

**HAYWARD USKOSKI**  
& ASSOCIATES

# GROTH ANNUAL REVIEW/REZONE Application Packet

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A proposed rezone of tax parcel 210776000,

In Ridgefield, WA

**Prepared by:**

Hayward Uskoski and Associates

1101 Broadway St # 130

Vancouver WA 98660

360-635-5223

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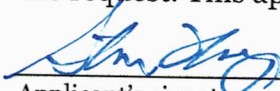
- 1 Application
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- 4 GIS Developer Packet
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# Development Application

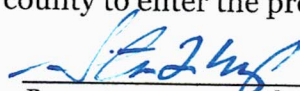
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|--|---|--|
| <b>Project name:</b> Groth Annual Review   |   |  |
| Type(s) of application (see reverse side): Annual Review/Zone Change   |   |  |
| Description of proposal: The applicant proposes a comprehensive plan amendment and zone change from R-10 to R-5. The application contains a completed SEPA checklist |   |  |
|  |   |  |
| <b>Applicant name:</b> Steve Waugh and David Groth   | Address: 112 W 11th St. #250<br>Vancouver WA 98660    |  |
| E-mail address: steve.waugh@acgvaluation.com<br>david.groth@acgvaluation.com   | Phone and fax: 360-903-4239                           |  |
| <b>Property owner name</b> (list multiple owners on a separate sheet): David William Groth & Cheryl Irene Groth Co-Trustees  | Address: 112 W 11th St. #250<br>Vancouver WA 98660    |  |
| E-mail address: steve.waugh@acgvaluation.com<br>david.groth@acgvaluation.com   | Phone and fax: 360-903-4239                           |  |
| <b>Contact person name</b> (list if not same as applicant): Valerie Uskoski, Hayward Uskoski and Associates  | Address: 1101 Broadway St, #130<br>Vancouver WA 98660 |  |
| E-mail address: valerie@huaconsulting.com  | Phone and fax: 360-635-5223                           |  |
| <b>Project site information:</b><br>Site address: Approx NW 71st Ave & NW 304th St   | Comp plan designation:<br>R10                         |  |
| Cross street:<br>NW 304th St   | Zoning:<br>R-10                                       | Parcel numbers:<br>210776000             |
| Overlay zones:<br>None   | Legal:<br>#22 SEC 7 T4N R1E WM                        | Acreage of original parcels:<br>26.29 AC |
| Township: 4N   | Range: 1E   | 1/4 of section: NW 1/4                   |


## Authorization

The undersigned hereby certifies that this application has been made with the consent of the lawful property owner(s) and that all information submitted with this application is complete and correct. False statements, errors, and/or omissions may be sufficient cause for denial of the request. This application gives consent to the county to enter the properties listed above.

  
Applicant's signature

  
Date

  
Property owner or authorized representative's signature

  
Date

|                           |              |  |                    |  |
|---------------------------|--------------|--|--------------------|--|
| <b>For staff use only</b> | Case number: |  | Work order number: |  |
|---------------------------|--------------|--|--------------------|--|

Revised 6/14/12



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



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

**Application types**

If you have any questions regarding the type of application being requested, our Permit Technicians will be happy to assist you.

- Annual Review
- Appeal
- Boundary Line Adjustment and Lot Reconfiguration
- Conditional Use

**Environmental/Critical Areas**

- Critical Aquifer Recharge Area (CARA)
- Columbia River Gorge
- Forestry + (Moratorium Waiver, Moratorium Removal, Class I, Class IVG or COHP)
- Floodplain
- Geological
- Habitat
- Habitat Monitoring
- Historic
- SEPA
- Shoreline
- Wetland
- Wetland Monitoring

**Land Division**

- Binding Site Plan
- Final Plat
- Plat Alteration
- Short Plat (\_\_\_ Infill)
- Subdivision (\_\_\_ Infill)

**Miscellaneous**

- Addressing
- Accessory Dwelling
- Covenant Release
- Home Business
- Legal Lot Determination and Innocent Purchasers Determination
- Non-Conforming Use Determination
- Sewer Waiver
- Shooting Range
- Sign

**Planning Director Review**

- Post Decision
- Pre-Application Conference
- Pre-Application Waiver
- Public Interest Exception
- Similar Use
- Temporary Use
- Planned Unit Develop/Master Plan
- Road Modification
- Site Plan
- Variance
- Zone Change



# Annual Review/ Zone Change Application Type IV Review

Handout #21 – Applicant Copy – (Revised 8/11/16)

## **What is the Annual Review Process?**

Annual Reviews, also called Comprehensive Plan changes, involve a process to review the Comprehensive Plan and zoning designation that is attached to a certain parcel or parcels of property. By state law, the County is limited to accepting applications for such requests once a year.

## **Why would I apply for an Annual Review?**

If the owner of a parcel desires to establish a use that is not permitted within the existing zoning and Comprehensive Plan designations, they may decide that they want to try to change the designation placed on the property to allow the use that they desire.

## **What is a Comprehensive Plan or Zoning designation?**

In 1990 the Washington State Legislature passed the Growth Management Act (Revised Code of Washington, RCW 36.70A) to reduce uncoordinated and unplanned growth that was threatening our environment, economic development, and residents' high quality of life. The GMA required fast-growing cities and counties like ours to develop a Comprehensive Growth Management Plan (also referred to as the Comprehensive Plan, Comp. Plan or the plan). After an extensive public process, Clark County and all of its cities adopted such a plan in 1994. It outlined how the county planned to manage projected population growth over a 20-year period.

The comprehensive plan sets thirteen goals to manage county growth. These include encouraging urban growth in urban areas and reducing sprawl outside of urban areas, efficient transportation, affordable housing, economic development, protecting property rights, processing permits in a timely and fair manner, maintaining and enhancing natural resource-based industries, retaining open space and developing recreation, protecting the environment, citizen participation, concurrency, and preserving lands of historical or archaeological significance.

One of the main purposes of the Comprehensive Plan is stated in its land use chapter, which explains that it is intended to “provide guidance as to how and where uses should be located and what type of overall land use pattern should evolve as Clark County develops over the next 20 years”.

Based on this premise, all property within Clark County has been assigned a Comprehensive Plan designation. These designations are categorized into two general areas, urban and rural. The urban and rural areas are defined by the urban growth boundary for each city. An urban growth boundary (UGB) is a line that shows the projected growth area around a city. The land inside the boundary, including the area within the city, is the urban growth area (also called the UGA or urban area). UGAs are established as part of the growth management process to allow for the efficient provision of urban levels of government services. The area outside the UGB is the called rural area.

The plan-to-zone consistency charts below are provided to identify those implementing base zoning districts which are consistent with each plan designation. Those districts which are not included within a given plan designation are inconsistent with the plan map and are not permitted within that designation.

Where the Comprehensive Plan designation is a general description of the types of activities that are permitted on the property, the zoning designation is more specific. Within the zoning ordinance, a list of all of the uses allowed, the building setbacks, the lot sizes allowed and other detailed information can be found. Information on the processes for review of different types of development, standards for roads, fees and other related issues can also be found in the zoning code (also referred to as the code).

**Table 1.4 Rural Lands Plan Designation to Zone Consistency Chart**

| Comprehensive Plan                       | Zoning   |
|--|--|
| <b>Rural (R)</b>                         | Rural (R-5)<br>Rural (R-10)<br>Rural (R-20)<br>Airport (A) |
| <b>Rural Center (RC)</b>                 | Rural Center (RC-1)<br>Rural Center (RC-2.5)               |
| <b>Rural Commercial (CR)</b>             | Rural Commercial (CR-1)<br>Rural Commercial (CR-2)         |
| <b>Rural Industrial (RI)</b>             | Heavy Industrial (IH)<br>Airport (A)                       |
| <b>Public Facility (PF)</b>              | Public Facility (PF)<br>Airport (A)                        |
| <b>Rural Industrial Land Bank (RILB)</b> | Light Industrial (IL)                                      |

**Table 1.5 Resource Lands Plan Designation to Zone Consistency Chart**

| Comprehensive Plan    | Zoning                |
|-----------------------|-----------------------|
| Agriculture (AG)      | Agriculture (AG-10)   |
| Agri-Wildlife (AG/WL) | Agri-Wildlife (AG/WL) |
| Forest Tier II        | Forest (FR-20)        |
| Forest Tier I         | Forest (FR-80)        |
| Airport (A)           | Airport (A)           |

**Table 1.6 Urban Plan Designation to Zone Consistency Chart**

| Comprehensive Plan                    | Zoning   |
|---------------------------------------|--|
| Urban Low Density Residential (UL)    | Single Family Residential (R1-5)<br>Single Family Residential (R1-6)<br>Single Family Residential (R1-7.5)<br>Single Family Residential (R1-10)<br>Single Family Residential (R1-20) |
| Urban Medium Density Residential (UM) | Residential (R-12)<br>Residential (R-18)<br>Residential (R-22)<br>Office Residential (OR-15)<br>Office Residential (OR-18)<br>Office Residential (OR-22)                             |
| Urban High Density Residential (UH)   | Residential (R30)<br>Residential (R40)<br>Office Residential (OR30)<br>Office Residential (OR43)   |
| Mixed Use (MU)                        | Mixed Use (MX)   |
| Commercial (C)                        | Neighborhood Commercial (NC)<br>Community Commercial (CC)<br>General Commercial (GC)   |
| Industrial (I)                        | Business Park (BP)<br>Light Industrial (IL)<br>Railroad Industrial (IR)<br>Airport (A)   |
| Heavy Industrial (IH)                 | Heavy Industrial (IH)<br>Airport (A)   |
| Public Facility (PF)                  | Public Facility (PF)<br>University (U)<br>Airport (A)  |
| Airport (A)                           | Airport (A)<br>Heavy Industrial (IH)   |
| Parks/Open Space (P/OS)               | Parks/Open Space (P/OS)<br>Parks/Wildlife Refuge (P/WL)  |
| Bonneville Power Administration (BPA) | All zones  |

### **What is the difference between a Zone Change and an Annual Review?**

An Annual Review is required when a property owner desires to change the Comprehensive Plan designation on the property, for example from Urban Low Density Residential to Community Commercial (see list above of all Comp. Plan designations). An Annual Review is also required when the owner wants to change to a significantly higher or lower density or intensity of use, for example from Urban Low Density Residential to Urban High Density Residential. Even though both of these uses are residential, because the density is so different, they have different Comprehensive Plan designations, and therefore would require an Annual Review to make the change from one to the other.

If the two uses have the same Comprehensive Plan designation, only a zone change is necessary. Each of the different zones that are allowed within the Comprehensive Plan designations are included in the matrices below. As an example of this, as seen in Table 1 below, a zone change (without an associated Comprehensive Plan change) could be completed between the R1-10 and R1-6 zones in the Urban Low Density Residential Comprehensive Plan designation, or between the BP and IL Zones in the Industrial Comprehensive Plan designation. Please refer to the separate handout, available at the Permit Services counter that discusses zone changes without an associated Comprehensive Plan change.

It is important to note that when a Comprehensive Plan change is applied for, a zone change is generally completed concurrently through the same process. That is why this application packet includes information on the process for the concurrent Comprehensive Plan and zone change process.

### **What is the process for applying for an Annual Review?**

The Annual Review process begins with a required pre-application conference. Requests for pre-application conferences for Annual Reviews are accepted between October 1<sup>st</sup> through November 30<sup>th</sup>. These conferences will be held between October 15<sup>th</sup> and December 15<sup>th</sup>. There is another handout available at the Permit Services counter that deals specifically with Pre-application conferences for Annual Reviews. Please refer to that packet for additional information.

The next step of the process is to submit an application. Applications for Annual Reviews will be accepted beginning January 1<sup>st</sup> through January 31<sup>st</sup>. The applicant must submit a complete formal application packet at the Public Service Center, Permit Services Center at 1300 Franklin Street in Vancouver. Applicants must use the official ANNUAL REVIEW TYPE IV APPLICATION (attached) and include the materials indicated on the list of submittal requirements (see below).

One of the main pieces of information that staff uses to review an application is the narrative that is provided by the applicant. This narrative must address the criteria set out in the county code for reviewing both Comprehensive Plan and



zone changes. As outlined in more detail below, this includes a full analysis of how the proposal complies with:

- Specific policies within the Comprehensive Plan;
- Specific policies within the Community Framework Plan (located in the Comp. Plan);
- The location criteria within the Land Use Element (Chapter One of the Comp. Plan) for the applicable designation;
- The purpose statement of the zoning designation being requested;
- Other criteria as outlined in the code; and,
- Additional criteria for Rural map changes, changes to Commercial designations, and additional materials specified in the pre-application conference.

The basic criteria that must be addressed are included below.

Criteria for all Map Changes [CCC 40.560.010(G)] Comprehensive Plan and concurrent zone map changes may only be approved if all of the following are met:

1. The proponent shall demonstrate that the proposed amendment is consistent with the Growth Management Act (RCW 36.70A) and requirements, the Countywide Planning Policies, the Community Framework Plan, the *Comprehensive Growth Management Plan*, applicable city Comprehensive Plans, and including applicable capital facilities plans and official population growth forecasts.
2. The proponent shall demonstrate that the designation is in conformance with the appropriate location criteria identified in the plan.
3. The map amendment or site is suitable for the proposed designation and there is a lack of appropriately designated alternative sites within the vicinity.
4. The plan map amendment either: (a) responds to a substantial change in conditions applicable to the area within which the subject property lies; (b) better implements applicable Comprehensive Plan policies than the current map designation; or (c) corrects an obvious mapping error;
5. Where applicable, the proponent shall demonstrate that the full range of urban public facilities and services can be adequately provided in an efficient and timely manner to serve the proposed designation. Such services may include water, sewage, storm drainage, transportation, fire protection and schools. Adequacy of services applies only to the specific change site.

Additional criteria for rural map changes [CCC 40.560.010(H)]

Amendments to the plan map from a natural resource land designation to a smaller lot size natural resource designation or to a rural designation shall demonstrate that the following criteria have been met:

1. The requested change shall not impact the character of the area to the extent that further plan map amendments will be warranted in future annual reviews.
2. The site does not meet the criteria for the existing resource plan designation.
3. The amendment shall meet the location criteria for the requested designation.

*Additional Commercial Criteria (Comprehensive Plan, Chapter 1)*

1. Extension of those areas of strip commercial development designated General Commercial is discouraged by the *20-Year Plan*. These strips attract traffic to the area and many businesses along the street become points of turning movements. This greatly reduces the traffic capacity of the streets and increases the potential number of traffic accident situations. Commercial strips are usually backed by residential uses which increases the number of residential-commercial conflicts unnecessarily. The commercial uses are oriented toward the street and usually pay little attention to the rear of the property abutting the residential uses.

The strips along major roads are generally so long that available commercial property exceeds the demand in the area and residential uses are left along the street, mixed with commercial activities. The linear nature of these developments, the number of driveways crossing sidewalks and the lack of alternative cross traffic or pedestrian circulation make these areas convenient and accessible only to automobile traffic.

2. Provide a market analysis which identifies the need for the new commercial area/center.
3. Provide a land use analysis of available commercially designated and zoned land in the market area of the proposed site and a determination of why the existing commercial land is inadequate.

*Criteria for all Zone Changes (CCC 40.560.020 H)*

Zone changes may be approved *only* when *all* of the following are met:

1. The requested zone change is consistent with the proposed Comprehensive Plan map designation.
2. The requested zone change is consistent with the Comprehensive Plan policies, location criteria, and the purpose statement of the zoning district.
3. Except for industrial designation, conditions have substantially changed since the zone was applied to the property and that the rezone furthers public health, safety, morals or welfare.
4. There are adequate public facilities and services to serve the requested zone change.

**What is a SEPA determination?**

The State Environmental Policy Act (SEPA) requires that a review of the potential environmental impacts of the proposed Annual Review be conducted. As a part

of the application materials, the submittal of a SEPA checklist is required. County staff and interested agencies will review the checklist and the application to determine its compliance with applicable Federal, State and County Code. The lead agency (in this case, Clark County), must determine if there are possible significant adverse environmental impacts associated with each proposal. The options include the following:

- DS = Determination of Significance - If a DS determination is made, this means that the lead agency, in this case Clark County, believes that the impacts of the proposal cannot be mitigated through conditions of approval. Therefore the applicant is required to prepare an Environmental Impact Statement (EIS) prior to the County considering the proposed Annual Review;
- MDNS = Mitigated Determination of Non-Significance - If a MDNS determination is made, it means that the lead agency, in this case Clark County, believes the impacts of the proposal can be addressed through specific conditions of approval. The conditions are also called mitigations, meaning specific actions the applicant would have to take to offset the impacts of the proposal. The mitigations are normally requirements over and above what county code would dictate;
- DNS = Determination of Non-Significance - If a DNS determination is made, it means that the lead agency, in this case Clark County, believes the impacts of the proposal can be addressed by applying the County Code.

The County's determination is based upon information provided from the applicant (i.e., a completed 'Environmental Checklist'), and knowledge of the area and applicable codes. For a DNS or MDNS determination, an analysis will be incorporated within the Staff Report referenced below. As explained above, for a DS, the preparation of an EIS is required prior to any further action. Once the determination has been made by the lead agency, it is then published in the Columbian Newspaper. More specific information about the SEPA process is available in a separate handout available at the Permit Services counter.

#### **What happens once I submit the application materials?**

The submittal package will first be checked for completeness before being accepted. This is to ensure that all the required submittal items are present in the application packet. This does not involve a substantive review of the content of those items. If the submittal is determined to be "Counter Complete", the application is accepted and forwarded to the review team. If the application is determined to be incomplete, it is returned to the applicant with a written statement itemizing the shortcomings. The "Counter Complete" determination will normally be made at the time the application is submitted over the counter, but may take up to 7 days to complete.

