprinkler work as per WAC 212-80 and RCW 18.160. (See Fire Protection Finding 5)

Buildings provided with automatic fire sprinkler systems require a minimum of two fire hydrants. One fire hydrant shall be within 100 feet of approved fire department connections to the sprinkler systems. (See Fire Protection Finding 5)

- e. Fire department connections (FDC) shall be located remote from the building a distance equal to the height of the building at the FDC. The local fire district chief approves the exact locations of FDCs. (See Fire Protection Finding 6)
- f. The roadways and maneuvering areas as indicated in the application appear to be adequate to provide required fire apparatus access. Ensure that fire apparatus access roads maintain an unobstructed width of not less than 20 feet to within 150 feet of all exterior points of all buildings. Provide marked fire lanes as needed to maintain the required access. Access roads shall have an unobstructed vertical clearance of not less than 13.5 feet, with an all-weather driving surface capable of supporting the imposed loads of fire apparatus. (See Fire Protection Finding 7)
- g. Gates that obstruct fire apparatus access roads require permits and approval by the Fire Marshal prior to their installation. (See Fire Protection Finding 8)

**B-2 Erosion Control**

Prior to construction, erosion/sediment controls shall be in place. Sediment control facilities shall be installed that will prevent any silt from entering infiltration systems. Sediment controls shall be in place during construction and until all disturbed areas are stabilized and any erosion potential no longer exists.

**B-3 Erosion Control**

Erosion control facilities shall not be removed without county approval.

<b>C</b>	<b>Provisional Acceptance of Development Review and Approval Authority: Development Inspection</b>
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Prior to provisional acceptance of development improvements, construction shall be completed consistent with the approved final construction/site plan and the following conditions of approval:

**C-1 None**

<b>D</b>	<b>Final Plat Review &amp; Recording Review and Approval Authority: Development Engineering</b>
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Prior to final plat approval and recording, the following conditions shall be met:

**D-1 Not applicable**

<b>E</b>	<b>Building Permits Review and Approval Authority: Permit Services</b>
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Prior to issuance of a building permit, the following conditions shall be met:

**E-1 Impact Fees**

"In accordance with CCC 40.610 & 40.620, Traffic Impact Fees for Hazel Dell TIF district for the proposed 61,701 square foot warehouse structure is \$70,015.21; and,

The TIF credit for the 2 single-family dwellings is \$4,270.61; therefore, the TIF owing is **\$65,744.60** made up of \$30,899.96 local fees and \$34,844.64 regional fees.

“The impact fees for this site plan shall be fixed for a period of three years, beginning from the date of preliminary site plan approval, [REDACTED], and expiring on [REDACTED]. Impact fees for permits applied for following said expiration date shall be recalculated using the then-current regulations and fees schedule.” (See Impact Fees Finding 1)

<b>F</b>	<b>Occupancy Permits</b> <b>Review and Approval Authority: Building</b>
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**F-1 Land Use and Critical Areas**  
None

**F-2 Fire Marshal Requirements:**

a. Gates that obstruct fire apparatus access roads require permits and approval by the Fire Marshal prior to their installation. (See Fire Protection Finding 8)

<b>G</b>	<b>Development Review Timelines &amp; Advisory Information</b> <b>Review and Approval Authority: None - Advisory to Applicant</b>
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**G-1 Site Plans and Other Land Use Approvals**

Within seven (7) years of preliminary plan approval, a Fully Complete application for a building permit shall be submitted.

**G-2 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. **The applicant shall contact DOE for further information.**

**G-3 Building and Fire Safety**

Building and fire, life, and safety requirements must be addressed through specific approvals and permits. This decision may reference general and specific items related to structures and fire, life, and safety conditions, but they are only for reference in regards to land use conditions. It is the responsibility of the owner, agent, tenant, or applicant to insure that Building Safety and Fire Marshal requirements are in compliance or brought into compliance. Land use decisions do not waive any building or fire code requirements.

**G-4 Building Elevation Approvals**

Approval of building elevations submitted for preliminary plan review does not ensure compliance with other requirements (such as building setbacks) under other

construction codes. Compliance with other construction codes is the responsibility of the applicant at the time of building permit issuance.

<b>H</b>	<b>Post Development Requirements Review and Approval Authority: Building</b>
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**H-1 Outdoor Lighting**

The applicant shall install outdoors lighting on the parking lot consistent with the standards in RCW 47.36.180 and shall not cast significant light and glare off-sight onto adjacent properties, especially on NE 82<sup>nd</sup> Street to the north, NE Highway 99 to the east, and I-5 Freeway to the west. (See Land Use Finding 8)

<b>Note: The Community Development Director reserves the right to provide additional comment and findings of fact regarding this decision, if appealed.</b>
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### **Decision Appeal Process**

An **appeal** of any aspect of this decision may be appealed to the Clark County Hearing Examiner only by a party of record. A "Party of Record" includes the applicant and those individuals who submitted written testimony to the Community Development Director within the designated comment period.

