# Type III Land Division and Environmental Review
## Staff Report and Recommendation

<table>
<thead>
<tr>
<th>Project Name:</th>
<th>North Haven Subdivision PUD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Case Number(s):</td>
<td>PLD-2020-00019, FPA-2020-00037, WHR-2020-00048</td>
</tr>
<tr>
<td>Request:</td>
<td>The applicant requests approval to divide 3 separate parcels totaling approximately 38.11 acres into 329 lots pursuant to planned unit development (PUD) standards. The subject site is zoned R-12.</td>
</tr>
<tr>
<td>Address:</td>
<td>807 NW 179th Street</td>
</tr>
<tr>
<td>Parcel number(s):</td>
<td>182170-000, 182168-000 &amp; 182164-000</td>
</tr>
</tbody>
</table>
| Applicant:          | BTMC, LLC  
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                        7701 NE Greenwood Drive, Suite 100  
                        Vancouver, WA 98662  
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                        terry@wollamassociates.com |
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                        Vancouver, WA 98665  
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                        srominger@welib.com |
| Contact Person:     | AKS Engineering & Forestry  
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Revised 6/25/2020
Recommendation
Approved subject to Conditions of Approval

Land Use Review manager's initials: [Signature]
Date issued: June 25, 2020

Public Hearing date: July 9, 2020

County Review Staff

<table>
<thead>
<tr>
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<th>Name</th>
<th>Phone</th>
<th>Email Address</th>
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<tbody>
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</tbody>
</table>

Comp Plan Designation: UM (Urban Medium Density Residential)

Applicable Laws
Clark County Code: Title 15 (Fire Prevention), Chapter 40.200 (General Provisions), Section 40.220.020 (Residential & Office Residential District), Chapter 40.260.155 (Narrow Lots Standards), Chapter 40.310 (Signs), Chapter 40.320 (Landscaping), Chapter 40.340 (Parking & Loading), Chapter 40.350 (Transportation & Circulation), Section 40.350.020 (Transportation Concurrency), Chapter 40.360 (Solid Waste and Recycling), Chapter 40.370 (Sewer & Water), Chapter 40.386 (Storm Water & Erosion Control), Chapter 40.420 (Flood Hazard Areas), Chapter 40.440 (Habitat Conservation), Chapter 40.450 (Wetland Protection), Chapters 40.500 and 40.510 (Procedures), Section 40.520.010 (Legal Lot Determination), Section 40.520.080 (Planned Unit Developments), Chapter 40.540 (Boundary Line Adjustments & Land Divisions), Section 40.550.010 (Road Modifications), Chapter 40.570 (SEPA), Section 40.570.080 (SEPA Archaeological), Chapter 40.610 (Impact Fees), Title 24 (Public Health), RCW 58.17, and the Clark County Comprehensive Plan.
Neighborhood Association and Contact
Fairgrounds NA
Bridget Schwarz, president
360.952.1350
bridget@bridge-i-t.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. Contingent vesting does not apply to stormwater or concurrency standards.

This project is bound by Development Agreement (RES 2019-08-05/AFN 5676659), which was recorded November 27, 2019. The Agreement (Section 3.5) states that future development of the property is vested to applicable provisions of the Clark County Code as of the effective date of the Agreement. Therefore, this project is vested on November 27, 2019.

There are no disputes regarding vesting.

Time Limits
The application was determined to be fully complete on March 5, 2020. The hearing date was rescheduled, and the application placed on ‘hold’ which extended the deadline by 55 days. Therefore, the code requirement for issuing a decision within 92 days lapses on July 30, 2020. The state requirement for issuing a decision within 120 calendar days, lapses on August 27, 2020.

Public Notice
Notice of application and public hearing was mailed to the applicant, the Fairgrounds Neighborhood Association and property owners within 300 feet of the site on May 4, 2020 and June 12, 2020. One sign was posted on the subject property on April 24, 2020, updated on May 5, 2020, and again June 17, 2020.

Public Comments
This application generated considerable concern from neighboring property owners (See Exhibit numbers 7, 17, 18, 20, 21, 36, 39, 40, 41, and 42. A summation of their concerns includes:

1. Safe access on NW 11th Street;
2. Site distance;
3. Neighbor safety along NW 11th as there are no shoulders;
4. Quality of life;
5. Stormwater run-off;
6. Displacement of wildlife;
7. Wetland and habitat protection and possible violations;
8. Impacts to local parks, specifically Whipple Creek Park;
9. Impacts to local schools;
Staff response:  
The applicant submitted a complete application that addresses criteria contained within Clark County’s Development Code, including uses and density in the urban residential districts, transportation and circulation, sewer and water, stormwater and erosion control, procedures, land divisions, road modifications and the state environmental policy act. All of the issues above have been addressed through mitigation or design, and the proposal has been reviewed for code compliance by county review staff as discussed in more detail below. Additionally, the applicant is required to contribute funds to impact fee programs for traffic, schools and parks.

Agency SEPA comments were also received from the Department of Ecology (ECY) and the Southwest Clean Air Agency (SWCAA) (See Exhibits 20 & 21). The SWCCA provided standard comments regarding demolition/asbestos and construction dust.

ECY concluded that verification of the wetland boundary by Ecology and the Corps would be necessary to ensure compliance with state and federal regulations aimed at protecting wetlands and wetland buffers. They proposed further that the project does not appear to have been designed to avoid or minimize impacts to wetlands and associated buffers to the greatest extent possible. ECY recommended that, although buffer reductions are allowed under Clark County Code, wetland buffers not be reduced in this case in order to protect functions and values of the wetlands and water quality downstream of the development.

Applicant response: The applicant provided response to Ecology’s comments (See Exhibits 28, 29, & 30) from Ecological Land Services, AKS Engineering & Forestry, and JordanRamis, PC. The response letters indicate that, overall, the development complies with County Code Provisions related to impacts and mitigation.

Staff response (See Exhibit 27):  
The wetland buffer reductions are allowed by our Critical Areas Ordinance (CAO), which has been adopted by the County Council in compliance with RCW 36.70.172. The CAO, thus, meets the standard in WAC 197-11-158(2)(b)(ii)(B), and therefore, we cannot impose SEPA conditions on a proposal that satisfies the approval criteria in our CAO per WAC 197-11-158(5).

Project Overview
The proposed development site is located in the southeast corner of the intersection of NW 11th Avenue and NW 179th Street. The site, which is comprised of 3 legal lots of record, is included in the region that was removed from the Urban Holding designation on February 28, 2020.

The subject site at approximately 38.11 acres, is zoned R-12 and is intended for medium density residential development. The applicant proposes to subdivide the project site into 329 single family lots to include both attached and detached units. Zoning abutting the subject site includes R1-10 (north); R-10, a rural residential designation (west); R1-20 (south); and public facilities (PF) to the east.

Clark County GIS identifies the presence of wetlands, flood hazard areas, riparian habitat and species areas, and steep slopes. The applicant submitted a “Critical Areas” report and mitigation plan, floodplain inquiry, and geotechnical report for review.
The subject site is served by the Clark Regional Wastewater Sewer District, Clark Public Utilities, Fire District 6, and the Ridgefield School District.

Comprehensive Plan, Zoning and Current Land Use

<table>
<thead>
<tr>
<th>Compass</th>
<th>Comp Plan</th>
<th>Zoning</th>
<th>Current Land Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site</td>
<td>UM</td>
<td>R-12</td>
<td>Single family residential</td>
</tr>
<tr>
<td>North</td>
<td>UL</td>
<td>R1-10</td>
<td>Large lot single family residences</td>
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<tr>
<td>East</td>
<td>PF</td>
<td>Public Facilities</td>
<td>Clark County Public Safety Complex &amp; Clark County Fairgrounds</td>
</tr>
<tr>
<td>South</td>
<td>UL</td>
<td>R1-20</td>
<td>Large lot single family residences</td>
</tr>
<tr>
<td>West</td>
<td>R-10</td>
<td>R-10</td>
<td>Undeveloped land</td>
</tr>
</tbody>
</table>

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

Staff then reviewed the proposal for compliance with applicable code criteria and standards in order to determine whether all potential impacts could 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, and/or justification for any conditions of approval are discussed below. Staff finds that all other aspects of this proposal not discussed below comply with the applicable code requirements.

**Finding 1 - Development Agreement**

The conceptual design for the subject development was approved by the Clark County Council under a Development Agreement (DA), November 27, 2019. The DA includes a conceptual plan that contemplated:

- The proposed uses;
- Subdivision layout;
- Density expectations, pursuant to R-12 district standards;
- Lot dimensions;
- Pedestrian access; and,
- Transportation circulation

The Agreement also recorded trip generation estimates and established a schedule by which impact fees are to be assessed and paid; and, includes two pedestrian connection points to be provided mid-block for 179th Street and the Clark County Fairgrounds.

The applicant’s proposed development plan substantially conforms to the conceptual plan, as recorded with the executed Development Agreement.

Finding 2 - Uses
According to Table 40.220.020-1, Residential PUDs and single family attached, and detached dwellings are permitted in the R-12 zone, subject to Narrow Lot Development Standards (CCC40.260.155), Review and Approval (CCC40.520.020), and Planned Unit Development Standards (CCC40.520.080).

The proposed plan indicates that the existing dwelling and all accessory structures will be removed. A condition will be imposed to ensure all buildings are removed, with the necessary permits, prior to the site construction. [See Condition B-1.c]

Finding 3 - Density
In the R-12 zone, developments are required to provide site density ranging from a minimum of eight (8) dwelling units per acre to a maximum of twelve (12) dwelling units per acre. For this development, a minimum of 178 to a maximum of 352 dwelling units is allowed. The applicant’s plans propose 253 detached units and 76 attached units, for an overall buildup of 329 new structures, which meets density provisions.

Finding 4 - R-12 Development Standards

a. Lot Requirements
Lot dimensional standards are prescribed in Tables 40.220.020-4 & 40.220.020-5, as follows:

<table>
<thead>
<tr>
<th>Table 40.220.020-4: Single-Family Attached (Townhouse) Lot Standards</th>
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</thead>
<tbody>
<tr>
<td>Minimum Lot Area</td>
</tr>
<tr>
<td>2,800sf</td>
</tr>
<tr>
<td>Minimum Setbacks (feet)</td>
</tr>
<tr>
<td>Front³</td>
</tr>
<tr>
<td>10⁴</td>
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</tbody>
</table>

¹ Minimum density is based on the developable area of the lot that remains after subtracting: land devoted to public or private roads or arteries; common parking areas; sight distance triangles required for narrow lots; public parks and trails, required landscaping and drainageways; and, environmentally sensitive lands.

² Maximum density is calculated based upon the gross area of the site, excluding public right-of-way or street easements.

³ Front setbacks shall be measured from the edge of any street right-of-way, street tracts, street easement, or driveway easement that provides access to the lot, including any separate pedestrian easement that may exist between a street and the front setback line.

⁴ 18 feet to garage front, 10 feet to living space.
The plan proposes the following lots for attached single family development: 1-16, 81-136, and 246-249. The applicant’s Narrow Lot Development Plan sheets indicate side yard setbacks of zero (for shared walls) and 4 feet for all other side yards; and the Preliminary Plat sheets indicate an average lot size of 2,288sf, with the smallest lot proposed at 1,868sf (Lot 126).