Before being scheduled for hearing or further processing, the submittal will be reviewed for “Fully Complete” status. An itemized list of application requirements appears in the process-specific portion of the application packet, but the determination of completeness may also be based on the pre-application conference report, on criteria and methodology set forth in the *Clark County Code*, or in the *Comprehensive Growth Management Plan* adopted by Clark County. If the application is determined complete, the applicant will be so notified. If the application is determined incomplete, the applicant will receive a written request to provide specific materials and/or information. The “Fully Complete” review will be re-conducted after the submittal of the requested items.

**Once my application is “Fully Complete”, how is it reviewed?**

The first thing that staff will do is to review and analyze your application. It is possible that even though the fully complete review was completed for your application, additional information may be necessary to allow staff to fully analyze the request. If this is the case, staff will contact you.

Staff will then begin preparation of a Staff Report. Staff’s role is to prepare a report that summarizes their review of the proposal against the requirements of the Comprehensive Plan and the Clark County Code (CCC). The staff report will be issued at least fifteen (15) calendar days prior to the public hearing and will contain a recommendation to approve, approve with conditions or deny the application. The applications will be grouped (typically by geographic area or by Comprehensive Plan map designation) and evaluated together so as to ensure review of cumulative impacts.

**What kind of public notice is provided?**

At least fifteen (15) calendar days prior to the Planning Commission and Board of County Commissioners public hearing dates, a notice including the date, time and place of the hearing and describing the proposal will be published in the *Columbian* newspaper, and sent to adjacent property owners within 300’ in the urban area and 500’ in the rural area, neighborhood associations, various agencies, and the applicant. The notice will invite interested parties to present testimony at the hearing either orally or in writing.

**Is a public hearing going to be held?**

A public hearing for each group of applications will be held before the Planning Commission. During the hearing, the applicant will be given time to present their proposal. County staff will also present an overview of their analysis, findings and recommendation as to whether the application meets or exceeds the approval criteria. Following the staff presentation, the hearing will be opened to the general public for their testimony. Once all the public testimony has been presented, the applicant will have the opportunity to provide rebuttal testimony. Finally, the Planning Commission will have time to ask questions. The Planning Commission will then vote to deny the request or send it on to the Board of County Commissioners with a recommendation to approve. Applications denied by the Planning Commission are final unless appealed to the Board of County

Commissioners. A second public hearing will then be held in front of the Board.

Generally, both the Planning Commission and the Board will vote orally on the application at their respective hearings. No map change will become effective until a written resolution is signed by the Board of County Commissioners. Generally, all of the approved map changes are covered in a single resolution. Therefore, the map changes do not become effective until all of the Annual Review items up for consideration within that cycle are completed and included within the resolution.

**Can the decision be appealed?**

Should the Planning Commission deny an application, a written appeal may be filed with the Board of County Commissioners within fifteen (15) days following mailed notice of the Planning Commission's recommendation. The Community Planning Director, the applicant, or any party of record (i.e., someone who presented written or verbal testimony, or signed the hearing sign-in sheet on the specific application) may file an appeal. An appellant must submit an appeal within fifteen (15) calendar days after the written notice of the decision is mailed. The appeal will be heard in a consolidated public hearing, for each urban area or the rural area, before the Board of County Commissioners.

For additional information, county code and forms online, please see <http://www.clark.wa.gov> or call (360)397-2280, ext. 4558

## ANNUAL REVIEW SUBMITTAL REQUIREMENTS CHECKLIST

The following is a checklist of the required information for submitting an Annual Review application. Applications cannot be accepted unless ALL of the following information is submitted. Applications cannot be processed until ALL of the following information is determined to be fully complete.

1. X **Cover Sheet and Table of Contents**
2. X **APPLICATION FORM** completed and signed by owner(s) of record.
3. X **ALL FILING FEES:** The required fee shall accompany the application. The check is to be made payable to "Clark County Community Planning."
4. X A full and complete **LEGAL DESCRIPTION** of the property (*available from a title company or surveyor*).
5. X A copy of the **PRE-APPLICATION CONFERENCE REPORT**.
6. X **A copy of the DEVELOPER'S GIS PACKET INFORMATION.**
  - A copy of the "Developer's GIS Packet" obtained for the pre-application submittal shall be included with the Annual Review application submittal.
7. X **ENVIRONMENTAL (SEPA) CHECKLIST**
  - A State Environmental Policy Act (SEPA) ENVIRONMENTAL CHECKLIST must be completed, original signed in ink and submitted (*available at the Permit Services Center*).
8. X **WRITTEN NARRATIVE**, including:
  - Description of the request
  - Area of the site (acres or square feet)
  - Related or previous permit activity
  - Applicant's interest in the property (whether owner, buyer, lessee, contractor, engineer, consultant, or legal representative)
  - Statements which fully analyze how the plan/zone request is consistent with the applicable goals, policies, key growth indicators, and criteria in the *Comprehensive Growth Management Plan, Community Framework Plan, the Growth Management Act (GMA), applicable local city Comprehensive Plan(s), applicable capital facility plan(s), and official population growth forecasts (see the section that addresses *What is the process for applying for an Annual Review?* for greater detail).*
9. X **SPECIAL STUDIES**

For properties requesting a Comprehensive Plan Change to any Commercial designation:

- One copy of a **MARKET ANALYSIS (Form 21-B)** which identifies the need for the new commercial center/area.
- One copy of a **TRANSPORTATION ANALYSIS** if requested during the pre-application conference.
- One copy of a **LAND USE ANALYSIS** of available commercially zoned land in the market area of the proposed site and a determination of why the existing commercial land is inadequate.
- One copy of additional information requested.

**10.**  Any **ADDITIONAL INFORMATION** the applicant believes is necessary to justify the requested plan amendment.

**11.**  **SUBMITTAL COPIES:**

One copy of the main submittal, bound by a jumbo clip or rubber band, with original signatures;

Once the application is deemed fully complete, the applicant will be directed to submit a CD in PDF format, with a copy of the fully complete application, including any revisions or additional information required in the Fully Complete review. Any special studies shall also be included on the CD. The CD application shall be organized as follows:

The application submittal shall be organized in the same order as the fully complete application table of contents, with a separate PDF document for each separate item.

The PDF document must be organized into separate files. Each PDF file must be labeled with a number followed by a name (example):

1. Cover Sheet and Table of Contents
2. Application Fee
3. Pre-Application Conference report
4. etc.

## ANNUAL REVIEW FEE SCHEDULE

The following fees are required to be paid at submittal of an Annual Review application.

|   |                 |
|---|-----------------|
| Combined Annual Review (includes rezones in conjunction with annual review) | \$ <u>8,113</u> |
| Issuance Fee  | \$ <u>94</u>    |
| Environmental Checklist Review (SEPA):                                      | \$ <u>1,987</u> |
| Issuance Fee  | \$ <u>53</u>    |

Public Service Center  
Community Planning  
1300 Franklin Street  
P.O. Box 9810  
Vancouver, WA. 98666-9810  
Phone: (360) 397-2280; Fax: (360) 397-2011  
Web Page at: <http://www.clark.wa.gov>



**ADA COMPLIANCE PROGRAM:**

For an alternate format, contact the Clark County ADA Compliance Office,  
V (360) 397-2375-2025; TTY (360) 397- 2445; E-Mail: [ADA@clark.wa.gov](mailto:ADA@clark.wa.gov)



## Clark County Property Profile

VANCOUVER  
WASHINGTON
**CHICAGO TITLE Fidelity National Title**  
 TWO COMPANIES ONE UNITED TEAM

|                        |                              |                             |   |
|------------------------|------------------------------|-----------------------------|---|
| <b>Parcel #</b>        | 210776000                    | <b>Owner</b>                | Groth David William & Groth Cheryl Irene Co Trustees Etal |
| <b>Ref Parcel</b>      |                              | <b>Owner Address</b>        | #250<br>Vancouver, WA 98660                               |
| <b>Site Address</b>    | , WA 98642                   | <b>Market Total Value</b>   | \$469,341.00  |
| <b>Lot Size</b>        | 26.29 Acres (1,145,192 SqFt) | <b>Assessed Total Value</b> | \$469,341.00  |
| <b>Building Area</b>   | 0 SqFt                       | <b>Year Built</b>           |   |
| <b>School District</b> | Ridgefield                   | <b>Sale Date</b>            | 6/29/2016   |
| <b>Zoning</b>          | R-10 Rural-10 (R-10)         | <b>Sale Price</b>           | \$305,000.00  |
| <b>Bedrooms</b>        |                              | <b>Subdivision</b>          |   |
| <b>Bathrooms</b>       |                              | <b>Land Use</b>             | 991 - UNUSED OR VACANT LAND - NO IMPROVEMENTS             |
| <b>Legal</b>           | #22 SEC 7 T4N R1EWM 26.29 A  |                             |   |



Sentry Dynamics, Inc. and its customers make no representations, warranties or conditions, express or implied, as to the accuracy or completeness of information contained in this report.

After recording return to:  
David Groth  
Steven Waugh  
112 West 11th Street  
Vancouver, WA 98660

**5298498 D 06/29/2016 10:25 AM**  
Total Pages: 3 Rec Fee: \$75.00  
CLARK COUNTY TITLE COMPANY  
SIMPLIFILE LC E-RECORDING  
eRecorded in Clark County, WA

Document Title: **Bargain and Sale Deed**  
Grantor: **Clark County, Washington**  
Grantee: **Dave Groth and Steve Waugh**  
Legal Description: **#22 Sec 7 T4N R1E WM**  
Serial #: **210776-000**  
Project: **Advance R/W Property Sales**  
WO #: **11360**

**BARGAIN AND SALE DEED**

*CU4263*  
THE GRANTOR, **CLARK COUNTY**, a political subdivision of the State of Washington, for and in consideration of Three Hundred Five Thousand and No/100 Dollars (\$305,000.00), in hand paid bargains, sells, and conveys to **DAVID WILLIAM GROTH and CHERYL IRENE GROTH, as Co-Trustees of the David and Cheryl Groth Trust and STEVEN WAUGH and REGAN WAUGH, husband and wife**, Grantees the following described real estate, situated in the County of Clark, State of Washington:

That fractional Southwest quarter of the Northwest quarter (also known as Government Lot 2) in Section 7, Township 4 North, Range 1 East of the Willamette Meridian, Clark County, Washington.

Except that portion lying within the right of way of NW 71st Avenue.

Also except that portion conveyed to Paul E. Schurman, et ux, by deed recorded under Auditor's File No. G 594638, records of Clark County, Washington.

Also except that portion conveyed to Paul E. Schurman, et ux, by deed recorded under Auditor's File No. G 559832, records of Clark County, Washington.

"SUBJECT TO the encumbrances, exceptions, easements, restrictions and reservations set forth in **EXHIBIT "A"**, which is attached hereto and made a part hereof by this reference."

The Grantor for itself and for its successors in interest does by these presents expressly limit the covenants of the deed to those herein expressed, and excludes all covenants arising or to arise by statutory or other implications.

Bargain and Sale Deed  
Serial #: 210776-000  
Project: Advance R/W Property Sales  
WO #: 11360

Dated this 14<sup>th</sup> day of June, 2016.

Board of County Council  
Clark County, Washington

Marc Boldt  
Marc Boldt Chair

\_\_\_\_\_  
Jeanne E. Stewart, Councilor

\_\_\_\_\_  
Julie Olson, Councilor

\_\_\_\_\_  
David Madore, Councilor

\_\_\_\_\_  
Tom Mielke, Councilor

STATE OF WASHINGTON

COUNTY OF CLARK

On this 14<sup>th</sup> day of June, 2016, before me personally appeared \_\_\_\_\_ and MARC BOLDT, to me known to be the duly elected, qualified and acting County Councilor(s) of Clark County, Washington, who executed the foregoing instrument, and acknowledged said instrument to be the free and voluntary act and deed of Clark County, for the uses and purposes therein mentioned, and on oath stated that he/she/they is/are authorized to execute said instrument by resolution of the Board of County Councilors of Clark County and that the seal affixed is the official seal of Clark County.

Dated: June 14, 2016

Rebecca L. Tilton

REBECCA L. TILTON  
NOTARY PUBLIC  
STATE OF WASHINGTON  
COMMISSION EXPIRES  
APRIL 28, 2017

Notary Public in and for the State of WA  
Residing at VanCouver  
My commission expires: 4/26/16

## Exhibit A

1. Subject to taxes for the current year, if any, and future years.
2. Subject to reservations contained in Deed from The State of Washington recorded as Auditor's File Number G 55071, records of Clark County, Washington as follows:

Reserving to the grantor all oil, gases, coal, ores, minerals and fossils, etc. and the right of entry for opening, developing and working the same, and providing that such rights shall not be exercised until provision has been made for full payment of all damages sustained by reason of such entry.

Right of State of Washington or its successors, subject to payment of compensation therefore, to acquire rights-of-way for private railroads, skid roads, flumes, canals, water courses or other easements for transporting and moving timber, stone, mineral and other products from this and other land, as reserved in deed referred to above.

3. Subject to Easement to Olympic Pipeline Company, a Delaware corporation for pipeline recorded on March 12, 1964 as Auditor's File Number G 379497, and amended as Auditor's File Number 3030931, records of Clark County, Washington.

G 523679 G 524283

708990

708228

THE GRANTORS, WAYNE M. KEENEY and ELNA G. KEENEY, husband and wife,

for and in consideration of ----- Ten ----- Dollars  
(\$10.00), in hand paid, convey and warrant to CLARK COUNTY, a municipal corporation of the State of Washington,

the following described real estate, situated in the County of Clark Washington, State of

The fractional Southwest quarter of the Northwest quarter (also known as Government Lot 2) in Section 7, Township 4 North, Range 1 East of the Willamette Meridian;  
EXCEPT County or Public Roads;  
SUBJECT to reservations and conditions contained in deed from the State of Washington, under which title is claimed; and  
SUBJECT to easement granted to Olympic Pipe Line Company, a Delaware corporation, as per instrument appearing of record under Auditor's File No. G 379497.

OCT 10 1968  
OCT 10 1968

Approved OCT 3 1968 19  
CLARK COUNTY COMMISSIONERS  
OF CLARK COUNTY, WASHINGTON  
Jim Worthington  
Mae Mat  
Lawrence Beach

Real Estate Excise Tax  
Ch. 11 Rev. Laws 1951  
EXEMPT  
Affid. # 71642 Date 9-30-68  
For details of tax paid see  
Afd. #  
Dorothy Carlson  
Clark County Treasurer  
By [Signature] Deputy



Dated this 18th day of September, A. D. 19 68.

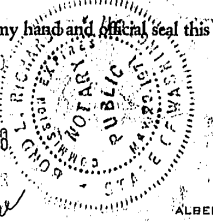
Wayne M. Keeney (SEAL)  
Elna G. Keeney (SEAL)

STATE OF WASHINGTON,  
COUNTY OF CLARK. } ss.

On this day personally appeared before me WAYNE M. KEENEY and ELNA G. KEENEY, husband and wife,  
to me known to be the individual<sup>s</sup> described in and who executed the within and foregoing instrument, and acknowledged that they signed the same as their free and voluntary act and deed, for the uses and purposes therein mentioned.

GIVEN under my hand and official seal this 18th day of September, 1968.

FILED FOR RECORD  
COUNTY COMMISSIONERS  
OCT 4 1 32 PM '68  
AUDITOR DON BUNKER



ALBERT M. NANNEY  
ATTORNEY AT LAW  
208 ADAMS BUILDING  
VANCOUVER, WASHINGTON

[Signature]  
Notary Public in and for the State of Washington,  
residing at Vancouver, therein.

FILED FOR RECORD  
COUNTY COMMISSIONERS  
OCT 15 11 05 AM '68  
AUDITOR DON BUNKER

91384

G 523679

708228

THE GRANTORS, WAYNE M. KEENEY and ELNA G. KEENEY, husband and wife,

for and in consideration of ----- Ten ----- Dollars  
(\$ 10.00 ), in hand paid, convey and warrant to CLARK COUNTY, a municipal  
corporation of the State of Washington,

the following described real estate, situated in the County of Clark, State of  
Washington:

The fractional Southwest quarter of the Northwest quarter  
(also known as Government Lot 2) in Section 7, Township 4  
North, Range 1 East of the Willamette Meridian;  
EXCEPT County or Public Roads;  
SUBJECT to reservations and conditions contained in deed  
from the State of Washington, under which title is claimed;  
and  
SUBJECT to easement granted to Olympic Pipe Line Company,  
a Delaware corporation, as per instrument appearing of record  
under Auditor's File No. G 379497.

Approved OCT 3 1968 19\_\_  
CLARK COUNTY BOARD OF COUNTY COMMISSIONERS  
OF CLARK COUNTY WASHINGTON  
*Jim Worthington*  
*Mar. Nat. f.*  
*William Beauchamp*

Real Estate Excise Tax  
Ch. 11 Rev. Laws 1951  
EXEMPT  
No. 71640 Date 9-31-68  
paid see  
County Clerk  
*[Signature]*  
Deputy

Dated this 18th day of September, A.D. 19 68.

Wayne M. Keeneey (SEAL)

Elna G. Keeneey (SEAL)

STATE OF WASHINGTON,  
COUNTY OF CLARK, } ss.

On this day personally appeared before me WAYNE M. KEENEY and ELNA G. KEENEY,  
husband and wife,  
to me known to be the individual<sup>s</sup> described in and who executed the within and foregoing instrument, and  
acknowledged that they signed the same as their free and voluntary act and deed, for the  
uses and purposes therein mentioned.