The appeal shall 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 notice of final land use decision is mailed to parties of record. This decision was mailed on November 25, 2015. Therefore any appeal must be received in this office by the close of business on December 9, 2015.

Any appeal of the final land use decisions shall be in writing and contain the following:

- Case number designated by the County;
- Name of the applicant;
- Name of each petitioner;
- Signature of each petitioner or his or her duly authorized representative;
- A statement showing the following:
  - That each petitioner is entitled to file the appeal as an interested party in accordance with CCC 40.510.030(H);
  - The specific aspect(s) of the decision being appealed;
  - The reasons why each aspect is in error as a matter of fact or law;
  - The evidence relied on to prove the error; and,
- The appeal fee

Refer to the *Appeals* handout for more information and fees.

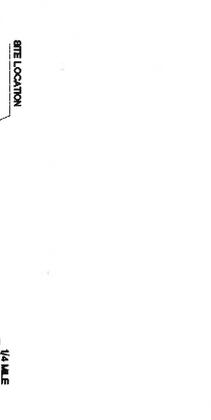
An appeal of any aspect of the Hearing Examiner's decision, *except* the SEPA determination (i.e., procedural issues), may be appealed to the Superior Court or reconsidered by the Hearing Examiner only by a party of record pursuant to Ordinance 10-19, adopted 10/27/2009 by the Board of County Commissioners.

## **Attachments**

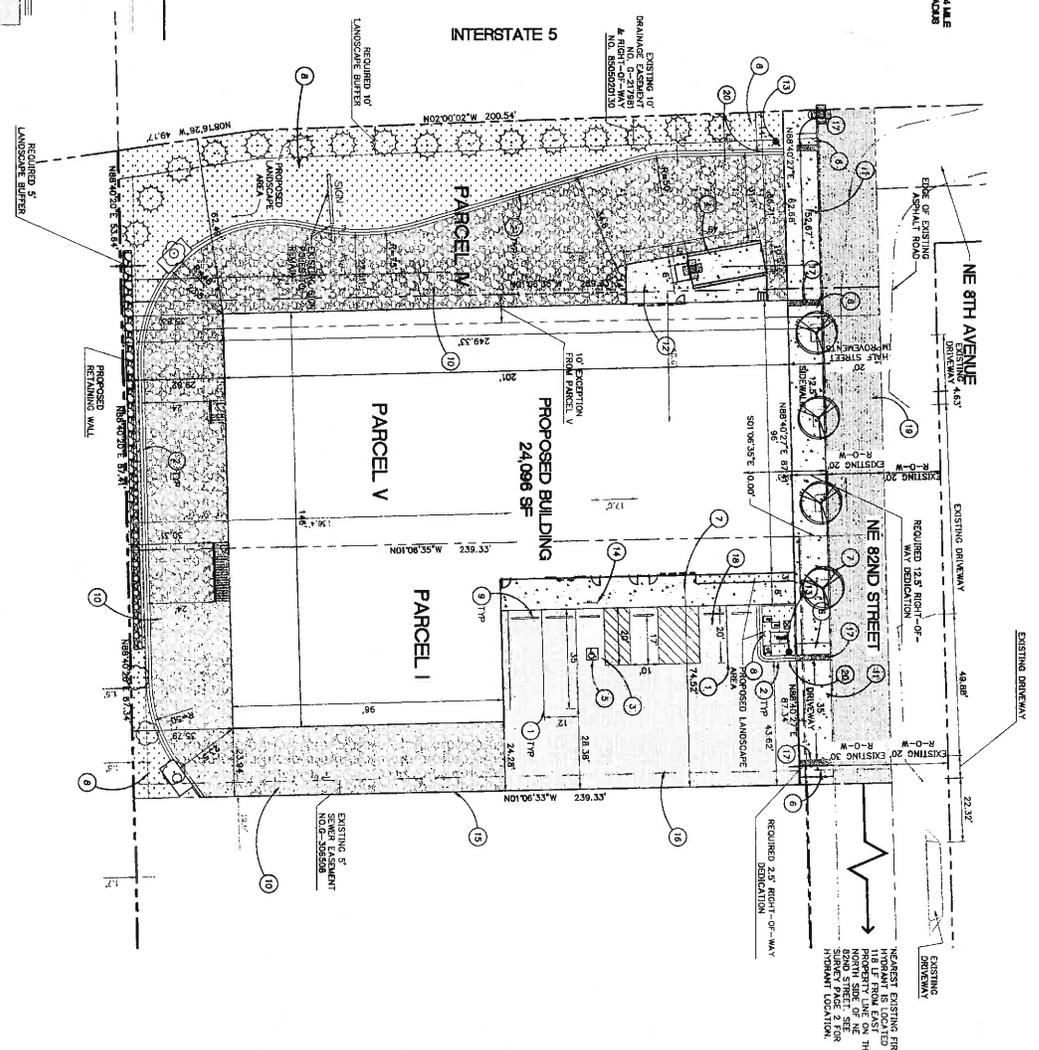
- Exhibit 1: The Proposed Site Plan
- Exhibit 2: The Proposed Landscaping Plan
- Exhibit 2B: The Proposed Landscaping Plan