<table>
<thead>
<tr>
<th>Minimum Lot Area</th>
<th>Minimum Lot Depth</th>
<th>Minimum Lot Width</th>
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<tbody>
<tr>
<td>2,800sf</td>
<td>75 feet (Per DA)</td>
<td>32 feet (Per DA)</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Minimum Setbacks (feet)</th>
<th>Maximum Lot Coverage</th>
<th>Maximum Building Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front(^5)</td>
<td>Side</td>
<td>Rear</td>
</tr>
<tr>
<td>Street</td>
<td>Interior</td>
<td>0 or 5</td>
</tr>
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The plan proposes the following lots for detached single family development: 17-80, 137-245, and 250-319. The applicant’s Narrow Lot Development Plan sheets indicate side yard setbacks of 4 feet, and a minimum building separation of 8 feet. The Preliminary Plat sheets indicate an average lot size of 3,131sf, with the smallest lot proposed at 2,882sf (Lot 147), and a lot width of 32 feet.

The narrative submitted with the application requests the following reductions to prescribed dimensional standards pursuant to PUD standards:
- Reduce the R-12 Single family attached minimum lot area to 1,800sf;
- Reduce the R-12 single family attached side yard setback to 4 feet; and,
- Reduce the R-12 single family detached lot width to 32 feet.

Section 40.520.080(C)(1) provides that zoning standards not limited to lot standards, setbacks, landscaping and parking that may be varied without the need of a variance include, but are not limited to, lot standards, setbacks, landscaping, and parking, provided the development meets maximum density provisions. Therefore, setbacks and building separation proposed on the Narrow Lot Development and Preliminary Plat sheets shall be retained as portrayed. [See Condition A-1.a]

Building elevations were not provided with the application documents and compliance with building height limitations have not been confirmed. In order to ensure compliance with setbacks, lot coverage and building height standards put forth in Table 40.220.020-3, a note shall be placed on the plans denoting the applicable standards. [See Condition A-1.b]

b. Landscaping
Section 40.220.020(C)(9) requires that a minimum of twenty percent (20%) of the site be landscaped to an L1 standard, which equates to 332,034sf (7.62ac) for this

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\(^5\) Front setbacks shall be measured from the edge of any street right-of-way, street tract, street easement, or driveway easement that provides access to the lot, including any separate pedestrian easement that may exist between a street and the front setback line.

\(^6\) 18 feet to garage front, 10 feet to living space.
development. Site statistics data provided on Sheet P3.0 indicates that the development will provide 278,625sf of open space, which alone does not satisfy this standard. However, landscaping is also provided along all roadways in landscape strips, and a maximum of 60% of each lot is allowed to be “covered”\(^7\), which will more than likely be able to provide the remaining 53,000sf of required landscaped area. Therefore, prior to civil plan approval, data on Sheet P3.0 shall be modified to quantify the area that will be landscaped to the L1 standard and must meet or exceed the 20 percent requirement. [See Condition A-2.a]

c. Recreation Space
In accordance with Special Uses Standards (Section 40.260.150), multifamily developments shall provide both private residential outdoor areas and shared outdoor recreation areas for the residents. This application proposes single family uses only; therefore, this criterion shall not apply.

d. Safe Pedestrian Routes
Pursuant to 40.220.020(C)(10) safe pedestrian routes, including sidewalks and other planning features shall be provided for students who only walk to and from school.

The subject development is located within the Ridgefield School District, and specifically within the boundaries of South Ridge Elementary, View Ridge Middle and Ridgefield High Schools. According to current GIS information, the subject development is not located within 1 mile of any public schools; additionally, an email from staff at the Ridgefield School District confirms that students from this location will be bused. Therefore, ‘safe-walking’ criterion shall not apply.

Finding 5 - Narrow Lot Standards
Developments proposing more than twenty-five percent (25%) of newly-platted residential lots with lot widths less than forty (40) feet are required to meet Narrow Lot Development Standards put forth in Section 40.260.155. All of the proposed lots in this development qualify as “narrow lots” as they are narrower than 40 feet, therefore this section will apply. And, in accordance with Section 40.260.155(C), a site plan is required to be submitted with the preliminary land division application and incorporated into the final construction plans. Building envelopes for corner lots shall be portrayed on the site plan and shall encompass all building projections. [See Conditions A-1.c, D-6.a, E-1] Building envelopes shall not be included on the final plat. [See Condition D-1.a]

a. Parking Standards
According to Section 40.260.155(C)(3), 2.5 parking spaces shall be provided for each narrow lot. And, in accordance with Section 40.260.155(C)(3)(a), extra parking provided on one (1) residential lot shall not count towards meeting the minimum requirement on a different residential lot. The applicant’s narrative indicates that the development will provide parking for four\(^8\) vehicles for each detached unit, and two\(^9\) parking spaces for each attached unit; therefore, an additional thirty-eight (38) parking spaces are required. The narrative also indicates there will be some limited opportunities for on-

\(^7\) "Lot coverage" means that percentage of the total lot area covered by structures, including all projections except eaves.
\(^8\) Detached dwellings provide 2 driveway and 2 garage spaces.
\(^9\) Attached dwellings provide 1 driveway and 1 garage spaces.
street parking available but does not indicate where those spaces will be available. Single on-street parallel parking spaces between driveways shall be at least seventeen (17) feet in length, measured from the top of the slope of the driveway wing. Two (2) or more consecutive on-street parallel parking spaces shall require two (2) additional feet between each space. On-street parking spaces shall not be subject to future driveway placement. Therefore, a minimum of thirty-eight (38) parking spaces, meeting dimensional standards described herein shall be depicted on the final site plan, which are not subject to future driveway placement; and, since the development relies on garage parking to meet minimum standards, the garages shall be reserved for parking purposes. [See Conditions A-1.d, D-5.e, & D-6.c]

b. Street Trees
A minimum of one (1) tree shall be provided along the street frontage of each narrow lot; provided, that sight distance triangles are not obstructed. For this development, 329 trees are required. Trees that are appropriate to the size of the space may be provided either within the street frontage right-of-way or on the lot. The Preliminary Street Tree and Buffer Plan indicates compliance with this standard.

A copy of the approved landscape plan(s) with a letter signed and stamped by a landscape architect licensed in the state of Washington certifying that the landscape and irrigation (if any) have been installed in accordance with the attached approved plan(s) and verifying that any plant substitutions are comparable to the approved plantings and suitable for the site shall be submitted. Any substituted plants shall be no smaller than those shown on the approved plan(s) and shall have similar characteristics in terms of height, drought tolerance and suitability for screening. [See Condition C-2]

c. Solid Waste and Recycling Collection
Pursuant to 40.260.155(C)(5)(a), where solid waste and recycling collection is not feasible on each lot, such as when lots are accessed by a shared driveway with no turnaround, a designated common collection point, located no further than one hundred fifty (150) feet from any lot it serves, shall be provided, and shall be portrayed on the site plan. Based on the narrative, residents will place their garbage and recycling containers within common collection areas located within the driveway tracts for lots 13–16, 45–48, 81–84, and 128–129; and along the north side of NW 175th Street for lots 246–249. Common collection points have been depicted on the site plan, as required.

d. Driveways
Special Uses Standards for narrow lots requires driveway locations for non-corner lots to be shown on the plat unless detached sidewalks are provided, and 1 or more of the following methods are being applied:

i. On-street parking areas are designated that will not be subject to future driveway placement;

ii. Off-street parking areas are provided; or

iii. A plat note shall be placed on the final plat requiring each unit to provide a two (2) car garage.
The plan indicates detached sidewalks throughout the subdivision, the development is conditioned to portray designated on-street parking spaces\textsuperscript{10}, which will satisfy this standard. However, should the applicant not portray on-street parking spaces on the final site plan, driveway locations for all lots will be required to be portrayed on the final site plan. [See Condition A-1.e]

**Finding 6 - Perimeter Landscaping**
According to Table 40.320.010-1, the following site perimeter landscape buffering is required:

North (across the street from R1-10 zoning), L2 10-foot buffer;
West (across the street from R-10 zoning), L2 10-foot buffer;
South (abutting R1-20 zoning), L3, 5-foot buffer; and,
East (abutting PF zoning, formerly CH), L3, 10-foot buffer

The L2 standard requires enough low shrubs to form a continuous screen three (3) feet high and ninety-five percent (95%) opaque year-round. In addition, one (1) tree is required per thirty (30) lineal feet of landscaped area or as appropriate to provide a tree canopy over the landscaped area. Groundcover plants must fully cover the remainder of the landscaped area with the exception of energy dissipation points at the locations of stormwater inlets. A fence at an F2 standard may be substituted for shrubs, but the trees and groundcover plants are still required. When applied along street lot lines, the screen or wall is to be placed along the interior side of the landscaped area.

The L3 standard requires enough high shrubs to form a screen six (6) feet high and ninety-five percent (95%) opaque year-round. In addition, one (1) tree is required per thirty (30) lineal feet of landscaped area or as appropriate to provide a tree canopy over the landscaped area. Groundcover plants must fully cover the remainder of the landscaped area. A fence at an F2 standard may be substituted for shrubs, but the trees and groundcover plants are still required. When applied along street lot lines, the screen or wall is to be placed along the interior side of the landscaped area.

The applicant’s plan portrays continuous fencing around the perimeter of the development, which can be substituted for shrubs in both L2 and L3 screens. However, the required trees are not shown within the buffers along the west or north project boundaries. Therefore, prior to final site plan approval, the landscape plans shall be revised to portray the requisite trees within the buffers along the west and north site boundaries. [See Condition A-2.b]

The applicant shall install landscaping and screening required by this section consistent with the approved site plan or an approved modification thereto before the county issues an occupancy permit or final inspection for the development in question; provided, the responsible official may defer installation of plant materials for up to six (6) months after the county issues an occupancy permit or final inspection for the development in question if the responsible official finds doing so increases the likely survival of plants. [See Condition C-2]

Pursuant to Section 40.320.030(B), a copy of the approved landscape plan(s) with a letter signed and stamped by a landscape architect licensed in the state of Washington certifying that

\textsuperscript{10} See Condition A-1.d
the landscape and irrigation (if any) have been installed in accordance with the attached approved plan(s) and verifying that any plant substitutions are comparable to the approved plantings and suitable for the site. Any substituted plants shall be no smaller than those shown on the approved plan(s) and shall have similar characteristics in terms of height, drought tolerance and suitability for screening. [See Condition D-3]

Finding 7 - Planned Unit Developments (PUDs)
According to Section 40.520.080(B), PUDs are permitted in the R-12 district. PUDs shall be located on a site that is at least six (6) acres in overall size and shall be required to provide a minimum of twelve percent (12%) open space, based on the net area of the site. All PUDs shall provide street trees, spaced every twenty-four (24) feet, on public and private roads as well as street lighting and are limited to the maximum building height of the underlying zone.

PUDs offer flexibility to zoning standards such as lot standards and setbacks, without the need for Variance. As discussed in Land Use Finding 4, this development requests reductions to the following prescribed dimensional standards:
- Reduce the R-12 Single family attached minimum lot area to 1,800sf;
- Reduce the R-12 single family attached side yard setback to 4 feet; and,
- Reduce the R-12 single family detached lot width to 32 feet

The applicant proposes 329 units, pursuant to density standards for developments zoned R-12. The lots are proposed with smaller dimensions due to a 5.8acre tract that has been set aside to protect a delineated critical area (Packard Creek) and meet open space standards established for PUD’s. Based on the aforementioned, staff recommends approval of the reduced lot area, lot width, and side yard setbacks. [See Condition D-6.b & E-1.c]

Open space requirements for PUDs include standards for active and passive recreational use. Active areas should include jogging trails, play equipment, play fields, game courts, swimming pools, etc. Passive areas include natural protected area or open space.