GIVEN under my hand and official seal this 18th day of September, 1968.

CLARK COUNTY COMMISSIONERS  
OCT 3 1968  
*[Signature]*  
ALBERT M. NANNEY  
ATTORNEY AT LAW  
208 ADAMS BUILDING  
VANCOUVER, WASHINGTON

*[Signature]*  
Notary Public in and for the State of Washington,  
residing at Vancouver therein.

91384



# Pre-Application Conference FINAL Report

|                          |  |
|--------------------------|--|
| <b>Project Name:</b>     | Groth  |
| <b>Case Number:</b>      | PAC2018-00142  |
| <b>Location:</b>         | NW Quarter of Section 07 Township 4 North, Range 1 East of the Willamette Meridian   |
| <b>Parcel Number(s):</b> | 210776000  |
| <b>Site Size:</b>        | 26.29 acres  |
| <b>Request:</b>          | A request to amend the Comprehensive Plan and Zoning Maps from Rural 10 (R-10) to Rural 5 (R-5)  |
| <b>Applicant:</b>        | Steve Waugh and David Groth<br>112 W 11 <sup>th</sup> St, Ste 250<br>(city and zip not listed)<br>360-903-4239<br><a href="mailto:Steve.waugh@acgvaluation.com">Steve.waugh@acgvaluation.com</a><br><a href="mailto:David.groth@acgvaluation.com">David.groth@acgvaluation.com</a> |
| <b>Contact Person:</b>   | Thomas Ellis<br>Hayward Uskoski & Associates<br>400 E Evergreen Blvd, Ste 112<br>Vancouver, WA 98660<br>Thomas@huaconsulting.com   |
| <b>Property Owner:</b>   | David William Groth and Cheryl Irene Groth<br><a href="mailto:Steve.waugh@acgvaluation.com">Steve.waugh@acgvaluation.com</a><br><a href="mailto:David.groth@acgvaluation.com">David.groth@acgvaluation.com</a>   |

**DATE OF CONFERENCE:** December 5, 2018

**STAFF CONTACT:** Sharon Lumbantobing, Clark County Annual Review Coordinator  
(564) 397-4909 Sharon.Lumbantobing@clark.wa.gov

**PRESENT AT CONFERENCE:**

| Name                | Contact Information  |
|---------------------|--|
| Sharon Lumbantobing | Clark County Community Planning (see above)                                    |
| Jose Alvarez        | Clark County Community Planning, (564) 397- 4898                               |
| Gary Albrecht       | Clark County Community Planning, (564) 397- 4318                               |
| Steve Waugh         | <a href="mailto:Steve.waugh@acgvaluation.com">Steve.waugh@acgvaluation.com</a> |
| David Groth         | <a href="mailto:David.groth@acgvaluation.com">David.groth@acgvaluation.com</a> |
| Trevor Hayward      | trevor@huaconsulting   |
| Thomas Ellis        | Thomas@huaconsulting.com   |
|                     |  |

**Disclaimer:** The following is a brief summary of issues and requirements that were identified at the pre-application conference based on the information provided by the applicant. This summary may contain supplemental information which was not discussed in the conference and is intended to aid the applicant in preparing a complete Annual Review application and/or to provide the applicant with additional information regarding the subject site. Staff responses and information contained in this pre-application report are preliminary in nature, and do not constitute an approval or denial. The determinations contained in this report were based upon information submitted by the applicant, and may be subject to change upon further examination or

**in light of new or revised information contained in the formal application.**



## APPLICATIONS REQUIRED

The requested Comprehensive Plan map and concurrent zone map amendments require an Annual Review/Zone Change Application to be completed. The application will be processed through the Type IV Review process. A SEPA checklist is required to be completed as a part of the Annual Review application.

### Estimated fees:\*

|  |            |
|--|------------|
| Combined Annual Review/Rezone.....         | \$8,113.00 |
| Issuance Fee.....                          | \$94.00    |
| Environmental Checklist Review (SEPA)..... | \$1,987.00 |
| Issuance Fee.....                          | \$53.00    |

**\*Fees cited are estimated and based upon the fee schedule in effect at the time of pre-application conference and are subject to change.**

## APPLICABLE POLICIES, CODES and CRITERIA

The following list is not exhaustive of all county, state or federal regulations that may govern development of the site, but is inclusive of those addressed by the county in this comprehensive plan/zone amendment review process.

- WAC 365-196-435 Rural Element
- Clark County 20 Year Comprehensive Growth Management Plan Policies
  - Chapter 1 – Land Use Element
  - Chapter 3 – Rural and Natural Resource Element
- Clark County Unified Development Code
  - Title 40:
    - Section 40.210.010 (Rural Districts (R-20, R-10, R-5))
    - Section 40.500.010 (Procedures)
    - Section 40.560.010 (Plan Amendment Procedures)
    - Section 40.570 (SEPA)

Clark County Criteria for Map Changes (found within the text of this report)

- Section 40.560.010G (Criteria for all Map Changes)
- Section 40.560.020 (Changes to Districts, Amendments, and Alterations)
- Section 40.560.020G (Approval Criteria)

## **Comprehensive Plan Designation Map Change Criteria**

Comprehensive plan designation changes may only be approved if **all** the following criteria are met (40.560.010G):

1. *The proponent shall demonstrate that the proposed amendment is consistent with the Growth Management Act and requirements, the Countywide Planning Policies, the Community Framework Plan, the Comprehensive Growth Management Plan, applicable city comprehensive Plans, and including applicable capital facilities plans and official population growth forecasts; and*
2. *The proponent shall demonstrate that the designation is in conformance with the appropriate location criteria identified in the plan; and*
3. *The map amendment or site is suitable for the proposed designation and there is a lack of appropriately designated alternative sites within the vicinity; and*
4. *The plan map amendment either: (a) responds to a substantial change in conditions applicable to the area within which the subject property lies; (b) better implements applicable Comprehensive Plan policies than the current map designation; or (c) corrects an obvious mapping error; and*
5. *Where applicable, the proponent shall demonstrate that the full range of urban public facilities and services can be adequately provided in an efficient and timely manner to serve the proposed designation. Such services may include water, sewage, storm drainage, transportation, fire protection and schools. Adequacy of services applies only to the specific change site.*

## **Zone Change Criteria**

The concurrent zone change may only be approved if **all** the following criteria are met (40.560.020G):

1. *Requested zone change is consistent with the comprehensive plan map designation.*
2. *The requested zone change is consistent with the plan policies and location criteria and the purpose statement of the zoning district.*
3. *The zone change either:*
  - a. *Responds to a substantial change in conditions applicable to the area within which the subject property lies;*
  - b. *Better implements applicable comprehensive plan policies than the current map designation; or*
  - c. *Corrects an obvious mapping error.*
4. *There are adequate public facilities and services to serve the requested zone change.*

## **SUBMITTED MATERIALS REVIEWED**

The following materials were provided by the applicant and were reviewed by Clark County staff in advance of the pre-application conference:

- Application forms
- Narrative
- GIS Packet

## **BACKGROUND**

The applicant proposes to amend the Comprehensive Plan and Zoning Maps from Rural 10 (R-10) to Rural 5 (R-5).

## **SUMMARY**

The following comments and issues were discussed or identified during the pre-application meeting held on December 5, 2018.

### **Land Use**

#### ***Comments provided by Clark County Long Range Planning, Jose Alvarez and Sharon Lumbantobing:***

Staff provided the applicant with a brief overview of how the pre-application conference would be conducted, including a summary of what information would be covered. Staff stated that a final staff report will be sent to the applicant within a week following the pre-app meeting. Staff stated that January 31 is the deadline to submit an annual review application.

Staff provided information regarding Clark County's obligation to plan under the State's Growth Management Act and the long-range, comprehensive planning exercise that concluded in 1994 with the adoption of the 20-Year Comprehensive Growth Management Plan and corresponding zone map. In 2016, the County adopted an updated 20-Year Comprehensive Plan and zone map.

Staff proceeded to discuss with the applicant the Comprehensive Plan Designation Map Change Criteria that the applicant will need to address in an application.

Specific to this application, staff stated that the assumption is that the current comprehensive plan and zone designation (Rural 10 (R-10)) is still applicable to this area. The applicant will need to demonstrate that a change to an R-5 zone is appropriate and consistent with the County's Growth Management Plan and Unified Development Code, and show how the proposed change is compatible with the neighborhood and surrounding area.

Staff stated that the applicant will need to address adopted county policy and code language to support the proposed change to R-5.

The application must address locational criteria in the county's Unified Development Code to support a proposed change to R-5.

The application should address how the proposed amendment addresses a variety of rural zoning types. R-10 and R-20 zoning were added to provide that variety.

Regarding the particular circumstances of the subject site, the lots immediately west of the subject site are also zoned R-10. It would be preferable if these two parcels were included in the request.

Staff clarified that the current zoning of the site is not a mapping error.

The subject parcel abuts Rural-5 (R-5) to the north, south, and west; the parcel to the east is R-10.

## Transportation

### ***Comments provided by Clark County Long Range Planning, Gary Albrecht:***

In front of the subject site, NW 71<sup>st</sup> Avenue is classified as a rural local access road. NW 304<sup>th</sup> Street and NW 71<sup>st</sup> Ave. are south of the subject site and are both classified as a Rural Minor collector or Rm-2.

Staff reviewed the 2018-2023 Transportation Improvement Program and found no projects that would impact the area immediately around the site of the proposed comprehensive plan amendment and zone change.

Because traffic volumes for this proposal are low and it will not generate significant amounts of traffic, staff and the applicant have agreed to limit the scope of work to PM trips occurring at the intersection of NW 71nd Ave and NW 304<sup>th</sup> Street.

### **Criteria for annual review transportation analysis**

#### Transportation analysis

To meet the requirements of Clark County Title 40 code section 40.560.010, the applicant must show that adequate transportation facilities will be available to accommodate the proposed comprehensive plan amendment, which is why a transportation analysis is needed for applications for comprehensive plan amendments. The specific language states the following:

Where applicable, the proponent shall demonstrate that the full range of urban public facilities and services can be adequately provided in an efficient and timely manner to serve the proposed designation. Such services may include water, sewage, storm drainage, transportation, fire protection and schools. Adequacy of services applies only to the specific change site.

A transportation analysis is defined per Clark County Title 40 code section 40.100.070 (Definitions) as a study done by a licensed engineer that compares a build-out scenario under the existing and proposed designations for a twenty (20) year horizon.

For the proposed comprehensive plan amendment application, the transportation analysis must include the following:

#### Existing and proposed comprehensive plan designation:

- Trip generation-present day
- Trip generation-projected 20-years
- Trip distribution-present day
- Trip distribution-projected 20-years

#### Net comparison (proposed comprehensive plan designation-existing comprehensive plan designation).

The applicant must show the Level-of-Service standards, per CCC 40.350.020.G.1.a-d, under the existing and proposed land use designations for both current and projected 20 years out.

## NEIGHBORHOOD ASSOCIATION CONTACT

While not required of a complete application for a comprehensive plan amendment, staff recommended that the applicant talk to the neighborhood association chair for their area. The Enterprise/Paradise Point Neighborhood Association President is Christy Finnie at email: [enterprise.paradisepoint.nac@gmail.com](mailto:enterprise.paradisepoint.nac@gmail.com). Staff also encouraged the applicant to discuss the

proposed land use designation change with neighbors.

## **TIME FRAMES**

January 1 through January 31 - Submit Final Annual Review Application

February 1 through to April 1 – Clark County staff will review and prepare a recommendation to the Planning Commission (**this period may be extended depending on staff work load**).

Fourth Quarter or sooner - Planning Commission will approve or deny request. If the Planning Commission approves, the county council will review and make a final determination. If the Planning Commission denies the request, the applicant needs to appeal the denial. In practice, staff forwards all recommendations to the county council for final resolution of the requests.

## **ADDITIONAL MATERIALS**

A complete list of required documents is contained in the Annual Review application packet. A Completed SEPA checklist is required for the final application. NOTE: Submit a copy of this summary with your final application.

# DEVELOPER'S PACKET

## Produced By:

Clark County Geographic Information System (GIS)



## For:

Hayward Uskoski and Associates

## Subject Property Account Number(s):

210776000

PDF # 210495

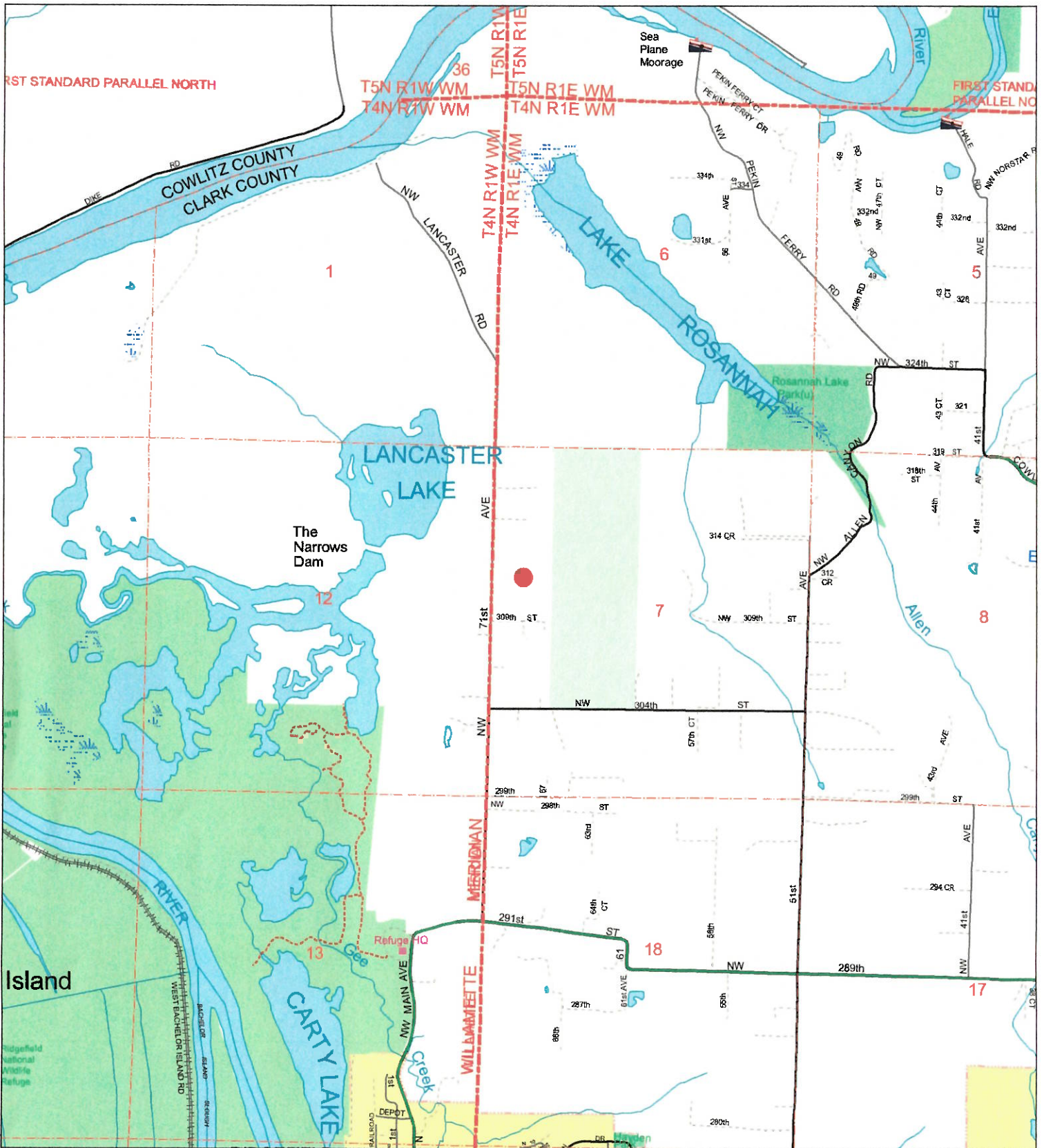
Printed: October 08, 2018

Expires: October 08, 2019

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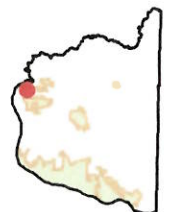


### General Location

Printed on: October 08, 2018

Account: 210776000  
 Owner: GROTH DAVID WILLIAM & GROTH CHERYL IRENE CO TRUSTEES ETAL  
 Address: 112 W 11TH STREET  
 C/S/Z: VANCOUVER, WA 98660

 Location of Subject Property(s)



Geographic Information System

0 1,000 2,000 Feet

Information shown on this map was collected from various sources. Clark County accepts no responsibility for any inaccuracies that may be present.