1 VICINITY MAP  
SCALE: 1" = 200'



2 FINAL SITE PLAN  
SCALE: 1" = 20'



### LEGEND

EXISTING	PROPOSED
EXISTING PROPERTY	PROPOSED PROPERTY
PROPERTY LINE	PROPERTY LINE
CENTRAL LINE	CENTRAL LINE
ROLED CURB	ROLED CURB
HEAVY ASPHALT	HEAVY ASPHALT
LIGHT ASPHALT	LIGHT ASPHALT
STREET PAVEMENT	STREET PAVEMENT
CONCRETE	CONCRETE
LANDSCAPING	LANDSCAPING
GRAVEL FIRE LANE	GRAVEL FIRE LANE
FILTERBA	FILTERBA
STORM CATCH BASIN	STORM CATCH BASIN
FIRE HYDRANT	FIRE HYDRANT
TREES	TREES
FIRE DEPARTMENT CONNECTION	FIRE DEPARTMENT CONNECTION

### PROJECT DATA

U-HAUL TRUCK RENTAL, INC.  
14356000, 14357000, AND 14357000  
PROJECT NUMBERS  
14356000, 14357000, AND 14357000  
SITE ADDRESS  
NE 82ND STREET AND NE 8TH AVE. WYANDOMER, WA 98555  
ZONING  
GENERAL COMMERCIAL (GC) HIGHWAY 99 OVERLAY DISTRICT  
ZONING OVERLAY  
TOUR/TOWN CENTER ACTIVITY CENTER, WOOD USE STREET TYPE  
NEAREST EXISTING FIRE HYDRANT LOCATION  
118 FT FROM EAST SIDE OF NE 82ND STREET, 75 FT FROM THE NORTH SIDE OF NE 82ND STREET, AND 118 FT FROM THE WEST SIDE OF NE 82ND STREET.  
NEAREST EXISTING FIRE HYDRANT LOCATION  
118 FT FROM EAST SIDE OF NE 82ND STREET, 75 FT FROM THE NORTH SIDE OF NE 82ND STREET, AND 118 FT FROM THE WEST SIDE OF NE 82ND STREET.

### PROPERTY OWNER

AMARON REAL ESTATE COMPANY  
ATtn: CARLOS VICKHAM  
2727 CENTRAL AVENUE - 9M  
PORTLAND, OR 97214  
PHONE: (503) 283-5922

### APPLICANT

AMARON REAL ESTATE COMPANY  
ATtn: DAVID DULLOCK  
2727 CENTRAL AVENUE - 9M  
PORTLAND, OR 97214  
PHONE: (503) 224-9560  
E-MAIL: daviddullock@amaronre.com

### CONTACT PERSON

U-HAUL TRUCK RENTAL, INC.  
14356000, 14357000, AND 14357000  
PROJECT NUMBERS  
14356000, 14357000, AND 14357000  
SITE ADDRESS  
NE 82ND STREET AND NE 8TH AVE. WYANDOMER, WA 98555  
ZONING  
GENERAL COMMERCIAL (GC) HIGHWAY 99 OVERLAY DISTRICT  
ZONING OVERLAY  
TOUR/TOWN CENTER ACTIVITY CENTER, WOOD USE STREET TYPE  
NEAREST EXISTING FIRE HYDRANT LOCATION  
118 FT FROM EAST SIDE OF NE 82ND STREET, 75 FT FROM THE NORTH SIDE OF NE 82ND STREET, AND 118 FT FROM THE WEST SIDE OF NE 82ND STREET.  
NEAREST EXISTING FIRE HYDRANT LOCATION  
118 FT FROM EAST SIDE OF NE 82ND STREET, 75 FT FROM THE NORTH SIDE OF NE 82ND STREET, AND 118 FT FROM THE WEST SIDE OF NE 82ND STREET.