The development proposes a total of 6.41 acres in open space, which is 22% of the site’s overall area. Open space planning includes benches and picnic tables located throughout the site, and a child’s playground included in Tract B along with a jogging trail connecting residents from all phases to the central open space. The applicant’s narrative indicates that a portion of the park located in Tract B will be constructed with phase 1 and the remaining park area will be constructed during phase 2. In order for the development to remain in compliance with PUD standards, and until minimum standards for open space have been met, a ratio no less than 12% open space shall be provided with each platted phase of development. [See Condition D-1.b]

All open space shall be conveyed to and permanently maintained by a home owners association unless a public agency agrees to maintain the open space and any structures or improvements located on it. Prior to the final plat/site plan approval, the association of owners shall be created under the laws of the state and shall adopt and propose articles of incorporation or association and bylaws, and covenants, conditions and restrictions limiting the uses of the open space shall be adopted and approved by the Prosecuting Attorney. [See Condition D-1.c]
The PUD standards require street trees, with 1 tree required for every 24 feet of frontage on average and are required to be provided in addition to the street trees required under Section 40.260.155 for narrow lots. The applicant indicates (See Exhibit 22) that the development proposes 12,921 lineal feet of roadway, resulting in a minimum requirement for 539 street trees. Together, with the 329 street trees required for each narrow lot, an aggregate of 868 street trees are required for the overall development. Sheet P8.0 of the applicant’s plan set provides a plant schedule listing a total of 620 trees of varying types, which does not meet this requirement. Therefore, prior to final site plan approval, a revised plan shall be provided that portrays a minimum of 868 street trees. Trees may be grouped if necessary, but a minimum of 1 tree is required along the frontage of each new lot. [See Condition A-2.c] All trees and shrubs shall be selected from Section G of the Standard Details Manual. [See Condition A-2.d]

Approval criteria for PUDs is put forth in Section 40.520.080(D) which requires that the Hearing Examiner or responsible official find that the alternate designs proposed will provide a plan equal or superior to the standard being varied; that, the PUD will provide a gradual transition along boundaries adjacent to lower density neighborhoods or nonresidential uses; and, that design features are centered on protected natural areas, provide pedestrian-friendly orientations and affordable housing units.

The proposed development meets density standards for developments zoned R-12, provides open space as prescribed, featuring a large protected area that is central to the neighborhood. Additionally, pedestrian walkways, in addition to required sidewalks, provide connections for residents to the NE 179th Street right-of-way and Clark County Fairgrounds, located east of the subject site; therefore, staff finds that the proposed PUD meets approval criteria put forth in Section 40.520.080(D).

Finding 8 - Pump Station
This application includes site plan review approval for a 3,624sf pump station and enclosure that will be located in Tract A. As the pump station will be owned by Clark Public Utilities and unoccupied, parking and solid waste standards do not apply. The applicant’s proposal includes one paved and off-street parking space and screening within a 5-foot wide buffer that will be planted with a dense screen of compact burning bush and emerald green arborvitae. Final site plan approval is required prior to issuance of any building permits for the pump station. [See Conditions A-1.f & E-2]

Finding 9 - County/State Platting Standards
With conditions of approval, staff finds the proposed PUD will make appropriate provisions for the public health, safety and general welfare of the community. Connection to public water and sewer facilities, as well as treatment of any future stormwater runoff will be provided to protect groundwater supply and integrity. Impact fees will also be required to ensure that the development will contribute a proportionate share toward the costs of school, park and transportation facilities, maintenance and services.

Conclusion (Land Use)
Staff concludes that the proposed preliminary plan, subject to conditions identified herein, meets land use requirements of the Clark County Code.
Archaeology
Finding 1 - Applicability
The development site is located within areas of moderate, moderate-high, and high probability for the discovery of archaeological resources, as designated on the Archaeological Predictive Model Map of the Clark County. Therefore, an Archaeological Predetermination is required.

Finding 2 - Pre-determination
The applicant submitted an archaeological pre-determination to the Washington State Department of Archaeology and Historic Preservation (DAHP) prior to submittal of the application. The DAHP received the report and determined additional permits from DAHP are not required for future use or impacts. (See Exhibit 23)

A note on the final construction plans will require that if resources are discovered during construction, work shall stop and DAHP and the county will be contacted. A note on the final construction plans will require that if resources are discovered during construction, work shall stop and DAHP and the county will be contacted. [See Conditions A-3 & D-6.d]

Conclusion (Archaeology)
Staff finds that the proposed preliminary plan, subject to conditions identified herein, meets archaeology requirements of the Clark County Code.

Habitat & Wetland
Finding 1 - Habitat
Staff visited the site with Ecological Land Services (ELS) Staff 10/22/2019, 12/23/2019 and 01/14/2020. Staff concurs with the habitat assessment (Critical Areas Report & Mitigation Plan) prepared by ELS, dated February 10, 2020. The site contains a Type Ns (non-fish bearing seasonal) stream (Packard Creek) that flows offsite to the northwest through a culvert under NW 11th Avenue. Per the Habitat Conservation Ordinance (40.440.010.C), the riparian priority habitat zone for a Type Ns stream extends outward seventy-five (75) feet each side of the Ordinary High Water Mark (OHWM) or to the edge of the one hundred (100) year floodplain whichever is greater.

According to CCC 40.440.010(C)(1)(a), the riparian habitat area for Packard Creek includes the associated FEMA floodway and floodway fringe. However, the functions outside of the 75-foot stream buffer are degraded, as this portion of the site is completely cleared of all vegetation, other than seeded, non-native grasses and some weedy forbs. Any clearing or development within the remainder of the floodway is not considered a habitat disruption and will, therefore, not require mitigation to maintain habitat functions and values (Brent Davis, email communication, 2020). Because of the degraded habitat onsite and lack of mitigation requirements, only the seventy-five (75) riparian habitat zone is depicted.

Five Oregon white oak trees are present in the site boundary: one adjacent to Wetland A, and four along the northeast fence line. Oak trees #1 through #4 shown in the Critical Areas Report are not considered priority habitat due to their small size and lack of association with a contiguous aerial pathway for small animals. The Washington Department of Fish and Wildlife (WDFW) considers oak trees with a DBH of greater than 20 inches to be large and greater than 12 inches to be medium. Oaks #1 through #4 are considered small and do not contain many
cavities for small cavity-nesting animals. They also have no snags or dead portions that may harbor insect populations or perches for birds and mammals.

**Finding 2 - Habitat Impacts**
One priority Oregon white oak (Oak #5), approximately one thousand eighty-eight (1,088) square feet is proposed to be removed during site clearing (Figure 2 in the Critical Areas Report shows oak location, Figure 3 shows proposed Lot 79). Oaks #2 through 4 will also be removed; however, they are small, solitary trees with relatively little habitat value, as they are not part of a contiguous patch of canopy cover and do not have dominant crowns or cavities. The details of all the onsite oaks are described in Table 3 in the Critical Areas Report.

**Finding 3 - Habitat Mitigation**
The proposed habitat mitigation outlined in the Critical Areas Report and Mitigation Plan prepared by ELS dated February 10, 2020 substantially maintains the level of habitat functions and values and meets the approval criteria in CCC 40.440.020.

**Finding 4 - Wetlands**
Staff visited the site with Ecological Land Services (ELS) Staff 10/22/2019, 12/23/2019 and 01/14/2020. Staff concurs with the habitat assessment (Critical Areas Report & Mitigation Plan) prepared by ELS, dated February 10, 2020. Three wetlands were delineated during site visits and are shown on the Critical Areas Report. The wetland determination data forms can be found in Appendix A of the Critical Areas Report and the wetland rating forms can be found in Appendix B. Table 1 summarizes the onsite wetlands and their associated buffer widths. After a final site visit on January 14, 2020 Clark County biologist, Brent Davis, confirmed ELS wetland mapping and ratings (email communication 2020).

Wetland A is a Category III, forested and scrub-shrub, slope wetland located in the central western portion of the site (Figure 2 in the Critical Areas Report). The wetland is a total of 0.95 acres and contains the non-fish bearing stream Packard Creek. According to the Washington State Wetland Rating System for Western Washington: 2014 Update (Rating System), Wetland A is a Category III wetland scoring 5 points for water quality functions, 5 points for hydrologic functions, and 6 points for habitat functions for a total of 16 points. Wetland A requires a one hundred fifty (150) buffer for the proposed development.

Wetland B is a Category IV, emergent, slope wetland located in the northwest portion of the site (Figure 2 in the Critical Areas Report). The wetland is a total of 0.04 acres. According to the Rating System, Wetland B is a Category IV wetland scoring 5 points for water quality functions, 4 points for hydrologic functions, and 6 points for habitat functions for a total of 15 points. Wetland B requires a fifty-foot (50) buffer for the proposed development.

Wetland C is a Category IV, emergent, slope wetland located within the forested portion of the site (Figure 2 in the Critical Areas Report). The wetland totals 0.03 acres. Because Wetland C is an isolated, Category IV wetland less than 4,350 square feet, Wetland C is exempted from County buffer regulations per CCC 40.450.010(C)(2). According to the Rating System, Wetland C is a Category IV wetland scoring 4 points for water quality functions, 3 points for hydrologic functions, and 5 points for habitat functions for a total of 12 points.
An approximate mapping of the offsite wetland is shown in Figure 2 of the Critical Areas Report. This wetland was observed using aerial imagery and estimated to be 0.39 acres total. It is a Category IV, forested slope wetland. According to the Rating System, the offsite wetland is a Category IV wetland scoring 5 points for water quality functions, 4 points for hydrologic functions, and 5 points for habitat functions for a total of 14 points. The off-site wetland requires a fifty (50) foot buffer for the proposed development.

Finding 5 - Wetland Impacts
The proposed wetland impacts include indirect impacts to Wetlands A, B and the offsite wetland, direct impacts to Wetlands A, B and temporary impacts to the Wetland A buffer. The impacts to Wetlands A and B a minimal and are required for road frontage improvements to NW 11th Avenue and NW 179th Street. Table 4 of the Critical Areas Report and Mitigation Plan summarizes the proposed impacts.

Finding 6 - Wetland Mitigation
The proposed wetland mitigation outlined in the Critical Areas Report and Mitigation Plan prepared by ELS dated February 10, 2020 will result in no net loss of wetland functions and values and meets the approval criteria in CCC 40.440.040.

Finding 7 - Mitigation Plan
Staff concurs with the alternatives analysis the applicant has provided (Critical Areas Report and Mitigation Plan). The proposed development meets the avoidance and minimization standards in CCC 40.440.020.A.2 and 40.450.040.D.1.

Finding 8 - Maintenance & Monitoring
The proposed maintenance and monitoring plan outlined in the Critical Areas Report and Mitigation Plan prepared by ELS dated February 10, 2020 meets the standards in CCC 40.450.040.E.3.d.

Finding 9 - Mitigation As-Builts
A Mitigation As-Built report must be submitted to the County within 30 days of completion of construction and planting in the approved mitigation plan. The As-Built needs to include documentation of any revisions to or deviations from the approved plan, demonstrating that any changes meet the requirements of CCC 40.440 and 40.450.

Unless the proposed mitigation is constructed and an as-built is approved, a performance assurance for the mitigation is required.