# Property Information Fact Sheet

## Mailing Information:

Account No.: 210776000  
Owner: GROTH DAVID WILLIAM & GROTH CHERYL IRENE CO TRUSTEES ETAL  
Address: 112 W 11TH STREET  
C/S/Z: VANCOUVER, WA 98660

Assessed Parcel Size: 26.29 Ac

Property Type: UNUSED OR VACANT LAND - NO IMPROVEMENTS

---

## PARCEL LOCATION FINDINGS:

Quarter Section(s): NW 1/4,S07,T4N,R1E  
Municipal Jurisdiction: Clark County  
Urban Growth Area: County  
Zoning: R-10  
Zoning Overlay: No Mapping Indicators  
Comprehensive Plan Designation: R-10  
Columbia River Gorge NSA: No Mapping Indicators  
Late-Comer Area: No Mapping Indicators  
Trans. Impact Fee Area: Rural: Current,  
Rural 2: End Date Dec. 31, 2016  
Park Impact Fee District: No Mapping Indicators

Neighborhood Association: Enterprise/Paradise Point,  
Ridgefield Junction  
School District: Ridgefield  
Elementary School: Union Ridge  
Junior High School: View Ridge  
Senior High School: Ridgefield  
Fire District: Clark Co Fire  
Sewer District: Rural/Resource  
Water District: Clark Public Utilities  
Wildland: No Mapping Indicators

---

## ENVIRONMENTAL CONSTRAINTS:

Soil Type(s): GeB, 12.3% of parcel  
SIB, 3.2%  
SIF, 7.7%  
WgB, 76.9%  
Hydric Soils: Non-Hydric, 100.0% of parcel  
Flood Zone Designation: Outside Flood Area  
CARA: Category 2 Recharge Areas  
Forest Moratorium Area: No Mapping Indicators  
Liquefaction Susceptibility: Very Low to Low, Very Low  
NEHRP: C  
Slope: 0 - 5 percent, 72.1% of parcel  
10 - 15 percent, 4.2%  
15 - 25 percent, 5.2%  
25 - 40 percent, 1.6%  
5 - 10 percent, 16.9%  
Landslide Hazards: Slopes > 15%  
Slope Stability: Severe Erosion Hazard Area  
Habitat and Species Resources:  
Habitat and Species Impacts: No Mapping Indicators  
Cultural Resources:  
Archeological Predictive: High, 62.9% of parcel  
Moderate, 1.8%  
Moderate-High, 35.3%  
Archeological Site Buffers: No Mapping Indicators  
Historic Sites: No Mapping Indicators



**CLARK COUNTY, WASHINGTON**

Geographic Information System

0 200 400 Feet

Information shown on this map was collected from several sources. Clark County accepts no responsibility for any inaccuracies that may be present.

### Elevation Contours

Account: 210776000  
 Owner: GROTH DAVID WILLIAM & GROTH CHERYL IRENE CO TRUSTEES ETAL  
 Address: 112 W 11TH STREET  
 C/S/Z: VANCOUVER, WA 98660

- Subject Property(s)
- Public Road
- Transportation or Major Utility Easement
- 10' Elevation Contours
- 2' Elevation Contours

Printed on: October 08, 2018

|       |       |       |
|-------|-------|-------|
| 41201 | 41106 | 41105 |
| 41212 | 41107 | 41108 |
| 41213 | 41118 | 41117 |




### 2016 Aerial Photography

Printed on: October 08, 2018

Account: 210776000  
 Owner: GROTH DAVID WILLIAM & GROTH CHERYL IRENE CO TRUSTEES ETAL  
 Address: 112 W 11TH STREET  
 C/S/Z: VANCOUVER, WA 98660

|       |       |       |
|-------|-------|-------|
| 41201 | 41106 | 41105 |
| 41212 | 1107  | 41108 |
| 41213 | 41116 | 41117 |

 Subject Property(s)



Geographic Information System

0 200 400 Feet

Information shown on this map was collected from several sources. Clark County accepts no responsibility for any inaccuracies that may be present.



CLARK COUNTY, WASHINGTON  
Geographic Information System

0 100 200 Feet

## 2016 Aerial Photography with Elevation Contours

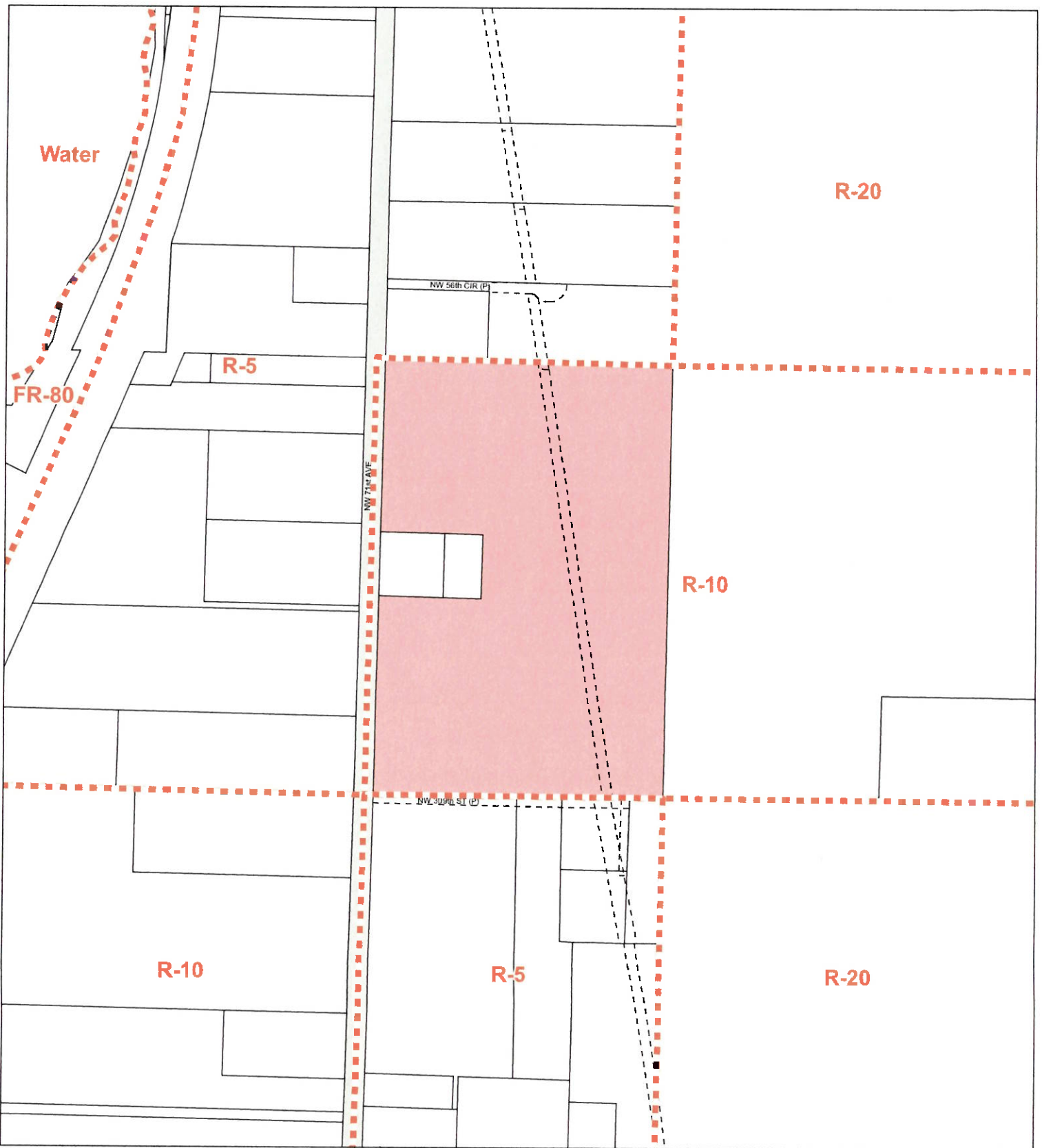
Account: 210776000  
 Owner: GROTH DAVID WILLIAM & GROTH CHERYL IRENE CO TRUSTEES ETAL  
 Address: 112 W 11TH STREET  
 C/S/Z: VANCOUVER, WA 98660

Printed on: October 06, 2018

Subject Property(s)  
 2' Elevation Contours

|       |       |       |
|-------|-------|-------|
| 41201 | 41106 | 41105 |
| 41212 | 41107 | 41108 |
| 41213 | 41118 | 41117 |

Information shown on this map was collected from several sources. Clark County accepts no responsibility for any inaccuracies that may be present.



### Zoning Designations

Printed on: October 08, 2018

Account: 210776000  
 Owner: GROTH DAVID WILLIAM & GROTH CHERYL IRENE CO TRUSTEES ETAL  
 Address: 112 W 11TH STREET  
 C/S/Z: VANCOUVER, WA 98660

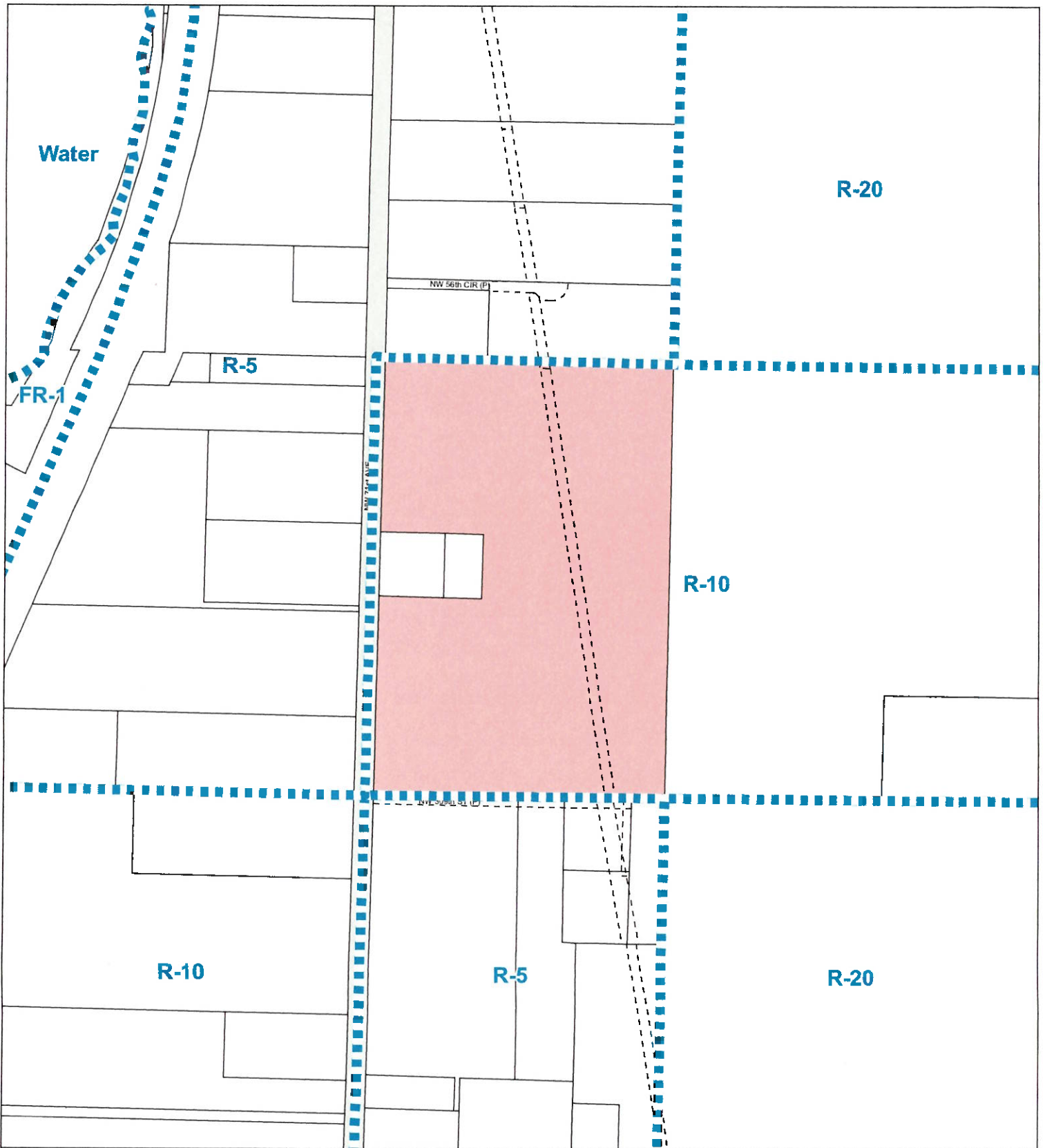
Geographic Information System

0 200 400 Feet

Information shown on this map was collected from several sources. Clark County accepts no responsibility for any inaccuracies that may be present.

- Subject Property(s)
- Public Road
- Transportation or Major Utility Easement
- Zoning Boundary
- Urban Holding - 10 (UH-10)
- Urban Holding - 20 (UH-20)
- Urban Holding - 40 (UH-40)
- Surface Mining Overlay District

|       |       |       |
|-------|-------|-------|
| 41201 | 41106 | 41105 |
| 41212 | 41107 | 41108 |
| 41213 | 41118 | 41117 |



**CLARK COUNTY, WASHINGTON**  
Geographic Information System

0 200 400 Feet

Information shown on this map was collected from several sources. Clark County accepts no responsibility for any inaccuracies that may be present.

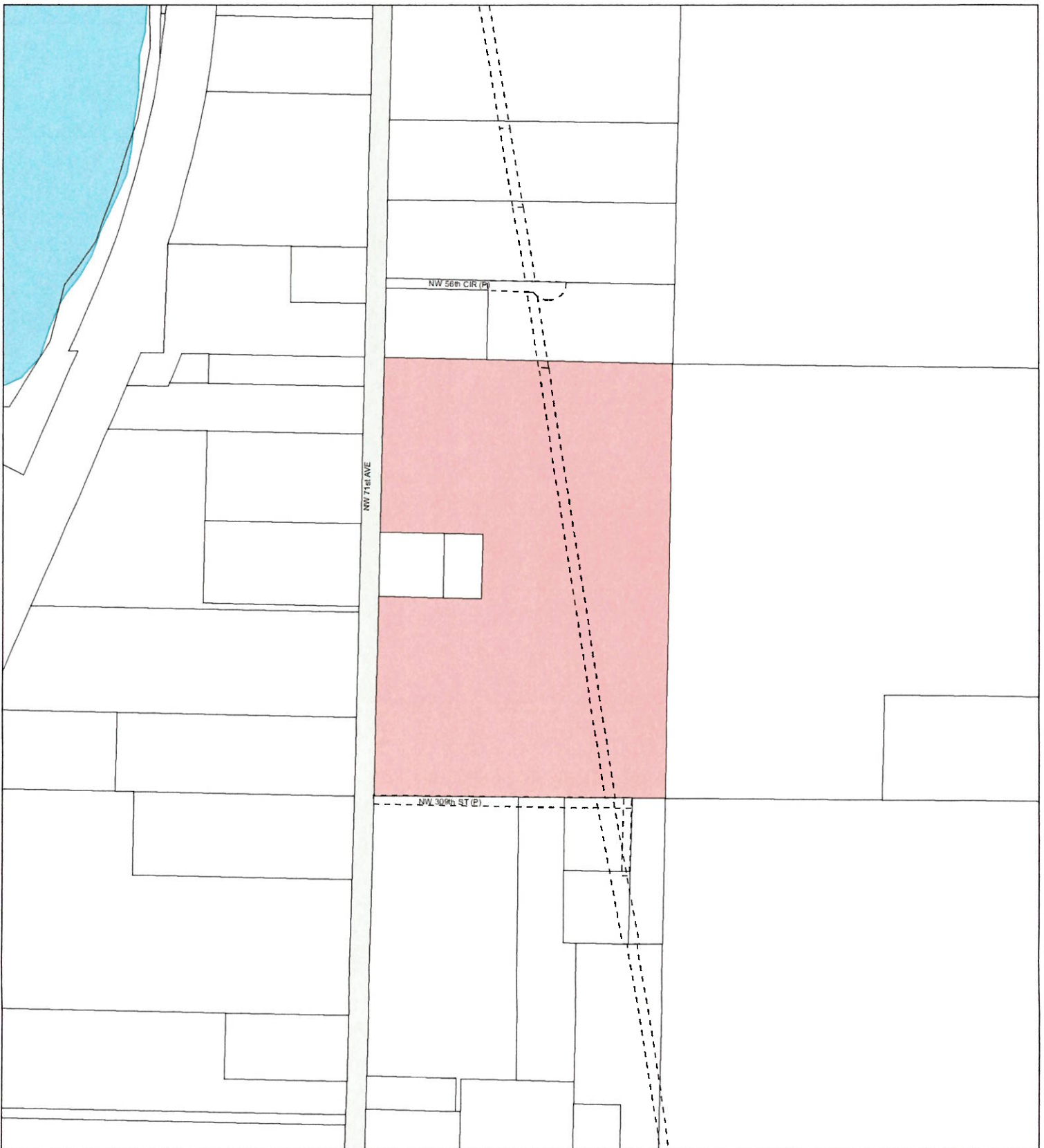
### Comprehensive Plan Designations

Account: 210776000  
 Owner: GROTH DAVID WILLIAM & GROTH CHERYL IRENE CO TRUSTEES ETAL  
 Address: 112 W 11TH STREET  
 C/S/Z: VANCOUVER, WA 98660

Printed on: October 08, 2018

- Subject Property(s)
- Public Road
- Transportation or Major Utility Easement
- Comprehensive Plan Boundary
- Urban Reserve
- Industrial Reserve
- Railroad Industrial Reserve
- Mining
- Rural Center Mixed Use
- Columbia River Gorge Scenic Area

|       |       |       |
|-------|-------|-------|
| 41201 | 41106 | 41105 |
| 41212 | 41107 | 41108 |
| 41213 | 41118 | 41117 |



### Arterials, C-Tran Bus Routes, Parks & Trails

Printed on: October 08, 2018

Account: 210776000  
 Owner: GROTH DAVID WILLIAM & GROTH CHERYL IRENE CO TRUSTEES ETAL  
 Address: 112 W 11TH STREET  
 C/S/Z: VANCOUVER, WA 98660