### EXISTING SITE AREA

EXISTING AREA PARCEL I  
21,793 SF / 0.50 AC  
EXISTING AREA PARCEL V  
20,903 SF / 0.48 AC  
EXISTING AREA PARCEL W  
57,702 SF / 1.33 AC

### PROPOSED SITE AREA

PROPOSED A-D-W DEDICATION AREA  
2,068 SF / 0.06 AC (INCLUDES ALL LOTS)  
PROPOSED AREA PARCEL I  
14,221 SF / 0.33 AC  
PROPOSED AREA PARCEL IV  
20,701 SF / 0.48 AC  
PROPOSED AREA PARCEL V  
20,889 SF / 0.47 AC  
PROPOSED LANDSCAPE AREA  
8,977 SF / 0.20 AC (5.4%)  
PROPOSED BUILDING AREA  
24,096 SF / 0.55 AC (43.3%)  
PROPOSED IMPROVEMENTS AREA  
22,923 SF / 0.53 AC (41.2%)

### PARKING DATA

PROPOSED:  
STANDARD SPACES 3 PARKING SPACES (20'x10')  
TRUCK SPACES 2 PARKING SPACES (12'x35')  
ADA SPACES 1 PARKING SPACES (20'x10')  
ADA SPACES 8 PARKING SPACES

### TOTAL STAGES

NE 82ND STREET DATA  
40 FT (PARCEL V, PARCEL W)  
50 FT (PARCEL I, PARCEL V)  
50 FT (PARCEL I, PARCEL V)  
3. DESIGN ROAD PAVEMENT WITH CURBS FROM 16.5 FT TO 24 FT CROWN  
3. ROAD IS ASPHALT PAVEMENT  
4. DARK COUNTY STREET CLASSIFICATION: COMMERCIAL/INDUSTRIAL STREET  
KEMNOTES  
1. 4" YELLOW PARKING STRIPS (TYP)  
2. CONCRETE ROLLED CURB  
3. ADA PARKING SPACE  
4. LOADING DOCK WALL  
5. ADA SYMBOL  
6. CORNER STYLE ADA RAMP W/TRUNCATED DOMES TACTILE  
7. CONCRETE SIDEWALK  
8. LANDSCAPE AREA SEE LANDSCAPE PLANS FOR PLANTING AND IRIGATION DETAILS  
9. 7" CURB STOP  
10. GRAVEL FIRE LANE  
11. COMMERCIAL DRIVEWAY ENTRANCE  
12. TRUCK LOADING DOCK  
13. FIRE HYDRANT  
14. ADA STORAGE  
15. MAINT GRATE AT PROPERTY LINE  
16. HEAVY PAVEMENT SECTION  
17. TACTILE WARNING SURFACE  
18. LIGHT PAVEMENT SECTION  
19. STREET PAVEMENT SECTION (PER CLARK COUNTY DRAWING)  
20. STREET PAVEMENT SECTION (PER CLARK COUNTY DRAWING)  
21. COMMERCIAL/INDUSTRIAL STREET (TYP)  
22. PAINT CURB IN FRONT OF HYDRANT AS NO PARKING

### SHEET TITLE

PROPOSED  
FINAL SITE PLAN

DRAWN BY: CDT, ASP  
CHECKED BY: BHN  
SHEET: C21

JLS NO. 2130536 01

EXHIBIT # 2130536 01  
TYPE II SITE PLAN REVIEW 9/2/15



Project:  
U-HAUL  
HAZEL DELL WA

MACKENZIE  
GENERAL INTERNATIONAL  
ARCHITECTURE + INTERIORS  
PLANNING + ENGINEERING  
14356000, 14357000, AND 14357000  
PROJECT NUMBERS  
14356000, 14357000, AND 14357000  
SITE ADDRESS  
NE 82ND STREET AND NE 8TH AVE. WYANDOMER, WA 98555  
ZONING  
GENERAL COMMERCIAL (GC) HIGHWAY 99 OVERLAY DISTRICT  
ZONING OVERLAY  
TOUR/TOWN CENTER ACTIVITY CENTER, WOOD USE STREET TYPE  
NEAREST EXISTING FIRE HYDRANT LOCATION  
118 FT FROM EAST SIDE OF NE 82ND STREET, 75 FT FROM THE NORTH SIDE OF NE 82ND STREET, AND 118 FT FROM THE WEST SIDE OF NE 82ND STREET.  
NEAREST EXISTING FIRE HYDRANT LOCATION  
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