Conclusion (Habitat & Wetlands)
Environmental Services concludes that the proposed preliminary plan, subject to conditions identified herein, meets habitat and wetland requirements of the Clark County Code. [See Conditions A-4, B-1, C-3, D-6.d, D-6.e & D-11]

Floodplain
Finding 1 - Flood Elevations
The applicant did not provide calculations for grading for site development and stormwater management within the floodplain. The calculations are necessary to determine the project's effects on flood elevations and the floodplain storage volume. The applicant stated in the
Project Narrative that calculations will be submitted with the final engineering review. Therefore, the applicant shall submit calculations with the final engineering review that shows there is no increase in flood elevations or decrease in floodplain storage volume due to site development. [See Condition A-3.b]

**Conclusion (Floodplain)**
Development Engineering concludes that the proposed preliminary plan, subject to conditions identified herein, meets floodplain requirements of the Clark County Code.

**Transportation**
Finding 1 - Pedestrian/Bicycle Circulation Plan
Pedestrian circulation facilities in compliance with the Americans with Disabilities Act are required in accordance with the provisions of Section CCC 40.350.015. The applicant has proposed internal sidewalks and sidewalks along the frontages of NE 179th Street and NW 11th Avenue. Bike lanes are also required along the frontages of both roadways as part of the frontage improvements. All proposed pedestrian facilities shall be constructed to comply with ADA standards. The applicant will be required to construct curb ramps at all street intersections. [See Condition A-5.a]

Finding 2 - Road Circulation
The applicant has submitted a technical road modification requesting relief from roadway cross-circulation standards as it relates to meeting the maximum 800 block length, meeting the minimum 500-foot intersection spacing requirement, and the location of a road stubbed to the southern property line. [See Transportation Finding 4]

Finding 3 - Roads
NW 179th St. is classified as an “Urban Principal Arterial”, Pr-4cb. The associated required half-width frontage improvements include 50 feet of right-of-way, 36 feet of paved width, curb, gutter, and detached sidewalk. NW 11th Ave. is classified as an “Urban Minor Arterial”, M-2cb. The associated required half-width frontage improvements include 36 feet of right-of-way, 24 feet of paved width, curb, gutter, and detached sidewalk. The on-site public roadways, consisting of NW 178th St., NW 177th St., NW 175th St., NW 174th St., NW 173rd St., NW 10th Ave., NW 9th Ave., NW 8th Ave., and NW 6th Ave. are proposed as “Urban Local Residential Access” roads. The required improvements include 46 feet of right-of-way, 28 feet of paved roadway width, curbs, gutters, and 5-foot sidewalks. Per Table 40.350.030-3, the required minimum centerline radius for an “Urban Local Residential Access” road is 70 feet, except for where the curve is between 80 to 110 degrees, a minimum 35-foot radius may be used. [See Conditions A-5.b, A-5.c, A-5.d, & A-5.e]

The proposed intersection of NW 175th St. and NW 11th Ave. will be closed and used as a temporary emergency access until sight distance deficiencies are mitigated to the county’s satisfaction. A portion of NW 177th St. from NW 11th Ave. to NW 10th Ave. is designed to be an “Urban Neighborhood Circulator” roadway which includes 54 feet of right-of-way, 36 feet of paved roadway width, curbs, gutters, and 5-foot sidewalks. The same widths apply to NW 175th St. from NW 11th Ave. to NW 10th Ave. NW 177th St. and NW 6th Ave. are proposed as “Urban Local Residential Access” roads despite the fact that the number of proposed internal trips require “Urban Neighborhood Circulator” roadways at least on a temporary basis until the sight distance deficiencies are mitigated to the satisfaction of the county. The allowance for
these “Urban Local Residential Access” roads has been proposed as part of the road modification. [Condition A-5.f & Transportation Finding 4]

Per CCC Table 40.350.030-3 and CCC 40.350.030(B)(7)(b), on arterials the dedication of right-of-way on corners shall include the chord of the right-of-way radius. The county will accept an easement for this chord instead of dedication of right-of-way. [See Condition A-5.g]

A joint driveway has been proposed with this subdivision. A maximum of four (4) legal lots may use a joint driveway per CCC 40.350.030(B)(11). [See Conditions A-5.h & D-5.a]

Per CCC 40.350.030 (B)(4)(d)(1)(d), for the corner lot driveways adjacent to an arterial, the tangent curb length between the nearest edge of the driveways on NW 177th St. and NW 11th Ave. and NW 175th St. and NW 11th Ave. shall be 50 feet. [See Condition A-5.i]

Finding 4 - Major Road Modification
The applicant submitted a major road modification analysis, dated February 12th, 2020, an addendum dated May 5th, 2020 (“additional road modification”), an addendum dated May 5th, 2020 (“supplemental information”), and an addendum dated June 15th, 2020, requesting the following road modifications pertinent to CCC 40.350.030(B)(2); Table 40.350.030-2, Table 40.350.030-3; CCC 40.350.030(B)(5); CCC 40.350.030(B)(4)(d); and CCC 40.350.030(B)(8). [See Exhibits 13, 45, & 46]

1. Deviate from the 500-foot intersection spacing requirement for the proposed intersection of NW 177th Street and NW 11th Avenue.

2. Deviate from the 500-foot intersection spacing requirement for the proposed intersection of NW 175th Street and NW 11th Avenue.

3. Relief from the 800-foot block length requirement associated with NW 179th Street.

4. Relief from the 800-foot block length requirement associated with NW 6th Avenue.

5. Allow curb-tight sidewalk along NW 11th Avenue for the street section fronting the wetland area.

6. Allowance to not construct a raised medians along the NW 179th Street and NW 11th Avenue frontages.

7. Request to not construct frontage improvements on NW 179th Street within 75 feet of the eastern property line of the development.

8. Request to not construct frontage improvements on NW 11th Avenue within 25 feet of the southern property line of the development.

9. Request to allow construction of a 2:1 slope from the transition taper edges of pavement on NW 179th Street and NW 11th Avenue.
10. (May 5th, 2020 “additional road modification” addendum) Allow a reduction in the posted speed limit from 45 mph as well as the design speed of 40 mph from Table 40.350.030-3 to a design and posted speed of 35 mph. In addition to the speed limit, the slope of the existing roadway is slightly over 10% and the applicant requests that the slope not change to 8% or less, which is the standard for the M-2cb roadway within rolling terrain.

11. (June 15th, 2020 Addendum) Allow NW 177th St. and NW 6th Ave. as “Urban Local Residential Access” roads on a temporary basis as the proposed trips exceed the standard.

12. (May 5th, 2020 “supplemental information” addendum) A proposal to circulate exclusively to parcel # 182198-000 to the southwest without including parcel # 182211-000.

13. (May 5th, 2020 “supplemental information” addendum) Stop warrant analysis for the proposed all way stop at the NW 179th Street and NW 11th Avenue intersection.

CCC 40.550.010(C)(2) - Approval Criteria
Modifications to the standards contained in Chapter 40.350 may be granted when the applicant demonstrates at least one (1) of the following:

a. Topography, right-of-way, existing construction or physical conditions, or other geographic conditions make compliance with standards clearly impractical for the circumstances;
b. A minor change to a specification or standard is required to address a specific design or construction problem which, if not enacted, will result in an unusual hardship;
c. An alternative design is proposed which will provide a plan that is functionally equivalent or superior to the standards;
d. Application of the standards of Chapter 40.350 to the development would be grossly disproportional to the impacts created;
e. A change to a specification or standard is required to ensure consistency with existing features adjacent to or affected by the site where those existing features are not expected to change over time.

Applicant’s Discussion: [See Exhibits 13, 45, & 46]

Staff’s Evaluation

1. Deviate from the 500-foot intersection spacing requirement for the proposed intersection of NW 177th Street and NW 11th Avenue:

   Staff agrees with the applicant that the proposal meets criterion (a).

2. Deviate from the 500-foot intersection spacing requirement for the proposed intersection of NW 175th Street and NW 11th Avenue:
Staff does not agree with the applicant that the proposal can meet any of the criteria considering safety issues associated with the sight distance deficiencies at this intersection. The applicant has agreed to block the intersection making it an emergency access until sight distance deficiencies are mitigated to the satisfaction of the county. [See Condition A-5.j]

3. Relief from block length requirements associated with NW 179th Street:

The applicant submitted additional information that indicates that pedestrian and bicycle circulation will be maintained with the construction of a multi-use access path from the development to NW 179th Street. The applicant has indicated that there will be no ADA ramps constructed at either end of the access in an effort to discourage mid-block crossings. Pedestrians and bicyclists can travel west from the multi-use access, on NW 178th Street, and cross at the NW 8th Avenue intersection. Staff agrees with the applicant that the proposal meets criterion (e).

4. Relief from block length requirements associated with NW 6th Avenue:

The applicant indicates a proposed pedestrian mid-block crossing of NW 6th Avenue is necessary to maintain connectivity on-site and to a neighboring future trail network to the east. The applicant’s information indicates that NW 6th Avenue will be constructed as an “Urban Local Residential Access” road and suggests that NW 6th Avenue is projected to have less than 4,000 average daily trips of less. The applicant also suggests that risk to those crossing the street is minimal and that pedestrian and bicyclists can also cross at a nearby intersection approximately 100 feet to the north. The applicant stated that they “...would accept a condition to include a mid-block crossing ramp or the diversion of pedestrians and bicycles to the intersection to the north. Staff agrees with the applicant that the proposal meets criterion (e).

5. Allow curb-tight sidewalk along NW 11th Avenue for the street section fronting the wetland area:

Staff agrees with the applicant that the proposal meets criterion (a) due to the presence of the existing wetland.

6. Allowance to not construct a raised median along the NW 179th Street and NW 11th Avenue frontages:

The applicant submitted additional information that referenced the information in the traffic study in order to address many of the Median and Channelization Policy considerations:
   a. There is no crash history along the NW 179th Street frontage to suggest an issue.
   b. NW 179th Street corridor will operate at acceptable levels.
   c. Installation of a raised median would impact multiple neighboring residential driveways with direct access onto NW 179th Street.
   d. There is insufficient right-of-way for the installation of a 14-foot wide center median along the NW 179th Street frontage.
e. The proposed development is not seeking to have direct access onto NW 179th Street. All development related vehicle access will come from NW 11th Avenue.

The applicant submitted additional information that referenced the information in the traffic study in order to address many of the Median and Channelization Policy considerations:
   a. There is no crash history along the NW 11th Avenue frontage to suggest an issue
   b. NW 11th Avenue corridor will operate at acceptable levels
   c. There is insufficient right-of-way for the installation of a center median along the NW 11th Avenue frontage.

Staff agrees with the applicant that the proposal meets criterion (c).

The applicant shall acknowledge that the county may, at some time in the future, modify or restrict outbound vehicle movements to right-in/right-out from the NW 11th Avenue access locations. These access modifications or restrictions could be constructed at any time in the future as roadway volumes increase and/or safety issues become of concern. The access modifications or restrictions could be constructed as development mitigation or as a county project. [See Conditions D-6.n & G-2]

7. Request to not construct frontage improvements on NW 179th Street within 75 feet of the eastern property line of the development:

The applicant provided additional information that assumed the county, which owns property to the east of the subject site, would grant a temporary construction easement to allow the construction and grading necessary to extend frontage improvements to the common property line.

Staff is supportive of the applicant’s request provided written documentation from the county indicates an unwillingness to allow grading activities. [See Condition A-5.k]

8. Request to not construct frontage improvements on NW 11th Avenue within 25 feet of the southern property line of the development:

The applicant indicated that the property owner to the south of the development was contacted by certified letter that was delivered on April 24th, 2020. Per the applicant, there has been no written response as of the date of the submittal, however, there was verbal communication with the property owner. The property owner stated, verbally, that she would not allow grading and/or construction activities on her property.