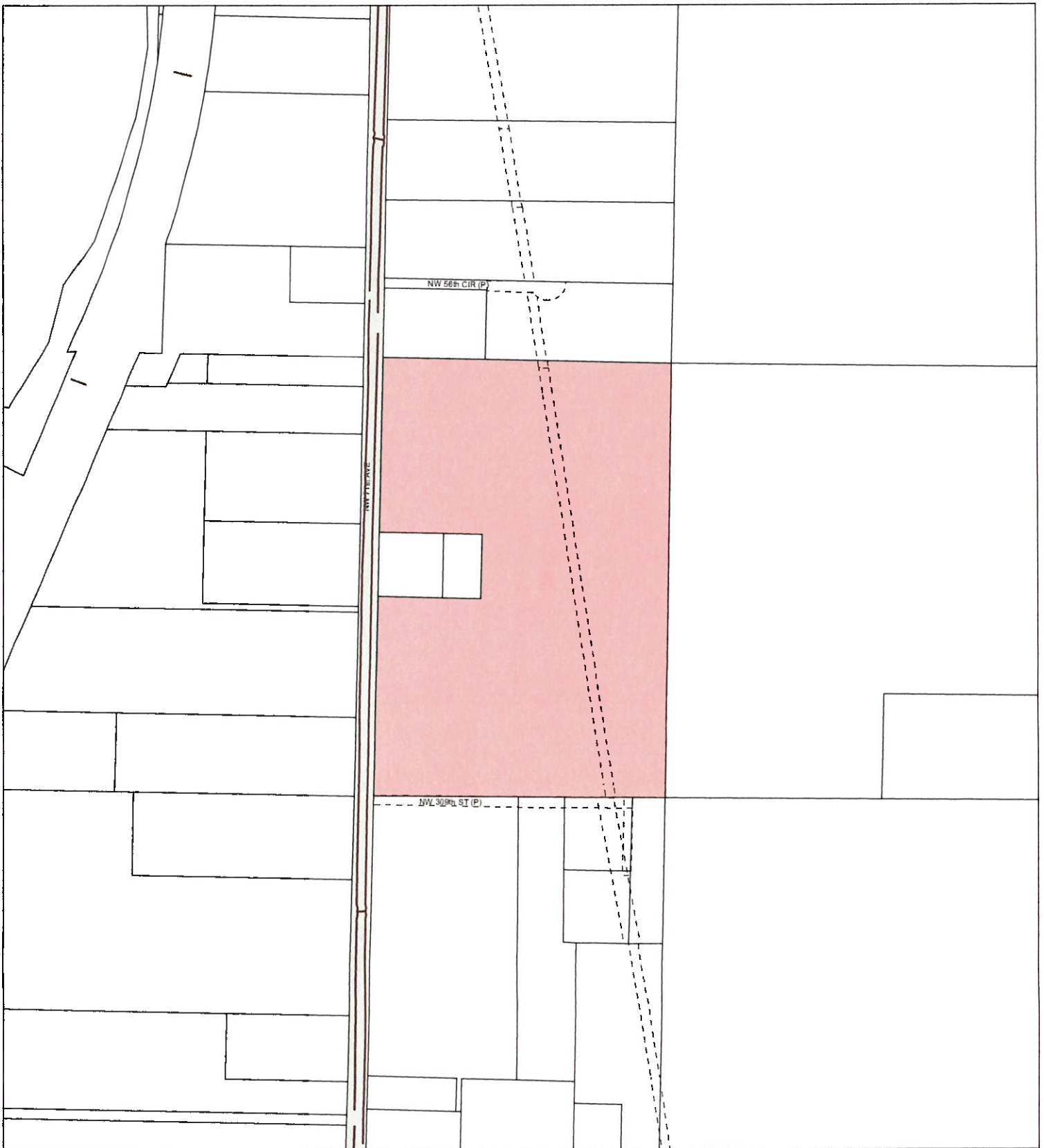
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|-------|-------|-------|
| 41201 | 41106 | 41105 |
| 41212 | 41107 | 41106 |
| 41213 | 41118 | 41117 |

Geographic Information System

0 200 400 Feet

Information shown on this map was collected from several sources. Clark County accepts no responsibility for any inaccuracies that may be present.

- Subject Property(s)
- Public Road
- Transportation or Major Utility Easement
- Parks
- Trail
- C-Tran Route
- Principal Arterial
- Minor Arterial
- Collector
- Rural Major Collector
- Rural Minor Collector
- State Route
- Other
- Proposed Arterial
- Scenic Highway



0 200 400 Feet

Information shown on this map was collected from several sources. Clark County accepts no responsibility for any inaccuracies that may be present.

### Water, Sewer, and Storm Systems

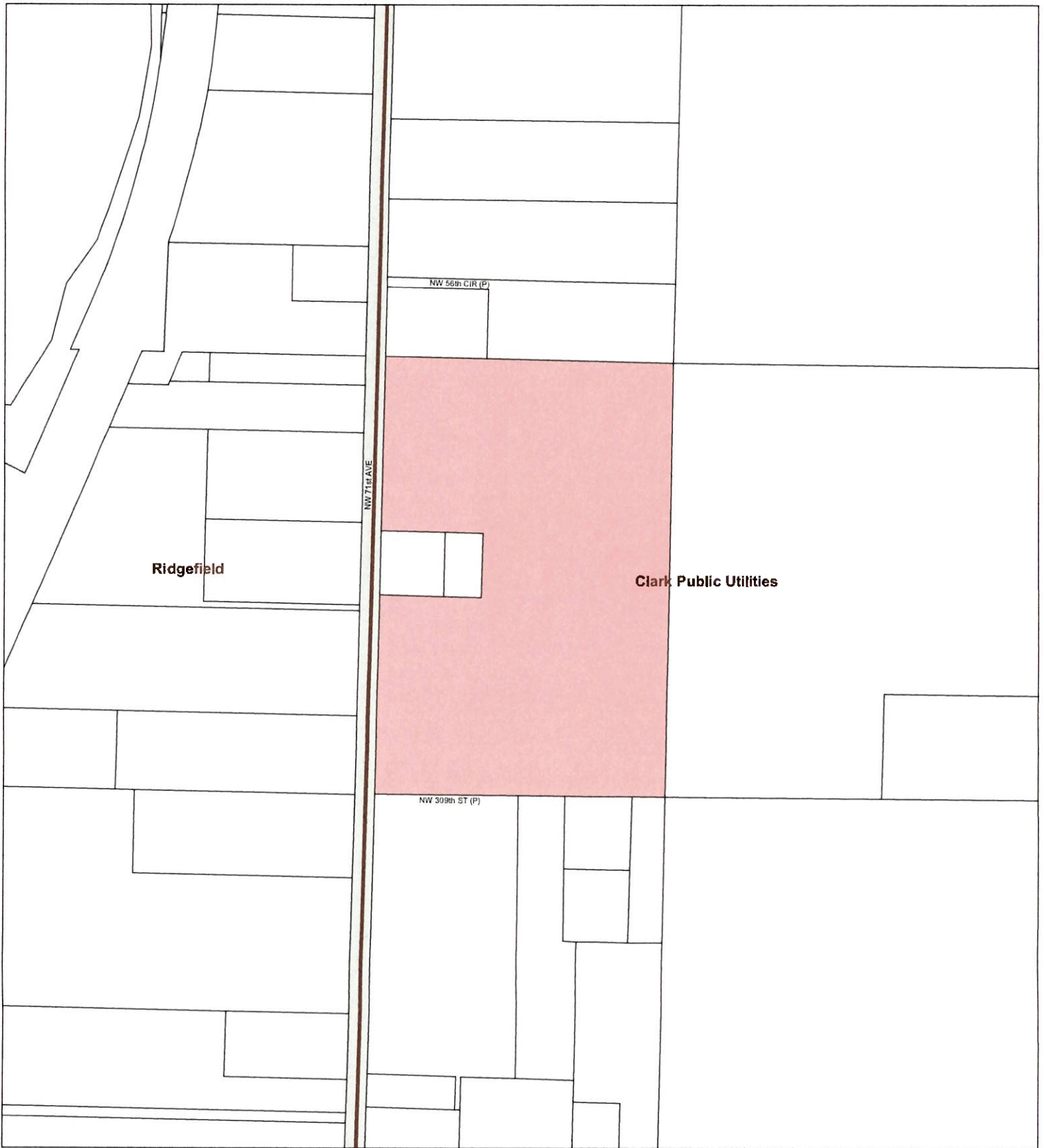
Account: 210776000  
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 Address: 112 W 11TH STREET  
 C/S/Z: VANCOUVER, WA 98660

- Subject Property(s)
- Public Road
- Transportation or Major Utility Easement
- Water Lines
- Sewer Lines
- Storm Water Lines
- 1-year Wellhead ZOC
- 5-year Wellhead ZOC
- 10-year Wellhead ZOC
- Hydrants

Printed on: October 08, 2018

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|-------|-------|-------|
| 41201 | 41106 | 41105 |
| 41212 | 1107  | 41108 |
| 41213 | 41118 | 41117 |





### Water Systems

Printed on: October 08, 2018

Account: 210776000  
 Owner: GROTH DAVID WILLIAM & GROTH CHERYL IRENE CO TRUSTEES ETAL  
 Address: 112 W 11TH STREET  
 C/S/Z: VANCOUVER, WA 98660

|       |       |       |
|-------|-------|-------|
| 41201 | 41106 | 41105 |
| 41212 | 41107 | 41108 |
| 41213 | 41118 | 41117 |

- Subject Property(s)
- Public Road
- Water District Boundary
- Unknown Size Water Line
- < 10" Water Line
- 10-20" Water Line
- > 20" Water Line
- No Flow Data Hydrant
- 0 - 499 GPM at 20 PSI
- 500 - 999 GPM at 20 PSI
- > 1000 - 1749 GPM at 20 PSI
- > 1750 GPM at 20 PSI
- Hydrant > 500' from parcel(s)

Geographic Information System

0 200 400 Feet

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# Hydrant Fire Flow Details

Account No.: 210776000

Owner: GROTH DAVID WILLIAM & GROTH CHERYL IRENE CO TRUSTEES ETAL

Address: 112 W 11TH STREET

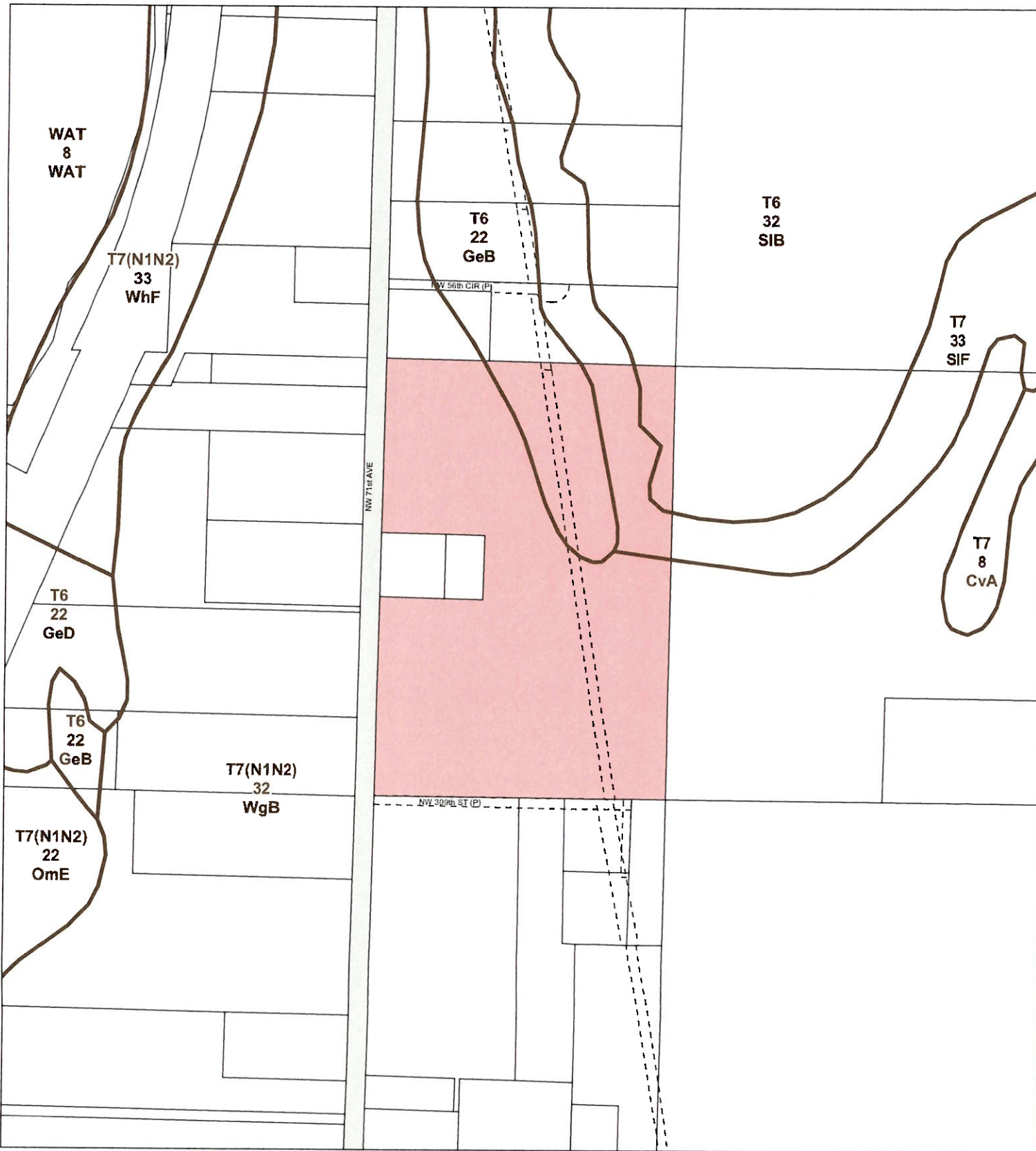
C/S/Z: VANCOUVER, WA 98660

---

| <b>Water District(s)</b>   | <b>Hydrant Data Update</b> | <b>Project Site Provider</b> |
|--|----------------------------|------------------------------|
| Clark Public Utilities<br>Ridgefield (There is currently no hydrant data for this district.) | January 1, 2017            | Service Provider             |

## HYDRANT INFORMATION:

No hydrants found.



**CLARK COUNTY, WASHINGTON**  
Geographic Information System

0 200 400 Feet

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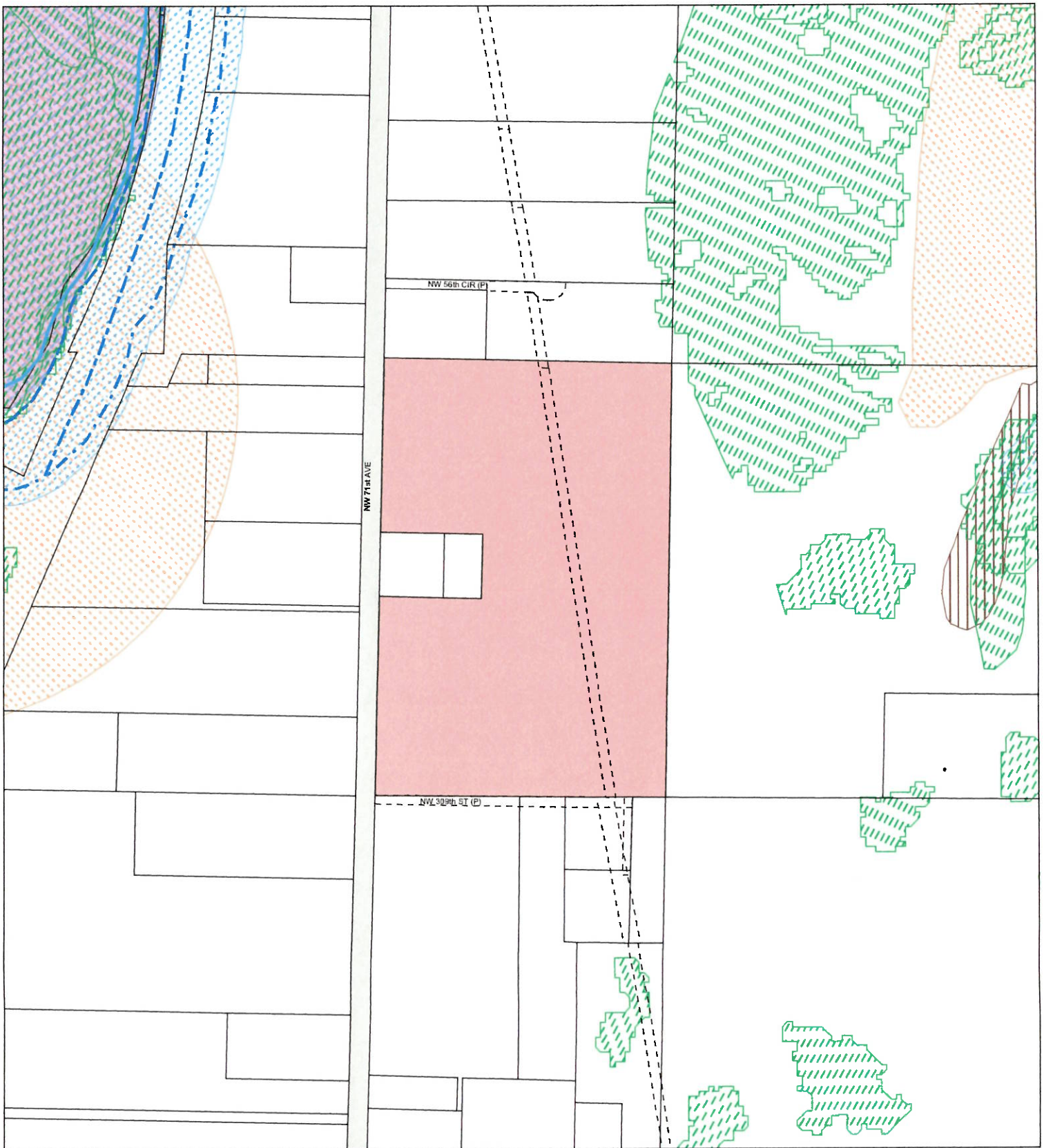
### Soil Types

Account: 210776000  
 Owner: GROTH DAVID WILLIAM & GROTH CHERYL IRENE CO TRUSTEES ETAL  
 Address: 112 W 11TH STREET  
 C/S/Z: VANCOUVER, WA 98660

Printed on: October 08, 2018

- Subject Property(s)
- Public Road
- Transportation or Major Utility Easement
- Soil Type Boundary

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| 41201 | 41105 | 41105 |
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| 41213 | 41118 | 41117 |



### Environmental Constraints I

Printed on: October 08, 2018

Account: 210776000  
 Owner: GROTH DAVID WILLIAM & GROTH CHERYL IRENE CO TRUSTEES ETAL  
 Address: 112 W 11TH STREET  
 C/S/IZ: VANCOUVER, WA 98660

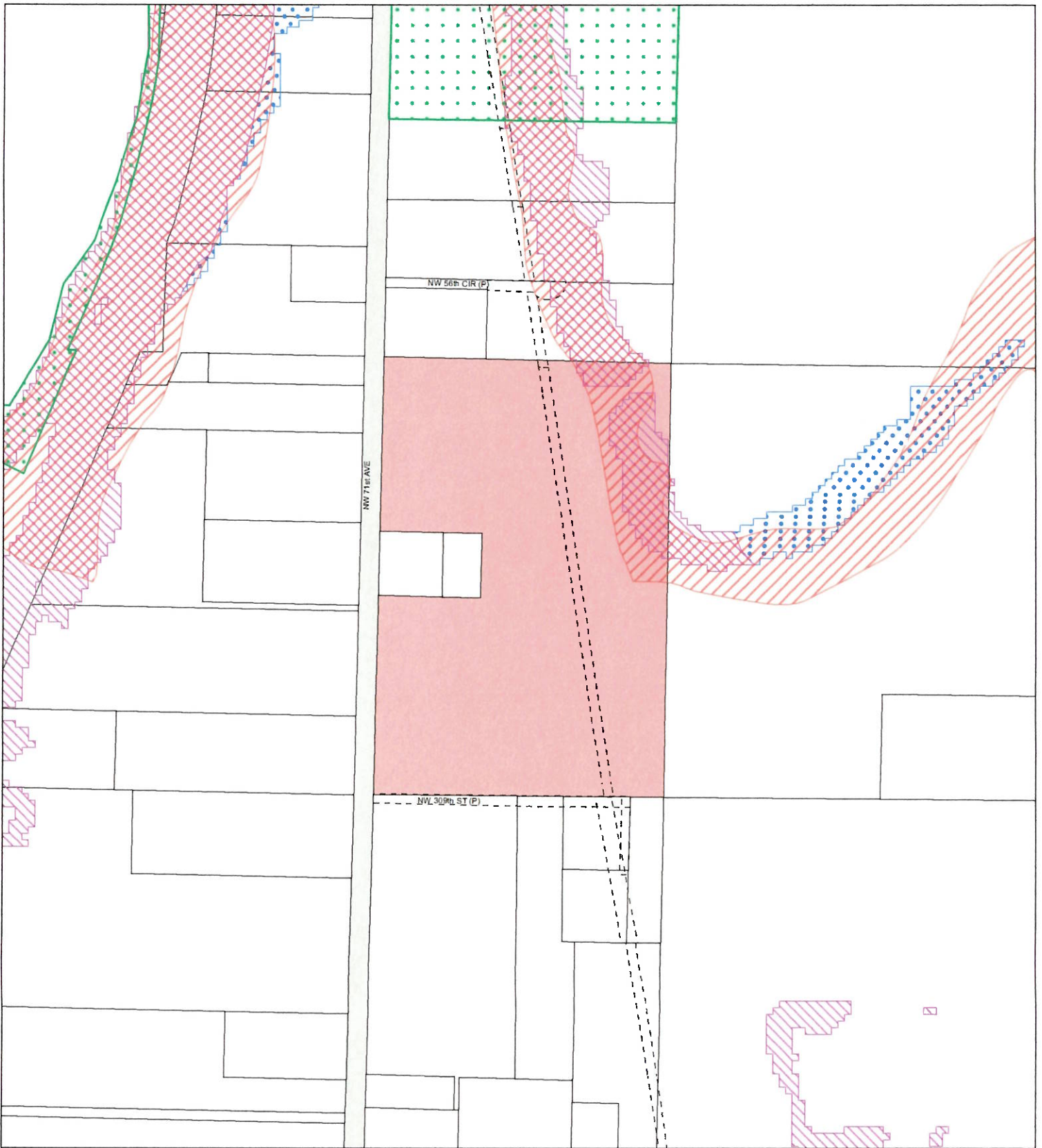
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| 41201 | 41106 | 41105 |
| 41212 | 41107 | 41108 |
| 41213 | 41118 | 41117 |



Geographic Information System  
 0 200 400 Feet

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- Subject Property(s)
- Riparian Habitat or Species Area
- — — Public Road
- Non-Riparian Habitat or Species Area
- - - Transportation or Major Utility Easement
- 100 year Floodplains
- Hydric Soils
- Floodway
- Wetland Inventory
- Shorelines
- CARA Category 1
- Stream



## Environmental Constraints II

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 Owner: GROTH DAVID WILLIAM & GROTH CHERYL IRENE CO TRUSTEES ETAL  
 Address: 112 W 11TH STREET  
 C/S/Z: VANCOUVER, WA 98660

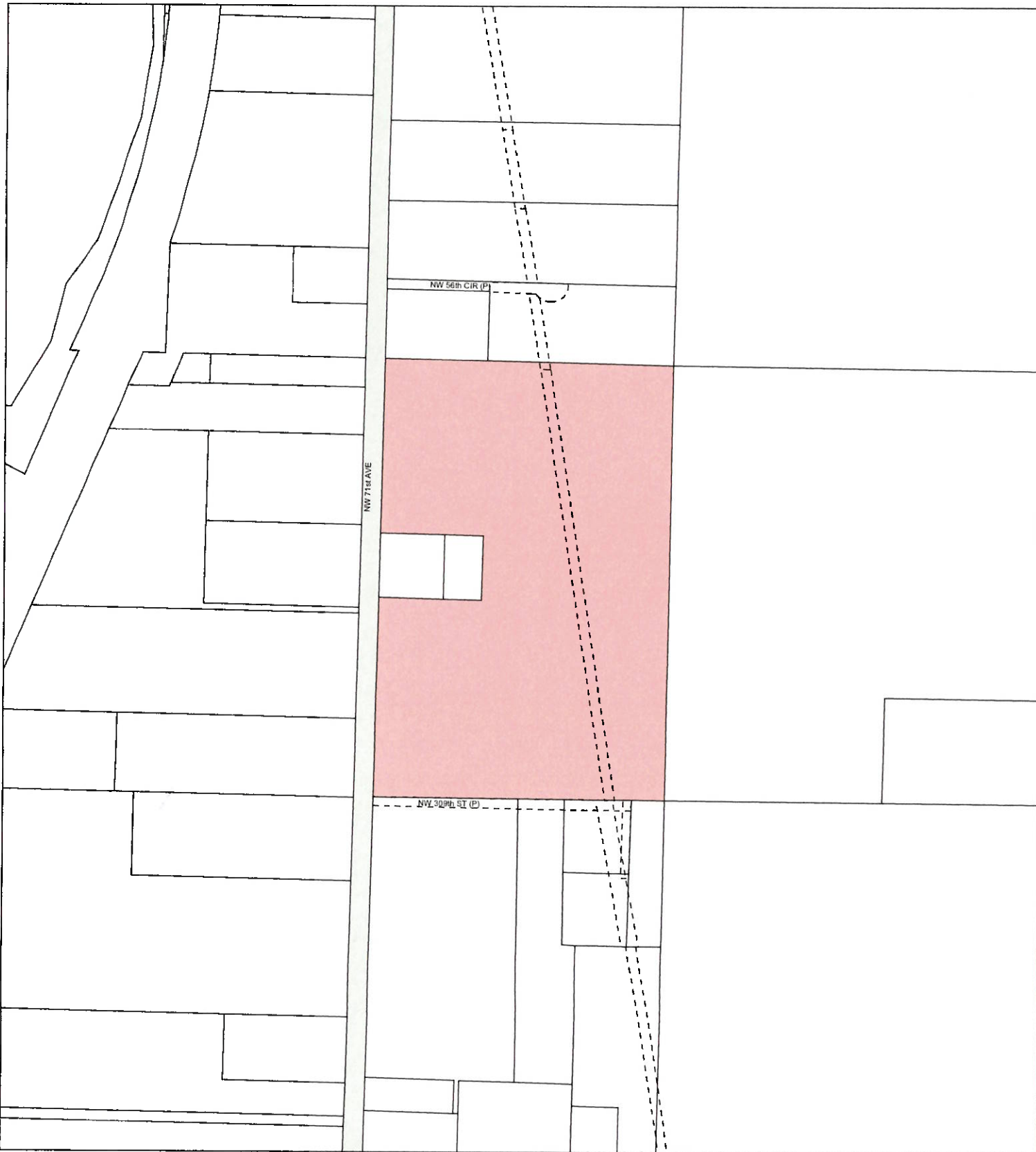
Geographic Information System

0 200 400 Feet

- Subject Property(s)
- Public Road
- Transportation or Major Utility Easement
- Slopes > 15%
- Potentially Unstable Slope
- Historic or Active Landslide
- Severe Erosion Hazard Area
- Forest Moratorium Area
- CCHR Historic Site
- NRHP Historic Site
- INV Historic Site

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|-------|-------|-------|
| 41201 | 41106 | 41105 |
| 41212 | 1107  | 41108 |
| 41213 | 41118 | 41117 |

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### Adjacent Development

Printed on: October 08, 2018

Account: 210776000  
 Owner: GROTH DAVID WILLIAM & GROTH CHERYL IRENE CO TRUSTEES ETAL  
 Address: 112 W 11TH STREET  
 C/S/Z: VANCOUVER, WA 98660

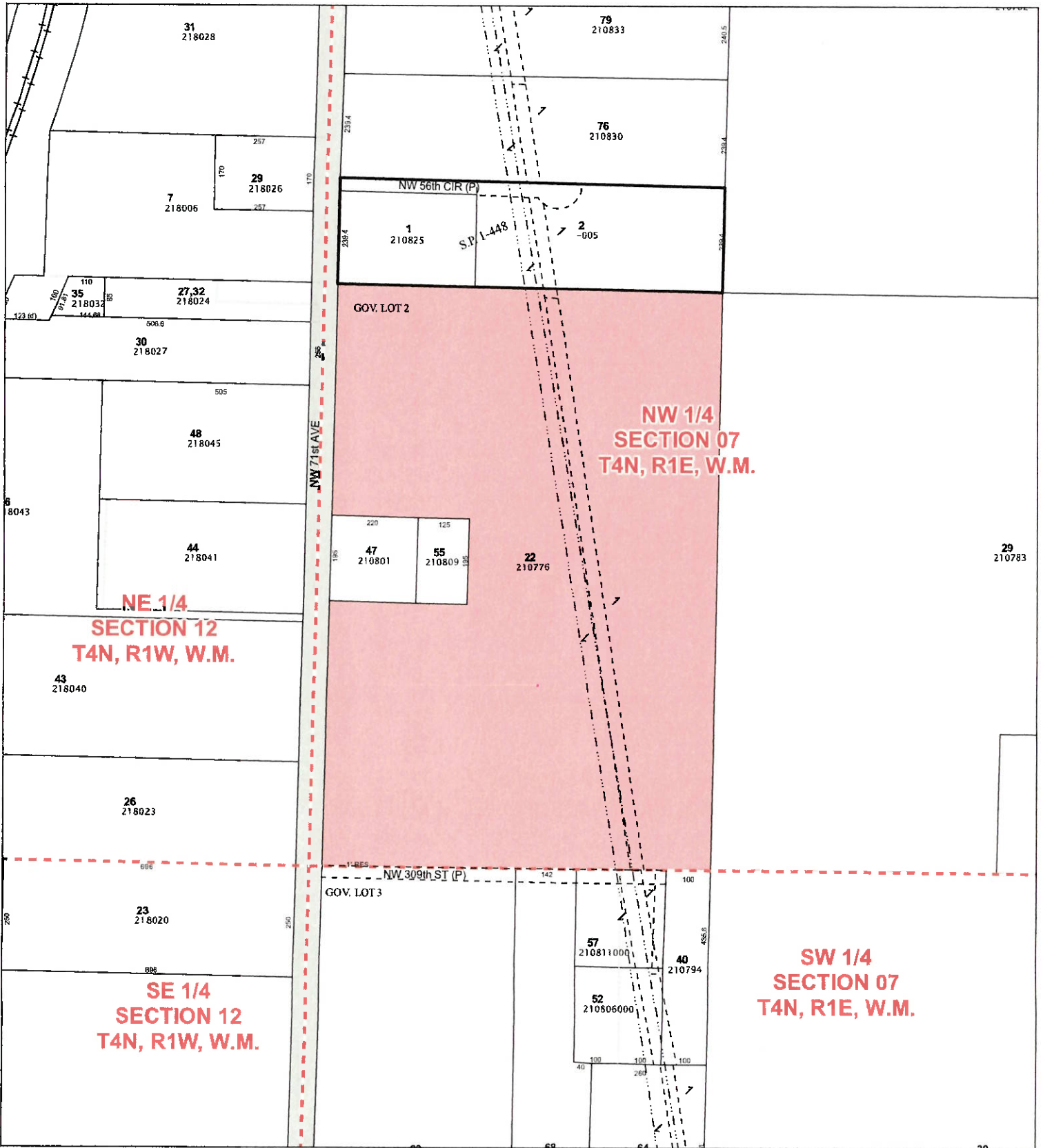
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| 41201 | 41106 | 41105 |
| 41212 | 41107 | 41108 |
| 41213 | 41118 | 41117 |

**CLARK COUNTY, WASHINGTON**  
 Geographic Information System

0 200 400 Feet

- Subject Property(s)
- Public Road
- Transportation or Major Utility Easement
- Adjacent Development

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### Quarter Section Parcels

Printed on: October 08, 2018

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 Owner: GROTH DAVID WILLIAM & GROTH CHERYL IRENE CO TRUSTEES ETAL  
 Address: 112 W 11TH STREET  
 C/S/Z: VANCOUVER, WA 98660

|       |       |       |
|-------|-------|-------|
| 41201 | 41106 | 41105 |
| 41212 | 41107 | 41108 |
| 41215 | 41118 | 41117 |

Geographic Information System

0 150 300 Feet

- Subdivision Lines
- Donation Land Claim
- Section Quarters
- City Boundaries
- Subject Property(s)
- Road Right of Way - Actual Road May not Exist
- Transportation or Major Utility Easement

Information shown on this map was collected from several sources. Clark County accepts no responsibility for any inaccuracies that may be present.

# SEPA Environmental Checklist

Washington Administrative Code (WAC) 197-11-960

## Purpose of checklist:

The State Environmental Policy Act (SEPA), Revised Code of Washington (RCW), Chapter 43.21C, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and agencies identify impacts from your proposal and to help agencies decide whether or not an EIS is required.

## Instructions for applicants:

This environmental checklist asks you to describe basic information about your proposal. Governmental agencies use this checklist to determine whether or not the environmental impacts of your proposal are significant. Please answer the questions briefly, giving the most precise information or best description known. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you do not know the answer, or if a question does not apply to your proposal, write “do not know” or “does not apply.”

Some questions pertain to governmental regulations such as zoning, shoreline, and landmark designations. If you have problems answering these questions, please contact the Clark County Permit Center for assistance.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. You may be asked to explain your answers or provide additional information related to significant adverse impacts.

## Use of checklist for non-project proposals:

Complete this checklist for non-project proposals (e.g., county plans and codes), even if the answer is “does not apply.” In addition, complete the supplemental sheet for non-project actions (Part D).

For non-project actions, the references in the checklist to the words “project,” “applicant,” and “property or site” should be read as “proposal,” “proposer,” and “affected geographic area,” respectively.

Revised 9/1/11



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



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



**A. Background**

1. Name of proposed project, if applicable:  
*Groth Annual Review*
2. Name of applicant:  
*Steve Waugh & David Groth*
3. Address and phone number of applicant and contact person:  
*Applicant:*  
*Steve Waugh and David Groth*  
*112 W 11<sup>th</sup> Street Suite 250*  
*Vancouver, WA 98660*  
*360-903-4239*  
  
*Contact:*  
*Valerie Uskoski*  
*1101 Broadway St #130*  
*Vancouver, WA 98660*  
*360-635-5223*
4. Date checklist prepared:  
*12/6/2018*
5. Agency requesting checklist:  
*Clark County.*
6. Proposed timing or schedule (including phasing, if applicable):  
*Not applicable.*
7. Do you have any plans for future additions, expansion, or further activity related to this proposal? If yes, explain.  
*No current plans but the parcel may be developed or subdivided in the future.*
8. List any environmental information that has been or will be prepared related to this proposal.  
*None.*
9. Are other applications pending for governmental approvals affecting the property covered by your proposal? If yes, please explain.  
*No other applications are pending.*
10. List any government approvals or permits needed for your proposal:  
*Clark County approval for rezoning the property within the Comprehensive Plan through an annual review process.*
11. Give a brief, complete description of your proposal, including the proposed uses and size of the project and site. There are several questions addressed later in this checklist asking you to describe certain aspects of your proposal. You do not need to repeat those answers on

this page. (Lead agencies may modify this form to include additional specific information on project description.)