Staff is supportive of the applicant’s request provided written documentation from the neighboring property to the south indicates an unwillingness to allow grading activities. [See Condition A-5.l]

9. Request to allow construction of a 2:1 slope from the transition taper edges of pavement on NW 179th Street and NW 11th Avenue:
Staff is supportive of the applicant’s request provided written documentation from neighboring property owners to the east and south indicate an unwillingness to allow grading activities. If necessary, the applicant’s construction plan shall include roadside protections for clear zone deficiencies associated with non-recoverable slopes. [See Condition A-5.m]

10. (May 5th, 2020 Addendum) Allow a reduction in the posted speed limit from 45 mph as well as the design speed of 40 mph from Table 40.350.030-3 to a design and posted speed of 35 mph. In addition to the speed limit, the slope of the existing roadway is slightly over 10% and the applicant requests that the slope not change to 8% or less, which is the standard for the M-2cb roadway within rolling terrain:

Staff is not supportive of reducing the design speed limit along NW 11th Avenue from 40 MPH to 35 MPH. Reduction in the posted and design speeds requires approval of the Clark County Board of County Councilors.

Staff is supportive of the applicant’s request to allow the existing roadway slope of 10% instead of an 8% maximum slope allowed for ‘rolling’ terrain.

Justification:

a. Existing physical conditions of the vertical profile, NW 11th Avenue, are inadequate to meet crest and sag curve design controls for the posted speed of 45 MPH.

b. Improvements would need to include significant grading to lengthen and flatten the vertical curves along the development frontage.

c. Regrading of NW 11th Avenue would severely impact the nearby neighboring driveways on the south frontage of the development.

d. Property owners south of the development site and along NW 11th Avenue have indicated that they will not allow grading and/or construction activities on their property.

e. Proposed speed reduction is necessary to prevent the applicant from having to reconstruct the entire vertical curve to meet the design and posted speeds.

f. Easements would need to be acquired to allow for required cut slopes for the roadway.

g. A hardship will exist for the applicant and any properties adjacent to this section of roadway if the standards are strictly enforced.

h. Approval of the road modification request will ensure consistency along NW 11th Avenue through this corridor frontage.

The applicant has agreed to block the intersection making it an emergency access until sight distance deficiencies are mitigated to the satisfaction of the county. [See Condition A-5.j]

11. (June 15th, 2020 Addendum) Allow NW 177th St. and NW 6th Ave. as “Urban Local Residential Access” roads on a temporary basis as the proposed trips exceed the standard:
Staff believes the proposal meets criterion (b) so long as the applicant gains approval from the Clark County Fire Marshal's Office. The applicant anticipates that the intersection of NW 175th St. and NW 11th Ave. will become a full access intersection if the posted and design speeds are reduced in the future. It should be noted that a determination will need to be made by the county as to if there will be a need to require access to the intersection be restricted in some way if the intersection is opened. [See Condition A-5.n]

12. (May 5th, 2020 “supplemental information” addendum) A proposal to circulate exclusively to parcel # 182198-000 to the southwest without including parcel # 182211-000:

The applicant indicates that the property owner to the south of the development was contacted by certified letter, delivered April 24, 2020. The applicant has not received a written response as of the date of the submittal. There was verbal communication with the property owner. The property owner stated, verbally, that she did not have any preference for street stubs to her property. Staff is supportive of the idea that this proposal meets criterion (c).

13. (May 5th, 2020 “supplemental information” addendum) Stop warrant analysis for the proposed all way stop at the NW 179th Street and NW 11th Avenue intersection:

Staff’s response to this proposal is addressed by Concurrency review staff in the Concurrency Finding. [See Concurrency Finding 5]

The Development Engineering Division Manager concurs with staff’s recommendations. [See Road Modification Memo - Exhibit 48]

Finding 5 - Sight Distance
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. Additional building setbacks may be required for corner lots in order to maintain adequate sight distance. The final engineering plans shall show sight distance triangles at all intersections. Landscaping, trees, utility poles, and miscellaneous structures will not be allowed to impede required sight distance requirements at all proposed driveway approaches and intersections.

The applicant submitted a sight distance analysis as part of their updated transportation plan and as part of their road modification analysis. The 450-foot sight distance requirement for the proposed intersection of NW 175th Street and NW 11th Avenue cannot be satisfied looking to the south. Secondly, sufficient sight distance cannot be achieved at the intersection of NW 179th Street and NW 11th Avenue. Per the applicant, sight distance is short by about 50 feet when looking to the west. This sight distance certification shall be completed once the improvements are constructed. The sight distance triangles shall be shown on the final engineering plans and on the final plat. [See Exhibit 44, Transportation Finding 4, & Conditions A-5, C-1, D-4, & D-6.1]
Finding 6 - Transportation Phasing
The applicant is responsible for providing all necessary transportation improvements required for each individual phase. The required transportation improvements for each proposed phase will be reviewed during final engineering review. [See Condition A-5.p]

Conclusion (Transportation)
Staff concludes that the proposed preliminary plan, subject to the conditions identified herein, meets the transportation requirements of the Clark County Code.

Transportation Concurrency
Finding 1 - Trip Generation
County concurrency staff has reviewed the proposed North Haven Subdivision. The traffic study submitted indicates that the proposed development will divide three (3) existing lots, totaling 40 acres, into 329 single family residences. The applicant's traffic study has estimated the a.m. peak-hour trip generation at 223, p.m. peak-hour trip generation at 293 trips and an average daily trip generation (ADT) of 2,947 trips. The trip generation was estimated using the nationally accepted data published by the Institute of Transportation Engineers 10th Edition. The proposed development site is located on parcels numbered 182170-000, 182618-000, and 182614-000 in Vancouver.

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

Finding 2 - Site Access
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 a LOS A condition would expect little delay. A driver who experiences a 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 a LOS F condition would expect significant delay with traffic demand exceeding the capacity of the facility with the result being growing queues of traffic.

Congestion, or concurrency, level of service (LOS) standards are 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 plan also shows the construction of an interior public road network to serve as access for the proposed subdivision. This interior public road network will connect to NW 11th Avenue in two places on the west side of the development, NW 175th Street and NW 177th Street. The development is also proposing to construct frontage improvements along the north and west property lines, NW 179th Street and NW 11th Street.

The applicant's study evaluated the level of service and found that the intersections analyzed will have an estimated LOS B or better, in the 2023 build-out horizon. The study also shows that the LOS was evaluated during am and pm peak hour traffic conditions in existing and build-out scenarios. County Staff concurs with the traffic study findings.
Finding 3 - Clark County Concurrency
The proposed development is required to meet the standards established in CCC 40.350.020(G) for corridors and intersections of regional significance within 3 miles of the proposed development.

**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 capacity levels represented in the County Code yielded capacity at acceptable levels.

**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.”
Finding 4 - Turn Lane Warrants
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 applicant’s traffic study evaluated the need for turn lanes based on the Washington State Department of Transportation (WSDOT) Design Manual. The applicant’s engineer concluded that turn lanes at the proposed site access locations on NW 11th Avenue would not be warranted. Staff concurs with the applicant’s findings.

Finding 5 - Historical Accident Situation
The applicant’s traffic study analyzed the crash history as obtained from Clark County for the period January 1, 2014 through December 31, 2018.

The intersection crash rates, for the study intersections do not exceed thresholds that would warrant additional analysis except for NW 11th Avenue/NW 179th Street.

The applicant’s engineer evaluated the crash history at the intersection of NW 11th Avenue/NW 179th Street and found that 5 of the reported crashes involved northbound and eastbound vehicle angle collisions. The applicant’s engineer performed field observations of this intersection and concluded that the NW 11th Avenue north and southbound approaches have limited sight distance. The applicant’s engineer recommended that because of the limited sight distance observed and the guidance of the Manual on Uniform Traffic Control Devices (MUTCD), an all-way stop control be installed at the intersection of NW 11th Avenue/NW 179th Street.

Staff reviewed the applicant’s multi-way stop control evaluation against the MUTCD consideration and guidance and concurs with the applicant’s finding. The applicant will need to submit signing and striping plans for review and approval. The signing and striping plans shall include installation of necessary pavement markings and signage for a multi-way stop controlled intersection at NW 11th Avenue/NW 179th Street. [See Condition A-7.a]

Finding 6 - Roadside Safety (Clear Zone) Evaluation
The Institute of Transportation Engineers (ITE) Traffic Engineering Handbook 6th Edition, states that “The clear roadside concept...is applied to improve safety by providing an unencumbered 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."

The applicant shall consider the WSDOT Design Manual – Roadside Safety Mitigation Guidance (Section 1600.04) in the final engineering design of all proposed roadways and frontage improvements. [See Condition A-7.b]

Finding 7 - Vehicle Turning Movements
It shall be noted that, the curb return radii listed above are minimum criteria and are intended for normal conditions, per CCC 40.350.030 (C)(3). CCC 40.350.030 (C)(3) also states, “The responsible official may require higher standards for unusual site conditions.”

The applicant will need to submit construction plans that show the design of the intersection geometry 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 minimizing the turning movement impact to opposing or adjacent travel lanes, which may result in no on-street parking areas on local residential access roads, at/near public road intersections. [See Condition A-7.c]

Finding 8 - Sight Distance
Sight distance issues are addressed by other Development Engineering Staff; therefore, this issue will not be addressed here.

Conclusion (Concurrence)
In summary, Concurrency Staff recommends approval of the development application as conditioned herein.

Stormwater
Finding 1 - Stormwater Applicability
The provisions of Clark County Code Chapter 40.386 shall apply to all new development, redevelopment, land disturbing activities and drainage projects consistent with the Stormwater Management Manual for Western Washington (SMMWW) and the Clark County Stormwater Manual (CCSM 2015). The project adds more than 5,000 square feet of new hard surface; therefore, the applicant shall comply with Minimum Requirements (MR) 1 through 9. [See Condition A-8.a]

Finding 2 - Stormwater Proposal
The applicant provided a stormwater technical information report dated February 2019 which proposes to comply with On-site Stormwater Management (MR#5), Runoff Treatment (MR#6), and Flow Control (MR#7) standards. The applicant proposes to meet the requirements of List #2 of the 2015 Clark County Stormwater Manual. The applicant has proposed public facilities consisting of mechanical filtration, bioretention, and detention facilities. Fish bearing streams are located downstream, therefore, enhanced treatment is required. Additionally, an offsite analysis shall be performed. Per the applicant, the tested infiltration rates were very low and, as a result, infiltration is not being proposed. [See Conditions A-8.b, A-8.c, A-8.d, D-6.j, D-6.k, & E-3]
The applicant shall ensure that the proposed biorientation and detention volume will not become compromised as a result of the presence of high groundwater. As a result, appropriate liners shall be specified as part of the design of the bioretention facilities and detention ponds. [See Conditions A-8.e & A-8.f]

The bioretention facilities shall be designed according to all of the design criteria of BMP T5.14B in Chapter 2 of Book 2 of the 2015 Clark County Stormwater Manual. [See Condition A-8.g]

Per the applicant, water quality has not yet been proposed for NW 8th Avenue. Sufficient water quality treatment shall be provided for NW 8th Avenue as part of the final construction plans. [See Condition A-8.h]

Finding 3 - Stormwater Phasing
The applicant is responsible for providing all necessary stormwater mitigation improvements required for each individual phase. The required stormwater mitigation improvements for each proposed phase will be reviewed during final engineering review. [See Condition A-8.i]

Conclusion (Stormwater)
Staff concludes that the proposed preliminary stormwater plan, subject to the conditions contained herein, is feasible. Therefore, the requirements of the preliminary plan review criteria are satisfied.