*The applicant is proposing the amend Comprehensive Plan and Zoning Maps for the property. The applicant is proposing that the zone change from R-10 to R-5. The Comprehensive Plan designation will be changed from R-10 to R-5, both rural residential designations.*

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including street address, section, township, and range. If this proposal occurs over a wide area, please provide the range or boundaries of the site. Also, give a legal description, site plan, vicinity map, and topographic map. You are required to submit any plans required by the agency, but not required to submit duplicate maps or plans submitted with permit applications related to this checklist.
- The site is a 26.29 acre parcel comprised of one tax lot (210776000), described as the NW ¼ of Section 07, T4N, R1E, W.E., Clark County. While the site has no mailing address it is located north of NW 309<sup>th</sup> Street along NW 71st Ave in Ridgefield, Washington.*

## B. Environmental Elements

Agency use only

### 1. Earth

- a. General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountainous, other \_\_\_\_\_.
- b. What is the steepest slope on the site and the approximate percentage of the slope?  
*The steepest slope is greater than 15% in the NE corner of the site.*
- c. What general types of soils are found on the site (e.g., clay, sand, gravel, peat, muck)? Please specify the classification of agricultural soils and note any prime farmland.  
*Per Clark County GIS soil types are classified as Washougal gravelly Loam (WgB), Sara silt loam (SlB and SlF) and Gee silt loam (GeB).*
- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, please describe.  
*Clark County GIS classifies a section of the northeast corner of the site as a Severe Erosion Hazard Area due to the steep slopes.*
- e. Describe the purpose, type, and approximate quantities of any filling or proposed grading. Also, indicate the source of fill.  
*None proposed.*
- f. Could erosion occur as a result of clearing, construction, or use? If so, please describe.  
*Not applicable for Annual Review/rezone. If the site is developed in future , a further SEPA checklist will be provided.*
- g. What percentage of the site will be covered with impervious surfaces after the project construction (e.g., asphalt or buildings)?

*None.*

- h. Proposed measures to reduce or control erosion, or other impacts to the earth include:

*None.*

## **2. Air**

- a. What types of emissions to the air would result from this proposal (e.g., dust, automobile, odors, industrial wood smoke) during construction and after completion? Please describe and give approximate quantities.

*Not applicable for Annual Review/rezone.*

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, please describe.

*No.*

- c. Proposed measures to reduce or control emissions or other impacts to air:

*None proposed.*

## **3. Water**

Agency use only

- a. Surface:

- 1) Is there any surface water body on or in the vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, and wetlands)? If yes, describe the type and provide names and into which stream or river it flows into.

*No; known water bodies are over 1000 feet from the site.*

- 2) Will the project require any work within 200 feet of the described waters? If yes, please describe and attach available plans.

*Not applicable as no site work proposed.*

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

*Not applicable.*

- 4) Will the proposal require surface water withdrawals or diversions? Please provide description, purpose, and approximate quantities:

*No.*

- 5) Does the proposal lie within a 100-year floodplain? If so, please note the location on the site plan.

*No.*

- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

*No.*

b. Ground:

- 1) Will ground water be withdrawn, or will water be discharged to ground water? Please give description, purpose, and approximate quantities.

*No.*

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources; (e.g., domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the size and number of the systems, houses to be served; or, the number of animals or humans the systems are expected to serve.

*None.*

c. Water runoff (including stormwater):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal. Include quantities, if known. Describe where water will flow, and if it will flow into other water.

*Not applicable for Annual Review.*

- 2) Could waste materials enter ground or surface waters? If so, please describe.

*No.*

- d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:

*None proposed.*

---

#### 4. Plants

- a. Check or circle types of vegetation found on the site

- Deciduous tree: alder, maple, aspen, other
- Evergreen tree: fir, cedar, pine, other
- Shrubs
- Grass
- Pasture
- Crop or grain
- Wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- Water plants: water lily, eelgrass, milfoil, other
- Other types of vegetation

- b. What kind and amount of vegetation will be removed or altered?

*None proposed.*

- c. List threatened or endangered species on or near the site.

*None known.*

- d. List proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site:

*None proposed.*

---

## 5. Animals

- a. Circle any birds and animals which have been observed on or near the site:

- Birds: ~~hawk, heron, eagle, songbirds~~, other;
- Mammals: deer, bear, elk, beaver, other; and,
- Fish: bass, salmon, trout, herring, shellfish, other.

- b. List any threatened or endangered species known to be on or near the site.

Agency use only

*There are no known species on or adjacent to the site that are on the Federal or State threatened and Endangered Species list.*

- c. Is the site part of a migration route? If so, please explain.

*The site is within the Pacific Flyway and north of the Ridgefield National Wildlife Refuge.*

- d. List proposed measures to preserve or enhance wildlife:

*None proposed.*

---

## 6. Energy and natural resources

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

*Not applicable for Annual Review/rezone.*

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, please describe.

*No.*

- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts:

*None.*

---

## 7. Environmental health

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur as a result of this proposal? If so, please describe.  
*Not applicable for Annual Review/rezone.*
- 1) Describe special emergency services that might be required.  
*None.*
- 2) Proposed measures to reduce or control environmental health hazards, if any:  
*None proposed.*
- b. Noise
- 1) What types of noise exist in the area which may affect your project (e.g., traffic, equipment, operation, other)?  
*Noise from traffic is expected to be typical of a rural residential area.*
- 2) What types and levels of noise are associated with the project on a short-term or a long-term basis (e.g., traffic, construction, operation, other)? Indicate what hours the noise would come from the site.  
*Not applicable for Annual Review/rezone.*
- 3) Proposed measures to reduce or control noise impacts:  
*None proposed.*

Agency use only

---

## 8. Land and shoreline use

- a. What is the current use of the site and adjacent properties?  
*The current site is vacant. The adjacent sites include low density residential properties and vacant, forested lots.*
- b. Has the site been used for agriculture? If so, please describe.  
*The site has been used for agriculture (hay) and forestry activities.*
- c. Describe any structures on the site.  
*There are no structures on the site.*
- d. Will any structures be demolished? If so, please describe.  
*No.*
- e. What is the current zoning classification of the site?  
*R-10*
- f. What is the current comprehensive plan designation of the site?  
*R-10, Rural Lands.*

- g. What is the current shoreline master program designation of the site?  
*None.*
- h. Has any part of the site been classified as an "environmentally sensitive" area? If so, please specify.  
*Beyond the severe erosion hazard/landslide mapping associated with the slopes in the northeast corner, the site does not contain any known environmentally sensitive areas.*
- i. How many people would reside or work in the completed project?  
*No people would reside or work on site after the zone change although in future it is possible that the site would be developed as low density residential.*
- j. How many people would the completed project displace?  
*None.*
- k. Please list proposed measures to avoid or reduce displacement impacts:  
*None proposed.*
- l. List proposed measures to ensure the proposal is compatible with existing and projected land uses and plans:  
*The Annual Review is intended to amend the Comprehensive Plan and Zoning designation so that the projected land use can be compatible with the plan and other related codes.*

## 9. Housing

Agency use only

- a. Approximately how many units would be provided? Indicate whether it's high, middle, or low-income housing.  
*None proposed, although in future it is possible that the site would be developed as low density residential.*
- b. Approximately how many units, if any, would be eliminated? Indicate whether it's high, middle, or low-income housing.  
*None.*
- c. List proposed measures to reduce or control housing impacts:  
*None proposed.*

---

## 10. Aesthetics

- a. What is the tallest height of any proposed structure(s), not including antennas? What is proposed as the principal exterior building materials?  
*No structures are proposed.*
- b. What views in the immediate vicinity would be altered or obstructed?

*None.*

- c. Proposed measures to reduce or control aesthetic impacts:

*None proposed.*

---

### **11. Light and glare**

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

*No light or glare will be produced with this proposal.*

- b. Could light or glare from the finished project be a safety hazard or interfere with views?

*No – the process will not involve any site work.*

- c. What existing off-site sources of light or glare may affect your proposal?

*None.*

- d. Proposed measures to reduce or control light and glare impacts:

*None Proposed.*

---

### **12. Recreation**

- a. What designated and informal recreational opportunities are in the immediate vicinity?

*Paradise Point State Park is approximately 4.5 miles from the site, and Lancaster Lake is within a mile.*

- b. Would the project displace any existing recreational uses? If so, please describe.

*No.*

- c. Proposed measures to reduce or control impacts on recreation, including recreational opportunities to be provided by the project or applicant:

*None proposed.*

---

### **13. Historic and cultural preservation**

- a. Are there any places or objects on or near the site which are listed or proposed for national, state, or local preservation registers. If so, please describe.

*None known.*

- b. Please describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

*None known.*



- c. Proposed measures to reduce or control impacts:  
*None proposed.*

---

**14. Transportation**

- a. Identify the public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.  
*The site is accessed via NW 71<sup>st</sup> Ave. No change is proposed.*
- b. Is the site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?  
*The site is not served by public transit. The nearest transit site is several miles from the site.*
- c. How many parking spaces would the completed project have? How many would the project eliminate?  
*Not applicable. No parking spaces will be eliminated or created with this proposal.*
- d. Will the proposal require new roads or streets, or improvements to existing roads or streets, not including driveways? If so, please describe and indicate whether it's public or private.  
*No roads, streets, or improvements to existing roads or streets are proposed with this proposal.*
- e. Will the project use water, rail, or air transportation? If so, please describe.  
*No.*
- f. How many vehicular trips per day would be generated by the completed project? Indicate when peak traffic volumes would occur.  
*No trips will be generated by this proposal.*
- g. Proposed measures to reduce or control transportation impacts:  
*None proposed.*

Agency use only

---

**15. Public services**

- a. Would the project result in an increased need for public services (e.g., fire protection, police protection, health care, schools, other)? If so, please describe.  
*This application will not result in an increased need for public services.*
- b. Proposed measures to reduce or control direct impacts on public services:  
*None proposed.*

**16. Utilities**

- a. Circle the utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.  
*No utilities are currently provided onsite.*
  
- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on or near the site:  
*No utilities are proposed with the Annual Review/rezone.*

**C. Signature**

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: Valerie Wozniak Date Submitted: 1/24/2019

**D. SEPA Supplemental sheet for non-project actions**

Agency use only

**Instructions:**

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment. When answering these questions, be aware of the extent of the proposal and the types of activities likely to result from this proposal. Please respond briefly and in general terms.

1. How would the proposal increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

*Not applicable to Annual Review/rezone.*

Proposed measures to avoid or reduce such increases are:

*None proposed.*

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

*Not applicable to Annual Review/rezone.*

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

*None proposed.*

3. How would the proposal be likely to deplete energy or natural resources?

*Not applicable to Annual Review/rezone.*

Proposed measures to protect or conserve energy and natural resources are:

*None proposed.*

4. How would the proposal use or affect environmentally sensitive areas or those designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

*Other than steep slopes in the NE corner of the site, no environmentally sensitive areas exist on site.*

Proposed measures to protect such resources or to avoid or reduce impacts are:

*None proposed*

5. How would the proposal be likely to affect land and shoreline use? Will it allow or encourage land or shoreline uses incompatible with existing plans?

*The proposal is to amend the Comprehensive Plan and Zoning Maps from Rural 10 (R-10) to Rural 5 (R-5). These are similar land uses from a Comprehensive Plan perspective. No site work is proposed with the Annual Review application although Rural-5 is potentially a more intensive land use than R-10 as higher residential density is permitted within this zone (typically 5AC lots instead of 10AC). Both are Rural lands so have inherently low density. The proposal is intending to amend the zoning so that it is more compatible with surrounding properties close to the site. No shorelines exist on site.*

Proposed measures to avoid or reduce shoreline and land use impacts are:

Agency use only

*The Annual Review process is essentially a process amending the plan governing land use on the site. The process does not create significant impacts to land use and therefore warrants approval.*

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

*The proposal is intending to amend the Comprehensive Plan and Zoning Maps from Rural 10 (R-10) to Rural 5 (R-5). As mentioned previously, R-5 is potentially a more intensive land use than R-10 as higher residential density is permitted. If the zoning is amended and the site is built out, there will be minor impacts to the transportation and utility systems, although impact studies will be provided at the time of development application, as required by the Code.*

Proposed measures to reduce or respond to such demand(s) are:  
*Appropriate studies will be performed as required, when future development of the site is proposed.*

7. Identify whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

*The proposal is intending to amend the Comprehensive Plan and Zoning Maps from Rural 10 (R-10) to Rural 5 (R-5). This is an amendment of the Plan governing land use on the site. The narrative attached to this proposal details how the proposal conforms with local state and federal laws and requirements for the protection of the environment.*

## SECTION 6: NARRATIVE

---

### Introduction

Hayward Uskoski & Associates (HUA) has prepared this document on behalf of the owners, Steve Waugh and David Groth (the applicant). The applicant is proposing a comprehensive plan amendment and zone change that would change the comprehensive plan designation of tax lot 210776000 (the site) from R-10 to R-5. The site is a 26.29-acre (1,145,192 sq ft) parcel that consists primarily of pasture land and is bisected by a petroleum pipeline. The requested comprehensive plan amendment and zone change is compatible with the neighborhood and surrounding area. The proposal would bring the property closer to conforming with the surrounding density as other properties on the east side of NW 71<sup>st</sup> Ave are zoned R-5, providing a better cohesiveness for the area in terms of property size, appearance and character. The amendment would provide for an undersupplied segment of the market. Currently only nine 5-acre lots are available for purchase west of I-5. The amendments are consistent with the County's Growth Management Plan and Unified Development Code as described in the following narrative.

The site was previously selectively logged under a forest practices permit (FOR2017-000388).

### Comprehensive Plan Map Designation

The subject site is currently zoned R-10 with a Comprehensive Plan (also referred to as "the Plan") designation of R-10. The properties to the north, south and west are already zoned R-5, while the single parcel to the east is zoned R-10 (But is Clark County Legacy Lands), and further parcels to the east are zoned R-5. There are two smaller parcels under one acre to the west improved with one home which the subject site surrounds on three sides and is zoned R-10. Most of the properties directly surrounding the subject property are zoned R-5, which is the requested zoning.

The subject property is unencumbered by critical areas. The subject parcel was previously owned by Clark County Legacy Lands (CCLL) along with the abutting property to the east. The subject property was subsequently sold to the current owner in 2016 via public auction.

### Approval Criteria

The proposed plan amendment and zone change are regulated under CCC 40.560. The applicant is proposing to change the boundaries of the districts through a Type IV Comprehensive Plan map and Zoning Map amendment.

CCC 40.560.010(G) states that the following criteria must be met for map changes:

- 1. The proponent shall demonstrate that the proposed amendment is consistent with the Growth Management Act and requirements, the countywide planning policies, the community framework plan, comprehensive plan, city comprehensive plans, applicable capital facilities plans and official population growth forecasts; and*

2. *The proponent shall demonstrate that the designation is in conformance with the appropriate locational criteria identified in the plan; and*
3. *The map amendment or site is suitable for the proposed designation and there is a lack of appropriately designated alternative sites within the vicinity; and*
4. *The plan map amendment either: (a) responds to a substantial change in conditions applicable to the area within which the subject property lies; (b) better implements applicable comprehensive plan policies than the current map designation; or (c) corrects an obvious mapping error; and*
5. *Where applicable, the proponent shall demonstrate that the full range of urban public facilities and services can be adequately provided in an efficient and timely manner to serve the proposed designation. Such services may include water, sewage, storm drainage, transportation, fire protection and schools. Adequacy of services applies only to the specific change site.*

The Comprehensive Plan map change is requested in conjunction with a zone change to keep the zoning consistent with the map designation. As the map plan designation for R-5 and R-10 rural lands are the same in the Comprehensive Plan policies (below), the request does not change the character, intended use or opportunities available to the rural property. The amendment is in conformance with the location criteria, which are identified in the Comprehensive Plan, as the property will remain as Rural Lands.

1. The proposed Plan amendment is consistent with the Comprehensive Plan policies, goals and locational criteria for the rural and natural resource elements within Clark County, outlined below:

### ***County 20-Year Plan Policies***

#### *Rural Areas – General*

*Goal: Compatible with maintaining rural character and rural (levels of service) (services), ensure that lands outside of urban growth areas are viable places to live and work.*

#### *3.1 Policies*

*3.1.1 Clark County shall maintain and protect the character of rural lands defined as those lands outside of urban growth areas by promoting:*

- *Large lot residential development compatible with adjacent farming, forestry and mining and not needing urban facilities and services;*
- *Non-residential development in Rural Centers;*
- *Economic development activities consistent with the preservation of rural character;*
- *Agriculture, forestry and mining activities;*
- *Regional parks, trails and open space;*
- *Environmental quality, particularly as evidenced by the health of wildlife and fisheries (especially salmon and trout), aquifers used for potable water, surface water bodies and natural drainage systems; and*
- *Historic character and resources including archaeological and cultural sites important to the local community.*

*3.1.2 Land use designations shown on the Clark County Comprehensive Plan Land Use Map include areas that are rural in character and meet one or more of the following criteria:*

- *Generally characterized by a larger lot size;*

- *Do not require urban levels of public services;*
- *Opportunities exist for farming and mineral activities;*
- *The area is contiguous with other rural lands or can serve as a buffer between large-lot residential development and resource activities or urban areas;*
- *The area is not needed to provide capacity for population or employment growth in the 20-year forecast; and,*
- *The area has outstanding scenic, historic, environmental, resource or aesthetic values.*

The above policies will be maintained within the Comprehensive Plan amendment from R-10 to R-5. The character of the site will remain rural, with opportunity for all the above rural characteristics to continue to be promoted. The Comprehensive Plan zone change would not alter the characteristics of the site as any development would not require urban levels of public services and opportunities for farming and mineral activities would continue to exist.