Geologic Hazard Area
Finding 1 - Applicability
All development activities in or adjacent (within 100 feet) to geologic hazard areas shall comply with the provisions of CCC 40.430. The provisions of CCC 40.430, therefore, apply to this development. The applicant submitted geotechnical engineering reports dated January 9th, 2019, and December 6th, 2019. Per the analysis, existing slopes do not meet the criteria of steep slopes nor landslide hazard areas, however, recommendations have been made. [See Condition A-11.a]

A building permit is required for retaining walls greater than 4 feet tall or when the wall is surcharged. All retaining walls shall be shown in sufficient detail on the engineering plans for staff to assess their impact on adjacent roads, structures, and public and private utilities. [See Condition A-11.b]

Conclusion (Geologic Hazard Area)
Staff concludes that the proposed preliminary geotechnical engineering plan, subject to conditions identified herein, is feasible. Therefore, the requirements of the preliminary plan review criteria are satisfied.

Sanitary Sewer Pump Station
Finding 1 - Sanitary Sewer Pump Station
The applicant proposes a sanitary sewer pump station on Sheet P6.0 of the preliminary plans an in a brief statement in the project narrative. The applicant has not submitted any details of the pump station including engineering related applications such as specific site plan, road
modification for the facility access onto an arterial road, sight distance information, and Critical Aquifer Recharge Area environmental assessment. Therefore, staff is unable to recommend approval. Staff recommends an open record period to allow the applicant to submit additional information regarding the pump station. [See Condition A-12]

**Fire Protection**

**Finding 1 - Fire Marshal Review**
This application was reviewed by Donna Goddard in the Fire Marshal's Office. Donna can be reached at (564) 397-3323, or e-mail at donna.goddard@clark.wa.gov. Where there are difficulties in meeting these conditions or if additional information is required, contact Donna in the Fire Marshal's office immediately.

**Finding 2 - Building Construction**
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 Condition G-6.a]

**Finding 3 - Fire Flow**
Fire flow in the amount of 1000 gallons per minute supplied at 20 psi for 60 minutes duration is required for this application. Prior to final approval 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 final plat approval. A letter dated 10/8/19 from Clark Public Utilities states that adequate is fire flow available. [See Conditions A-13.a, D-9.a, D-9.b, & E-4]

**Finding 4 - Fire Hydrants**
Fire hydrants are required for this application. Provide fire hydrants such that the maximum spacing between hydrants does not exceed 700 feet and such that no lot or parcel is in excess of 500 feet from a fire hydrant as measured along approved fire apparatus access roads. [See Condition A-13.b]

The local fire district chief approves the exact locations of fire hydrants. As a condition of approval, contact Fire District # 6 at (360) 576-1195 to arrange for location approval. Unless waived by the fire district chief fire hydrants shall be provided with appropriate 'storz' adapters for the pumper connection. Provide and maintain a three-foot clear space around the entirety of each fire hydrant. [See Conditions A-13.c, A-13.d, D-9.c, & H-1.a]

**Finding 5 - Fire Apparatus Access**
Fire apparatus access is required for this application. The roadways and maneuvering areas as indicated in the application do not adequately provide the required fire apparatus access. Provide fire apparatus access roads with an unobstructed width of not less than 20 feet, an unobstructed vertical clearance of not less than 13.5 feet, with an all-weather driving surface and capable of supporting the imposed loads of fire apparatus. [See Conditions A-13.e & H-1.b]

**Finding 6 - Fire Apparatus Turnarounds**
Approved fire apparatus turnarounds are required for this project and are adequate. [See Conditions A-10.f & H-1.c]
Finding 7 - Residential Sprinkler Systems
Access at the intersection of NW 11th Avenue and NW 175th Street, is proposed for emergency access only due to sight distance concerns. Due to the number of lots (329) and only one full access provided, sprinkler systems will be required in all homes in this development. If NW 175th reverts back to a full access, the sprinkler requirement can be amended. [See Conditions F-3 & G-6.b]

Conclusion (Fire Protection)
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 - Service Availability
The site will be served by the Clark Regional Wastewater District for sewer and the Clark Public Utilities for potable water. A letter from each of the purveyors confirms that services can be provided to the new development.

Finding 2 - Public Health Department Evaluation
A Conditional Development Review Evaluation Letter (DRE) was submitted as part of the preliminary review application. The DRE confirms that there are two private, on-site septic systems and one pressure tank located on the subject site. The letter specifies that they must be legally abandoned and/or decommissioned, as applicable. The DRE specifies that an acceptable Public Health Final Approval Letter must be submitted prior to final plat approval. The Public Health Final Approval Letter will confirm that all existing wells and/or septic systems have been abandoned, inspected and approved by Public Health staff. [See Conditions B-1.b & D-8]

Conclusion (Water and Sewer Service)
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
Finding 1 - Impact Fees
The new residential lots created by this plat will produce impacts on schools, parks, and traffic, and are subject to School (SIF), Park (PIF), in accordance with CCC 40.610; and, Traffic Impact Fees (TIF) in accordance with a Development Agreement, which has established special rules and timing for payment, recorded as AGR 5676659. [See Condition G-7]

Finding 2 - Estimate & Assessment
The following fee districts apply to the proposed development: 179th DA sub-area (TIF), Ridgefield School District (SIF), and Park District #10. As found in CCC40.610.040, impact fees are calculated using the rates in effect at the time of building permit issuance. [See Conditions D-5.d, D-6.l, & E-5]

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 May 4, 2020 is hereby final.

**SEPA Appeal Process**

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

The hearing examiner shall hear appeals in a public hearing. Notice of the appeal hearing shall be mailed to parties of record, but shall not be posted or published.

A **procedural SEPA appeal** is an appeal of the determination (i.e., determination of significance, determination of non-significance, or mitigated determination of non-significance).

A **substantive SEPA appeal** is an appeal of the conditions required to mitigate for probable significant issues not adequately addressed by existing Clark County Code or other law.

Issues of compliance with existing approval standards and criteria can still be addressed in the public hearing without an appeal of this SEPA determination.

A **procedural or substantive appeal** must be filed within fourteen (14) calendar days of this determination, together with the appeal fee. Such appeals will be considered at a scheduled public hearing and decided by the Hearing Examiner in a subsequent written decision.

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

- 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 40.510.020(H) or 40.510.030(H)
  - The reasons why the SEPA determination is in error
The appeal fee

Refer to the Appeals handout for more information and fees.

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

Staff Contact Person: Amy Wooten, 564.397.5683

Responsible Official: Dan Young, Community Development Director

Recommendation

Based upon the proposed plan known as Exhibit 44, and the findings and conclusions stated above, staff recommends the Hearing Examiner APPROVES this request, subject to the understanding that the application is required to adhere to all applicable codes and laws and is subject to the following conditions of approval.

Conditions of Approval

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<th>A</th>
<th>Final Construction Review for Land Division Review and Approval Authority: Development Engineering</th>
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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 Land Use -

a. Setback envelopes shall be portrayed on the final site plan. [See Land Use Finding 4.a]

b. A note outlining development setback, lot coverage, and building height standards put forth in Table 40.220.020-3, shall be placed on the plans denoting the applicable standards. [See Land Use Finding 4.a]

c. Building envelopes for corner lots shall be portrayed on the site plan and shall encompass all building projections. [See Land Use Finding 5]

d. A minimum of 38 on-street parking spaces, meeting dimensional standards put forth in Section 40.260.155(C)(3)(c) shall be portrayed on the site plan. [See Land Use Finding 5.a]

e. If on-street parking spaces are not portrayed on the final site plan per Condition A-1.d, driveway locations shall be portrayed for each lot. [See Land Use Finding 5.d]
f. Approval of a final site plan which is in conformance to the approved preliminary site plan is required for the pump station prior to the issuance of any building permits. [See Land Use Finding 8]

A-2 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 rights-of-way and on-site. For all Planned Unit Developments, the final landscape plan shall include common area plans including trails, recreation areas and equipment, landscaping, etc.

a. Data on Sheet P3.0 shall be modified to quantify the area that will be landscaped to the L1 standard and must meet or exceed the 20 percent requirement. [See Land Use Finding 4.b]

b. The landscape plan shall be revised to portray trees meeting standards for L2 standard within the buffers along the west and north site boundaries. [See Land Use Finding 6]

c. The landscape plan shall be revised to portray 868 street trees; with one (1) tree placed along the frontage of each new lot. [See Land Use Finding 7]

d. All trees and shrubs shall be selected from Section G of the Standard Details Manual. [See Land Use Finding 7]

A-3 Final Construction Plan - The applicant shall submit and obtain county approval of a final construction plan with the following:

a. A note shall be placed on the final construction drawings which states (Archaeology): "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."

b. The applicant shall submit calculations with the final engineering review that shows there is no increase in flood elevations or decrease in floodplain storage volume due to site development. [See Floodplain Finding 1]

A-4 Habitat & Wetlands - The applicant shall secure the mitigation with a performance assurance for an amount and in a form approved by the County.

A-5 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 show that all pedestrian facilities will be constructed in compliance with ADA Standards. Curb ramps shall be shown at all street intersections. [See Transportation Finding 1]

b. NW 179th St. is classified as an “Urban Principal Arterial”, Pr-4cb, and the associated required half-width frontage improvements include 50 feet of right-of-way, 36 feet of paved width, curb, gutter, and detached sidewalk. [See Transportation Finding 3]

c. NW 11th Ave. is classified as an “Urban Minor Arterial”, M-2cb, and the associated required half-width frontage improvements include 36 feet of right-of-way, 24 feet of paved width, curb, gutter, and detached sidewalk. [See Transportation Finding 3]

d. Except for portions of NW 177th St. and NW 175th St. that intersect with NW 11th Ave., the on-site public roadways are proposed as “Urban Local Residential Access” road requiring 46 feet of right-of-way, 28 feet of paved roadway width, curbs, gutters, and sidewalks. [See Transportation Finding 3]

e. Per Table 40.350.030-3, the required minimum centerline radius for an “Urban Local Residential Access” road is 70 feet, except for where the curve is between 80 to 110 degrees, a minimum 35-foot radius may be used. [See Transportation Finding 3]

f. Portions of NW 175th St. and NW 177th St. between NW 11th Ave. and NW 10th Ave. are designed to an “Urban Neighborhood Circulator” road standard which requires 54 feet of right-of-way, 36 feet of paved roadway width, curbs, gutters, and 5-foot sidewalks. [See Transportation Finding 3]

g. Per CCC Table 40.350.030-3 and CCC 40.350.030(B)(7)(b), the dedication of right-of-way on arterials shall include the chord of the right-of-way radius. The county will accept an easement for this chord instead of dedication of right-of-way. [See Transportation Finding 3]

h. A maximum of 4 lots may be served be a joint access driveway. [See Transportation Finding 3]

i. Per CCC 40.350.030 (B)(4)(d)(1)(d), for the corner lot driveways adjacent to an arterial, the tangent curb length between the nearest edge of the driveways on NE 177th St. and NE 175th Street shall be 50 feet. [See Transportation Finding 3]

j. A note shall be placed on the final construction plans indicating that the intersection of NW 175th Street and NW 11th Avenue shall remain as an emergency access only until sight distance deficiencies associated with NW 11th Ave. are mitigated to the satisfaction of the county. [See Transportation Finding 4]
k. The applicant shall provide written documentation from the county, which owns parcel #182217-000, indicating an unwillingness to allow grading activities, otherwise, the applicant shall construct improvements on NW 179th Street within 75 feet of the eastern property line of the development. [See Transportation Finding 4]

l. The applicant shall provide written documentation from the property owner to the south, which owns parcel #182198-000, indicating an unwillingness to allow grading activities, otherwise, the applicant shall construct improvements on NW 11th Ave. within 25 feet of the southern property line of the development. [See Transportation Finding 4]

m. Written documentation from the neighboring property owners to the east and south indicating an unwillingness to allow grading activities shall be provided in order for 2:1 slope to be allowed from the transition taper edges of pavement on NW 179th St. and NW 11th Ave. If necessary, the applicant's construction plan shall include roadside protections for clear zone deficiencies associated with non-recoverable slopes. [See Transportation Finding 4]

n. The proposed emergency access to the entire development shall be approved by the Clark County Fire Marshal's Office. [See Transportation Finding 4]

o. The sight distance triangles shall be shown on the final engineering plans and final plat. [See Transportation Finding 5]

p. The applicant is responsible for providing all necessary transportation improvements required for each individual phase. [See Transportation Finding 6]

A-6 Transportation (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 the Department of Public Works prior to final plat or final site plan approval.

A-7 Final Transportation Plan/Off Site (Concurrence) - 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 a signing and striping plan for review and approval. This plan shall show signing and striping and all related features for required frontage improvements and any off-site improvements. The signing and striping plan shall also include necessary pavement markings and signage for a multi-way stop controlled intersection at NW 11th Avenue/NW 179th Street, including but not limited to, advance warning signs, solar powered flashing signage, reflective pavement markers/markings etc. The applicant shall obtain a work order with Clark County to reimburse the County for required signing and striping. [See Transportation Concurrency Finding 5]
b. The applicant shall consider the WSDOT Design Manual – Roadside Safety Mitigation Guidance (Section 1600.04) in the final engineering design of all proposed roadways and frontage improvements. [See Transportation Concurrency Finding 6]

c. 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 minimizing the turning movement impact to opposing or adjacent travel lanes, which may result in no on-street parking areas on local residential access roads, at/near public road intersections. [See Transportation Concurrency Finding 7]

A-8 **Final Stormwater Plan** - The applicant shall submit and obtain County approval of a final stormwater plan designed in conformance to CCC 40.386 and the following conditions of approval:

a. The applicant shall submit final construction plan and a final Technical Information Report that addresses Minimum Requirements #1 through #9. [See Stormwater Finding 1]

b. Fish bearing streams are located downstream, therefore, enhanced treatment is required. [See Stormwater Finding 2]

c. An offsite analysis prepared in accordance with Book 1, Chapter 5 of the CCSM 2015 shall be performed as a result of the proposal to detain. [See Stormwater Finding 2]

d. The applicant shall submit documentation from the stormwater treatment system manufacturer indicating that the stormwater treatment devices were sited and sized appropriately. [See Stormwater Finding 2]

e. The applicant shall ensure that the proposed detention volume will not become compromised as a result of the presence of relatively high groundwater. [See Stormwater Finding 2]

f. Appropriate liners shall be specified as part of the design of the proposed bioretention and detention pond. [See Stormwater Finding 2]

g. The bioretention facilities shall be designed according to all of the design criteria of BMP T5.14B in Chapter 2 of Book 2 of the 2015 Clark County Stormwater Manual. [See Stormwater Finding 2]

h. Sufficient water quality treatment shall be provided for NW 8th Avenue as part of the final construction plans. [See Stormwater Finding 2]
i. The applicant is responsible for providing all necessary stormwater mitigation improvements required for each individual phase. [See Stormwater Finding 3]

A-9 Erosion Control Plan - The applicant shall submit and obtain County approval of a final erosion control plan designed in accordance with CCC 40.386.

A-10 Excavation and Grading - Excavation/grading shall be performed in compliance with CCC 14.07.

A-11 Geologic Hazard Area - The applicant shall submit and obtain county approval of a final geotechnical engineering plan designed in accordance with the following conditions of approval:

   a. The proposed project shall implement the recommendations identified in the preliminary geotechnical reports unless further studies present new or different facts. [See Geologic Hazard Area Finding 1]

   b. A building permit is required for retaining walls greater than 4 feet tall or when the wall is intended to support unbalanced fill or a surcharge. All retaining walls shall be shown in sufficient detail on the engineering plans for staff to assess their impact on adjacent roads, structures, and public and private utilities. [See Geologic Hazard Area Finding 1]

A-12 Sanitary Sewer Pump Station – During the open record period, the applicant shall submit preliminary site plan and associated applications and information to obtain preliminary site plan approval for the proposed sanitary sewer pump station. [See Sanitary Sewer Pump Station Finding 1]

A-13 Fire Marshal Requirements -

   a. The applicant shall submit plans showing location of water lines for review and approval. [See Fire Protection Finding 2]

   b. Plans shall be submitted for review and approval showing fire hydrants such that maximum spacing between hydrants does not exceed 700 feet and such that no portion of the building exterior is in excess of 500 feet from a fire hydrant as measured along approved fire apparatus access roads. [See Fire Protection Finding 4]

   c. The fire district chief shall sign the engineering construction mylar indicating fire hydrant location has been reviewed and approved. [See Fire Protection Finding 4]

   d. Plans showing a 3-foot clear space around the circumference of all fire hydrants shall be submitted for review and approval. [See Fire Protection Finding 4]
e. Plans showing roadways and maneuvering areas that are consistent with the preliminary plan shall be submitted for review and approval. [See Fire Protection Finding 5]

f. Plans showing fire apparatus turnarounds that are consistent with the preliminary plan shall be submitted for review and approval. [See Fire Protection Finding 6]

Prior to Construction of Development
Review and Approval Authority: Development Inspection

Prior to construction, the following conditions shall be met:

B-1 Pre-Construction Conference - Prior to construction or issuance of any grading or building permits, a pre-construction conference shall be held with the County.

a. Prior to construction, demarcation of wetland and/or buffer boundaries shall be established (for example, sediment fence).

b. Prior to site construction, abandonment of septic systems, water wells and underground tanks shall be decommissioned in accordance with the procedures of the Clark County Public Health.

c. Prior to site construction, structures slated for demolition shall be demolished in accordance with the procedures of the Southwest Clean Air Agency and the Clark County demolition permit. [See Finding 2]

B-2 Traffic Control Plan: Prior to issuance of any building or grading permits for the development site, the applicant shall obtain written approval from Clark County Department of Public Works of the applicant's Traffic Control Plan (TCP). The TCP shall govern all work within or impacting the public transportation system.

B-3 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-4 Erosion Control - Erosion control facilities shall not be removed without County approval.

Provisional Acceptance of Development
Review and Approval Authority: Development Inspection

Prior to provisional acceptance of development improvements, construction shall be completed consistent with the approved final construction / land division plan and the following conditions of approval:
C-1 **Transportation (Sight Distance)** - The applicant shall provide a sight distance certification letter verifying that sight distance has been met. (See Finding #5)

C-2 **Verification of the Installation of Required Landscape** - The applicant shall provide verification in accordance with CCC 40.320.030(B) that the required right-of-way landscaping has been installed in accordance with the approved landscape plan.

C-3 **Wetlands and Buffers** - Permanent physical demarcation of the boundaries in a manner approved by the Land Use Review Manager (for example, fencing, hedgerows, berms, etc.), and posting of approved signage on each lot or every 100 ft of the boundary, whichever is less.

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Prior to final plat approval and recording, the following conditions shall be met:

D-1 **Land Use** -

a. Building envelopes shall not be included in the face of the plat. [See Land Use Finding 5]

b. In order for the development to remain in compliance with PUD standards, and until minimum standards for open space have been met, a ratio no less than 12% open space shall be provided with each platted phase of development. [See Land Use Finding 7]

c. All open space shall be conveyed to and permanently maintained by a home owners association unless a public agency agrees to maintain the open space and any structures or improvements located on it. Prior to final plat/site plan approval, the association of owners shall be created under the laws of the state and shall adopt and propose articles of incorporation or association and bylaws, and covenants, conditions and restrictions limiting the uses of the open space shall be adopted and approved by the Prosecuting Attorney. [See Land Use Finding 7]

D-2 **Setbacks and Building Envelopes** - Setbacks and building envelopes for detached single-family units within the R-12, R-18, R-22, OR-15, OR-18 and OR-22 zones shall be identified for each lot on the face of the plat.

D-3 **Verification of Landscape Installation** - The applicant shall provide verification in accordance with CCC 40.320.030(B) that the required on-site landscape has been installed in accordance with the approved landscape plan.

D-4 The sight distance triangles shall be shown on the final plat. [See Transportation Finding 5]
D-5 Developer Covenant – A “Developer Covenant to Clark County” shall be submitted for recording to include the following:

a. Joint Driveway Maintenance Covenant: A private joint driveway maintenance covenant shall be submitted to the responsible official for approval and recorded with the County Auditor. The covenant shall set out the terms and conditions of responsibility for maintenance, maintenance methods, standards, distribution of expenses, remedies for noncompliance with the terms of the agreement, right of use easements, and other considerations, as required under 40.350.030(C)(4)(g).

b. Critical Aquifer Recharge Areas: "The dumping of chemicals into the groundwater and the use of excessive fertilizers and pesticides shall be avoided. Homeowners are encouraged to contact the State Wellhead Protection program at (206) 586-9041 or the Washington State Department of Ecology at 800-RECYCLE for more information on groundwater/drinking supply protection."

c. Erosion Control: "Building Permits for lots on the plat shall comply with the approved erosion control plan on file with Clark County Building Department and put in place prior to construction."

d. Impact Fees: "In accordance with CCC 40.610, impact fees for each dwelling in this subdivision shall be assessed for impacts on schools, parks and transportation facilities based for the following districts: Ridgefield School District (SIF), Park District 10 (PIP) and 179th DA Sub-area (TIF). As found in CCC40.610.040, impact fees are calculated using the rates in effect at the time of building permit issuance."

e. Parking: “Future residents shall reserve garages for parking purposes.”

D-6 Plat Notes - The following notes shall be placed on the final plat:

a. Building Envelopes: “Building envelopes for corner lots as shown on the approved site plan encompass all building projections.”

b. Lot Standards: “The following standards apply to this development:
Minimum lot area (attached dwellings): 1,800sf
Minimum side yard setback (attached dwellings): 4 feet
Minimum lot width (detached dwellings): 32 feet”

c. Parking: “Garages have been used to meet minimum parking standards for narrow lot development; therefore, garages shall be reserved for parking purposes.”

d. Archaeological: "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 and Clark County Community Development shall be notified. Failure to comply with these State requirements may constitute a Class C Felony, subject to imprisonment and/or fines."
e. **Wetland Covenants:** "Clark County Wetland Protection Ordinance (Clark County Code Chapter 40.450) requires wetlands and wetland buffers to be maintained in a natural state. Refer to Conservation Covenant (Ref # ___) recorded with the Clark County Auditor for limitations on the maintenance and use of the wetland and wetland buffer areas identified on the face of this plat."

f. **Wetland Development Envelopes:** "No clearing or development activities shall occur outside the development envelopes shown on the face of this plat unless the activities are exempt from, or approved under, the provisions of the Clark County Wetland Protection Ordinance (CCC 40.450). Other building setbacks may apply within the development envelopes"

g. **Sidewalks:** "Prior to issuance of occupancy permits, sidewalks shall be constructed along all the respective lot frontages.

h. **Utilities:** "An easement is hereby reserved under and upon the exterior six (6) feet at the front boundary lines of all lots for the installation, construction, renewing, operating and maintaining electric, telephone, TV, cable, water and sanitary sewer services. Also, a sidewalk easement, as necessary to comply with ADA slope requirements, shall be reserved upon the exterior six (6) feet along the front boundary lines of all lots adjacent to public streets."

i. **Driveways:** "All residential driveway approaches entering public roads are required to comply with CCC 40.350. Direct driveway access onto NW 179th St. and NW 11th Ave. will not be allowed."

j. **Sight Distance:** "All sight distance triangles shall be maintained."

k. **Privately Owned Stormwater Facilities:** "The following party is responsible for long-term maintenance of the privately owned stormwater facilities: _____.

l. **Roof and Crawl Space Drains:** "Roof and crawl space drains shall be installed in accordance with the approved As-Built plans, unless a revised plan is approved by the county. These stormwater systems will be owned and maintained by the property owner on whose lot the stormwater system is located."

m. **Impact Fees:** "In accordance with CCC 40.610, impact fees for each dwelling in this subdivision shall be assessed for impacts on schools, parks and transportation facilities based on the following districts: Ridgefield School District (SIF), Park District 10 (PIF) and 179th DA Sub-area (TIF). As found in CCC40.610.040, impact fees are calculated using the rates in effect at the time of building permit issuance."

n. The county may modify or restrict outbound vehicle movements to right-in/right-out from the NW 11th Avenue access locations. These access modifications or restrictions could be constructed at any time in the future as roadway volumes increase and/or safety issues become of concern. The access modifications or
restrictions could be constructed as development mitigation or as a county project. [See Transportation Finding 4]

D-7 **Public Health Signature Requirement** - Public Health is **not** required to sign the final plat, because the use of well and septic systems are not proposed.

D-8 **Abandonment of On-Site Water Wells and Sewage Systems** - The location of abandoned septic tanks and decommissioned wells shall be shown on the face of the final plat.

D-9 **Fire Marshal Requirements** -

a. The applicant shall submit a current utility review letter from the water purveyor indicating required fire flow remains available at the site. [See Fire Protection Finding 2]

b. The applicant shall demonstrate that water mains supplying fire flow have been installed, approved and operational. [See Fire Protection Finding 2]

c. Fire Hydrants shall be provided with appropriate 'storz' adapters for the pumper connection. [See Fire Protection Finding 4]

D-10 **Addressing** - At the time of final plat, existing residence(s) that will remain may be subject to an address change. Addressing will be determined based on point of access.

D-11 **Habitat & Wetlands** -

a. The Priority Habitat and Species Areas shall be shown on the face of the final plat with a note describing limitations on clearing and development activities in these areas.

b. The wetlands and wetland buffers shall be shown on the face of the final plat with a note describing limitations on clearing and development activities in these areas.

c. Pursuant to CCC 40.450.030.F, a conservation covenant shall be recorded in a form approved by the Prosecuting Attorney as adequate to incorporate the other restrictions of this section and to give notice of the requirement to obtain a wetland permit prior to engaging in regulated activities within a wetland or its buffer.

d. Pursuant to CCC 40.450.030.F, a permanent physical demarcation along the upland boundary of the wetland buffer area shall be installed and thereafter maintained. Such demarcation may consist of logs, a tree or hedge row, fencing, or other prominent physical marking approved by the responsible official.

e. Pursuant to CCC 40.450.030.F, small signs shall be posted at an interval of one (1) per lot or every one-hundred (100) feet, whichever is less, and perpetually
maintained a locations along the outer perimeter of the wetland buffer approved
by the responsible official worded substantially as follows:

Wetland and Buffer
Please retain in a natural state

f. Pursuant to CCC 40.450.030.F, the final plat shall clearly show all wetland,
wetland buffer, and priority habitat boundaries with a note referencing any
required conservation covenant(s).

| E | Building Permits
Review and Approval Authority: Permit Services |

Prior to issuance of a building permit, the following conditions shall be met:

E-1 Land Use and Critical Areas -

a. Building envelopes shown on the site plan for the corner lots encompass all
building projections. [See Land Use Finding 5]

d. The following standards apply to this development:
   Minimum lot area (attached dwellings): 1,800sf
   Minimum side yard setback (attached dwellings): 4 feet
   Minimum lot width (detached dwellings): 32 feet
   [See Land Use Finding 7]

E-2 Pump Station - Approval of a final site plan which is in conformance to the approved
preliminary site plan is required for the pump station prior to the issuance of any
building permits. [See Land Use Finding 8]

E-3 Engineering Requirements (Roof and Crawl Space Drains) - Roof and crawl
space drains shall be installed in accordance with the approved As-Built plans, unless a
revised plan is approved by the county. These stormwater systems will be owned and
maintained by the property owner on whose lot the stormwater system is located. [See
Stormwater Finding 2]

E-4 Fire Marshal Requirements - The applicant shall submit a current utility review
letter from the water purveyor(s) indicating that required fire flow is available at the
site. [See Fire Protection Finding 2]

E-5 Impact Fees - In accordance with CCC 40.610, impact fees for each dwelling in this
subdivision shall be assessed for impacts on schools, parks and transportation facilities
based for the following districts: Ridgefield School District (SIF), Park District 10 (PIF)
and 179th DA Sub-area (TIF). As found in CCC40.610.040, impact fees are calculated
using the rates in effect at the time of building permit issuance.
Prior to issuance of an occupancy permit, the following conditions shall be met:

**F-1 Verification of the Installation of Required Individual Street Trees** - Where street trees are required on individual residential lots, the applicant shall provide verification in accordance with CCC 40.320.030(B) that the required landscape has been installed in accordance with the approved landscape plan.

**F-3 Fire Marshal Requirements** - Prior to occupancy, the monitored automatic fire sprinkler system(s) shall be reviewed, approved, installed, and operational. [See Fire Protection Finding 7]

**G Development Review Timelines & Advisory Information**

**Review and Approval Authority: None - Advisory to Applicant**

**G-1 Land Division** - Within seven (7) years of preliminary plan approval, a Fully Complete application for Final Plat review shall be submitted.

**G-2 Median and Channelization** - The applicant shall acknowledge that the county may, at some time in the future, modify or restrict outbound vehicle movements to right-in/right-out from the NW 11th Avenue access locations. These access modifications or restrictions could be constructed at any time in the future as roadway volumes increase and/or safety issues become of concern. The access modifications or restrictions could be constructed as development mitigation or as a county project. [See Transportation Finding 4]

**G-3 Department of Ecology Permit for Construction Stormwater** - A permit from the Department of Ecology (ECY) 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 ECY for further information.

**G-4 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-5 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.

G-6 Fire Protection -

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. [See Fire Protection Finding 1]

b. Should NW 175th Street become a full-access roadway, sprinkler requirements for individual homes can be amended. [See Fire Protection Finding 7]

G-7 Development Agreement for Removal of Urban Holding - The applicant shall abide by all requirements and conditions of the Development Agreement for Removal of Urban Holding Designation by and between Clark County and Developers. [See Exhibit 50 & Impact Fees Finding 1]

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<th>Post Development Requirements</th>
<th>Review and Approval Authority: As specified below</th>
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H-1 Fire Protection -

a. A three (3) -foot clear spaces shall be maintained around the circumference of all fire hydrants. [See Fire Protection Finding 4]

b. Access roads shall maintain an unobstructed width of not less than 20 feet and 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 to within 150 feet of all portions of the building exterior. [See Fire Protection Finding 5]

c. Fire apparatus turnarounds shall be maintained and unobstructed. [See Fire Protection Finding 6]

Note: Any additional information submitted by the applicant within fourteen (14) calendar days prior to or after issuance of this report, may not be considered due to time constraints. In order for such additional information to be considered, the applicant may be required to request a “hearing extension” or “open record” and shall pay the associated fee.
Hearing Examiner Decision and Appeal Process
This report to the Hearing Examiner is a recommendation from the Land Use Review program of Clark County, Washington.

The examiner may adopt, modify or reject this recommendation. The examiner will render a decision within 14 calendar days of closing the public hearing. Clark County will mail a copy of the decision to the applicant and neighborhood association within 7 days of receipt from the Hearing Examiner. All parties of record will receive a notice of the final decision within 7 days of receipt from the Hearing Examiner.

Motion for Reconsideration
Any party of record to the proceeding before the Hearing Examiner may file with the responsible official a motion for reconsideration of an examiner's decision within fourteen (14) calendar days of written notice of the decision. A party of record includes the applicant and those individuals who signed the sign-in sheet or presented oral testimony at the public hearing, and/or submitted written testimony prior to or at the Public Hearing on this matter.

The motion must be accompanied by the applicable fee and identify the specific authority within the Clark County Code or other applicable laws, and/or specific evidence, in support of reconsideration. A motion may be granted for any one of the following causes that materially affects their rights of the moving party:

- Procedural irregularity or error, clarification, or scrivener's error, for which no fee will be charged;
- Newly discovered evidence, which the moving party could not with reasonable diligence have timely discovered and produced for consideration by the examiners;
- The decision is not supported by substantial evidence in the record; or,
- The decision is contrary to law.

Any party of record may file a written response to the motion if filed within fourteen (14) calendar days of filing a motion for reconsideration.

The examiner will issue a decision on the motion for reconsideration within twenty-eight (28) calendar days of filing of a motion for reconsideration.

Appeal Rights
Any party of record to the proceeding before the hearings examiner may appeal any aspect of the Hearing Examiner's decision, except the SEPA determination (i.e., procedural issues), to the Superior Court.

See the Appeals handout for more information and fees.

Attachments
- Copy of Preliminary Plat
- Development Agreement
EXHIBIT #44
THE PURPOSE OF THIS PRELIMINARY PLAT IS TO SHOW THE PROPOSED LOT DIMENSIONS AND AREAS FOR PLANNING PURPOSES. THIS IS NOT AN OFFICIAL PLAT AND IS NOT TO BE USED FOR SURVEY PURPOSES.

GENERAL NOTES:
1. ALL DIMENSIONS ARE IN FT. 1' IS SHOWN AS A DASHED LINE.
2. YARD LINES ARE SHOWN AS A SOLID LINE.
3. ALL LINES ARE BOUNDARIES OF PROPOSED LOTS, TRACTS, AND ACCESSORIES.
4. ANY HADNES BE SHOWN ON SHEET PRIOR TO SUBMISSION TO CITY OR COUNTY.
5. SIGHT DISTANCE TRIANGLE LEGEND IS SHOWN ON SHEET.
6. ANY ATTACHMENTS TO SHEET PRIOR TO SUBMISSION TO CITY OR COUNTY.
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SIGHT DISTANCE TRIANGLE LEGEND:

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20. ANY ATTACHMENTS TO SHEET PRIOR TO SUBMISSION TO CITY OR COUNTY.
GENERAL NOTES:
1. ALL EXISTING BUILDINGS ON SITE WILL BE DEMOLISHED AND REMOVED PRIOR TO DEMOLISHING AND REMOVED FROM THE SITE.
2. ADJUSTS TO SITE INDICATED ON SHEET FOR CONSIDERATION OF PROPOSED UTILITIES, TRACTS, AND KNOWLEDGE.
3. ALL PROPOSED BUILDING SITES ARE TO BE PLANNED WITHcka.
4. DEMOLISHING AND REMOVAL OF EXISTING BUILDINGS TO BE PERFORMED BY THE PROPOSED THE PROPOSED DEMOLITION CONTRACTOR.
5. PROPOSED ROAD CROSS-SECTIONS ARE SHOWN ON SHEET PLAN AND LENS.
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