2. The Comprehensive Plan identifies R-10 designations for preventing premature development of future urban areas adjacent to designated Urban Reserves, to act as a buffer to Natural Resource lands, protect environmentally critical areas consistent with the applicable county code and related regulations. The site does not abut Urban Reserves, Natural Resource Lands, or protect environmentally critical areas. The site was originally encumbered with critical areas related to Bald Eagle protections. With the reduction and removal of the Bald Eagle protections by the Washington State Department of Fish and Wildlife Service (WSDFW) in October 2016, the current R-10 designation for locational criteria is no longer met and the site should be remapped to R-5. While there are lands farther to the southwest of the site that are also mapped as R-10, it is important to note that those lands contain critical areas consisting of the steep slopes forming the bluffs overlooking the Columbia River lowlands and Ridgefield Wildlife Refuge. Based on the locational criteria, the zoning designation for those properties along the bluff is applicable.
3. The site is suitable for the proposed designation and it maintains the rural characteristics of the area and is better suited to conform with the surrounding area. There are minimal opportunities for the creation of five-acre tracts in the immediate vicinity based on the critical areas and legacy land holdings. Clark County GIS records indicate there are approximately 1,500 +/- acres of land zoned Rural-5 west of Interstate-5 and north of the Ridgefield city limits. The three largest residentially zoned parcels, located east of the site, are owned by CCLL as undevelopable legacy lands (See Figure A), removing a potential eight lots from the available residential land bank with the current zoning. As can be seen by Figure C, Clark County GIS records show most of the Rural-5 land parcels are already subdivided and are improved with homes. These lots are less than 10 acres and therefore cannot be divided to increase the supply. Much of the potential supply in the area for rural density housing is used up. Furthermore, there are only nine vacant lots of 5-acres or under listed for sale in the entire area west of I-5 between La Center and NE 179th Street (Figure D). The available data shows the very limited supply of R-5 lands in the general area and the low potential for development.
4. The proposed plan map amendment meets the criteria as follows:
  - a. *Responds to a substantial change in conditions applicable to the area within which the subject property lies.*

The site was previously part of a larger landholding that included lands mapped by WSDFW for Bald Eagle habitat. However, that protection has been removed with the return of a healthy eagle population in the area. Furthermore, the Bald Eagle mapping did not extend on the subject

property. With the removal of the Bald Eagle protection, the change constitutes as a substantial change in conditions for the area. The R-10 designation is intended to provide a buffer for an environmentally critical area. With the removal of these protections, this no longer exists at this site. An R-5 density standard would not affect the existing population of eagles and other wildlife and would still maintain the character of the site's scenic, environment, resource and aesthetic values.

*b. Better implements applicable comprehensive plan policies than the current map designation;*

The proposed change better implements the applicable comprehensive plan policies as it provides a more cohesive look with the surrounding properties. Existing parcels directly adjacent to the north, south, and west are unable to further develop with many of the parcels being less than five acres in size. The two parcels that the subject site surrounds on three sides are below 1-acre in size, which is below the requested zone change designation of R-5 that allows for 5-acre lots. By amending the zoning on the site, the resulting density will be more in characteristic with the surrounding properties (see Figure B).

*c. Corrects an obvious mapping error.*

The site was previously part of a single landholding, owned by CCLL, and would not have been used for residential land under their ownership. The site was liquidated from CCLL holdings and is now under private ownership, leaving it as one of a few privately-owned landholdings with an R-10 zoning density in the immediate area that does not meet the locational criteria (Figure 2). Discussions with the County have determined that the parcel was not zoned R-10 by a mapping error, so this criterion does not apply.

5. Adequate public facilities and services are available for the requested zone change. Below are the policies for Rural lands as they relate to public facilities:

*3.1.7 Rural lands generally shall be served by septic tanks and individual wells (when public water is not available). Wastewater treatment shall be provided by individual on-site treatment systems or approved alternative sewage treatment technologies.*

*3.1.8 Sewer lines shall not be extended into rural areas except to correct existing health hazards. Sewer lines shall not be extended until other means for treatment, such as state approved alternative technologies, have been assessed and determined not to be feasible due to environmental constraints.*

In accordance with the policies stated above, the site would be served by septic systems, individual potable water wells, and provide for stormwater management as required.

CCC 40.560.020(G) states that the following criteria must be met for zone changes:

*1. Requested zone change is consistent with the comprehensive plan map designation.*

The requested zone change is being concurrently applied for with an amendment to the Comprehensive Plan map designation, ensuring that there is consistency.



2. *The requested zone change is consistent with the plan policies and location criteria and the purpose statement of the zoning district.*

This has been responded to in responses 1 and 2 above. The requested zone change is consistent with the plan policies, location criteria and purpose statement of the zoning district.

3. *The zone change either:*

- a. *Responds to a substantial change in conditions applicable to the area within which the subject property lies;*

See response 4a. above. The zone change responds to a substantial change in conditions applicable to the area within which the subject property lies.

- b. *Better implements applicable comprehensive plan policies than the current map designation; or*

See response 4b. above. The zone change better implements applicable Comprehensive Plan policies than the current map designation.

- c. *Corrects an obvious mapping error.*

See response 4c. above. The zone change does not correct a mapping error so this criterion is not applicable.

4. *There are adequate public facilities and services to serve the requested zone change.*

See response 5 above. Adequate facilities could be provided to serve the requested zone change, if the site were to develop in future. Any future development would not require urban levels of public services as the site would remain as Rural Lands.

Per CCC 40.210.020, Rural Districts (R-20, R-10, R-5), the purpose of rural districts is defined as the following.

*“The rural districts are intended to provide lands for residential living in the rural area. Natural resource activities such as farming and forestry are allowed and encouraged in conjunction with the residential uses in the area. These areas are subject to normal and accepted forestry and farming practices.”*

The applicant’s proposal to amend the zoning of the site from R-10 to R-5 is in compliance with the Unified Development Code as the rezoning of this property will continue to provide lands for residential living. The rezone to R-5 will continue the provision of large lots, maintaining the rural character of the area and providing the potential to add lots to an area where they are currently undersupplied. The zone change would better comply to the locational criteria set forth in the Comprehensive Plan as explained earlier within this narrative. The proposal will continue to allow wildlife and natural conditions to predominate the landscape as future development would remain low density and therefore not adversely impacting the existing conditions under the current zoning. The site is some distance from the nearest Urban Growth Area (the City of Ridgefield) and therefore consideration of future expansion for urban uses is not required. Natural resource areas and their associated activities in the surrounding area will not be affected by the proposed rezone.

CCC 40.560.010(I) provides additional criteria for Rural Map Changes. This clause states that:

*1. Amendments to the plan map for (a) changing a natural resource land designation to either a smaller lot size natural resource land designation or to a rural designation, or (b) creating or expanding a rural center, shall demonstrate that the following criteria have been met:*

- a. The requested change shall not impact the character of the area to the extent that further plan map amendments will be warranted in future annual reviews; and*
- b. The site does not meet the criteria for the existing resource plan designation; and*
- c. The amendment shall meet the locational criteria for the requested designation.*

The site is not designated as a natural resource land, so this clause of the Title is not applicable to the proposed Comprehensive Plan and Zoning Map amendment. Part 2 of this clause states that:

- a. The expansion of, or change of land use within, a rural center shall be considered and evaluated by the county through the annual review process under this chapter.*
- b. The creation of a rural center shall be considered and evaluated by the county through the docket process under this chapter.*
- c. Before the county considers establishing a new rural center, the proponent(s) shall submit to the county a petition signed by at least sixty percent (60%) of the property owners of the land within the boundaries of the proposed new rural center.*

The site is not designated as a rural center, so this clause of the Title is not applicable to the proposed Comprehensive Plan and Zoning Map amendment.

*3. Changes to the urban reserve overlay will only be considered during a comprehensive plan periodic review and not on an annual basis.*

The site is not with an urban reserve overlay, so this clause of the Title is not applicable to the proposed Comprehensive Plan and Zoning Map amendment.

The proposed amendment will not significantly alter the variety of rural zoning types in the area. Within close proximity of the site there are areas of R-5, R-10 and R-20 zoning as well as other non-residential zoning such as FR-80, AG/WL and P/OS. A study on the quantities of each zone was undertaken within a study area which extends 3,000 feet in each direction from the site boundary (a total area of approximately 1,162 acres). The following quantities of each zone exist at present:

| <b>CURRENT</b>    | <b>ACRES</b> | <b>% OF TOTAL</b> |
|-------------------|--------------|-------------------|
| <b>R-5</b>        | 366          | 32%               |
| <b>R-10</b>       | 174          | 15%               |
| <b>R-20</b>       | 133          | 11%               |
| <b>P/OS</b>       | 53           | 5%                |
| <b>FR-80</b>      | 305          | 26%               |
| <b>AG/WL</b>      | 7            | 1%                |
| <b>OPEN WATER</b> | 124          | 11%               |
| <b>TOTAL</b>      | <b>1,162</b> |                   |

With the proposed zoning map amendment, the quantities of each zone that would exist is as follows:

| <b>NEW</b>        | <b>ACRES</b> | <b>% OF TOTAL</b> |
|-------------------|--------------|-------------------|
| <b>R-5</b>        | 394          | 34%               |
| <b>R-10</b>       | 146          | 13%               |
| <b>R-20</b>       | 133          | 11%               |
| <b>P/OS</b>       | 53           | 5%                |
| <b>FR-1</b>       | 305          | 26%               |
| <b>AG/WL</b>      | 7            | 1%                |
| <b>OPEN WATER</b> | 124          | 11%               |
| <b>TOTAL</b>      | <b>1,162</b> |                   |

The amendment would represent a change of approximately 2.4% of the total area from R-10 to R-5, within the study area. There are no clear recommendations within the Comprehensive Plan as to the distribution of the zoned areas, but in both cases, each zone is well represented. A diagram indicating the study area is shown in Figure A within the attachments. A diagram indicating the Comprehensive Plan designation around the site is shown in Figure B.

Population growth is anticipated to be 10% over the next 20 years within Rural Lands, as defined in the Rural Population Growth section of the Comprehensive Plan. Estimates made in 2015 anticipate the population to grow by 12,859 people within Rural Lands over the next 20 years (to 2035). This growth will be spread across an overall area of 297,772 acres of Rural, Agricultural and Forestry zones within the County. This means that on average, 0.043 people need to be accommodated in every Rural Land acre. For the 1,162-acre study area, that would be approximately 50 people. Currently, 2.7 people live in each household, meaning that approximately an additional 19 households would need to be created within the study area.

Within the study area, very few of the lots can be subdivided due to the current zoning restrictions. The lots which are large enough to subdivide within their zone are indicated in Figure C within the attachments. Within the study zone, approximately 7 parcels are residentially zoned and have the ability to subdivide due to their size (this excludes the adjacent parcel which is owned by Clark Legacy Lands and will not divide). Parcels zoned FR-80 were excluded from the study, as these are unlikely

to be used for residential housing for a multitude of reasons. These parcels are designated as resource lands within the Comprehensive Plan, intended for long-term production of commercially significant forest products and other natural resources such as minerals. They are also significantly encumbered by critical areas, access constraints and wildlife habitats. The owners of parcels zoned FR-80 within the study area (Plas Newydd LLC) are in the process of creating a conservation bank. The bank is currently in the technical review process with the Department of Ecology.

Additionally, according to Clark GIS mapping, of the parcels which are large enough to subdivide, 3 of the 7 parcels are significantly encumbered by environmental constraints and critical areas including but not limited to wetland presence, steep slopes and landslide hazards. The environmental constraints are indicated in Figure A and Figure C within the attachments.

Assuming all 7 of these residential parcels divide within the next 20 years to their highest potential density, and that they are not significantly encumbered by critical areas, there is the potential for an additional 11 households within the study area.

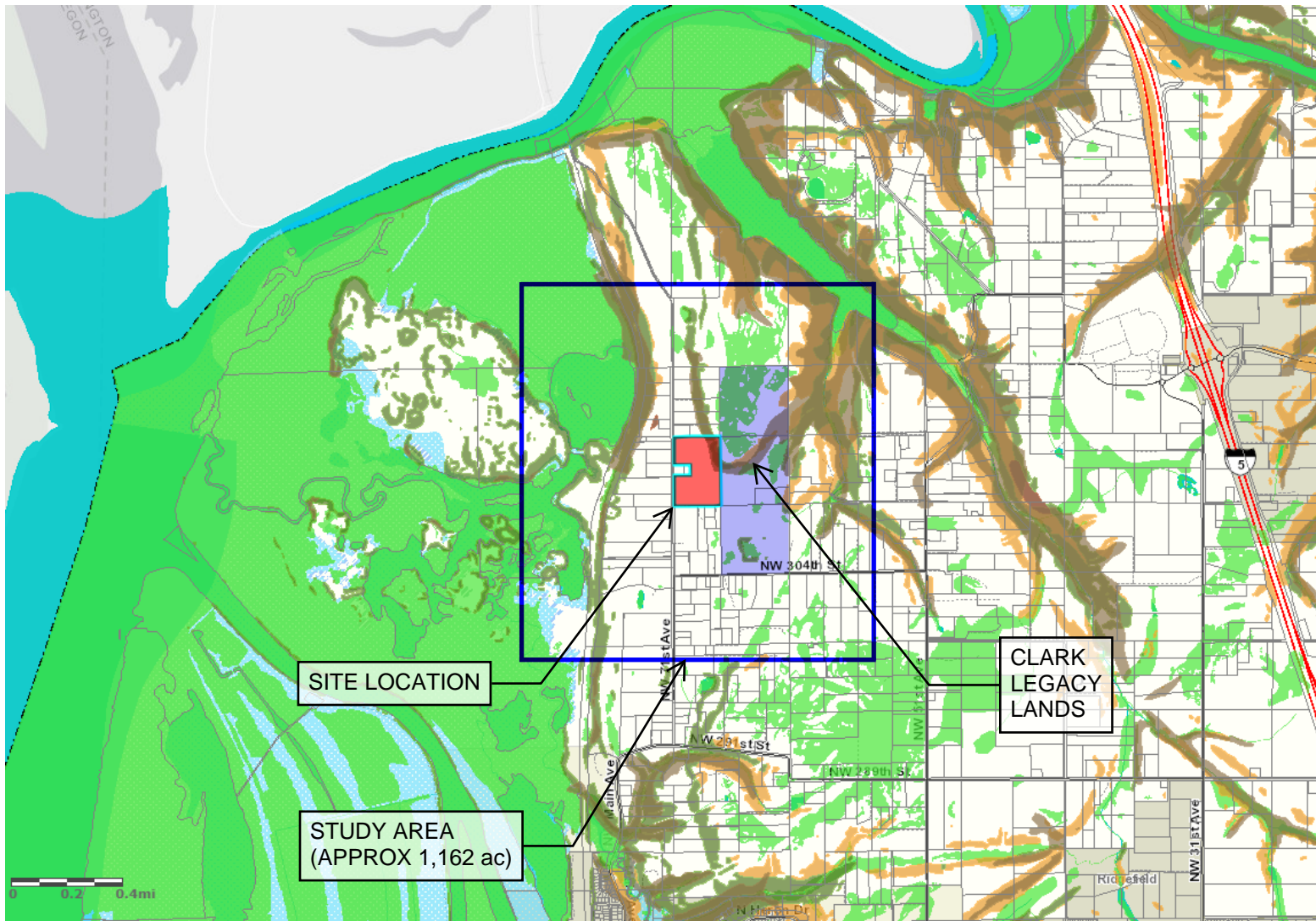
The site described in this proposal is approximately 27 acres and is currently vacant (i.e. 0 households). Under R-10 zoning, the parcel could be divided to create 2 new households. Including the site, the study area would have the potential for 13 new households at present. This would represent a deficit of 6 households, based on the anticipated population growth. Rezoning this parcel to R-5 would increase the potential households which could be sited on this parcel to 5 households. Rezoning this parcel would create the potential for 16 new lots to be created within the study zone. While the rezone does not meet the target based on anticipated population growth, it would at least reduce the deficit to just 3 households.

It should be recognized that at this time, the applicant is not applying to subdivide this parcel. It is also understood that this is a rough interpretation of predicted growth based on figures within the Comprehensive Plan and is therefore based on averages across the County. However, by permitting the requested zone change for this parcel, the discussion above demonstrates that the potential supply of homes in this area will be closer to the predicted rate of demand within Rural Lands and therefore the rezone will align the zoning in this area more closely with the density goals within the Comprehensive Plan.

## Conclusion

The proposed zone and comprehensive plan map designation change meets the approval criteria contained in the Clark County land use ordinance CCC 40.560 and is in accordance with the 2016 Comprehensive plan's goals, policies and locational criteria for Rural lands. The proposed change would not in fact alter the rural character, intended use or opportunities available to the land, however, it would respond to a change in conditions, and make it contiguous with the surrounding R-5 properties which abut the subject site on three sides. It is also noted that many of the surrounding properties are already below the minimum lot size of 5-acres in the requested R-5 zoning designation, including two parcels that the subject property surrounds. Furthermore, it would create the possibility of 5 new lots (3 more than the current R-10 zoning allows) that could be developed as R-5 residential, providing for growth in the rural area consistent with the comprehensive plan policies and goals for future growth.

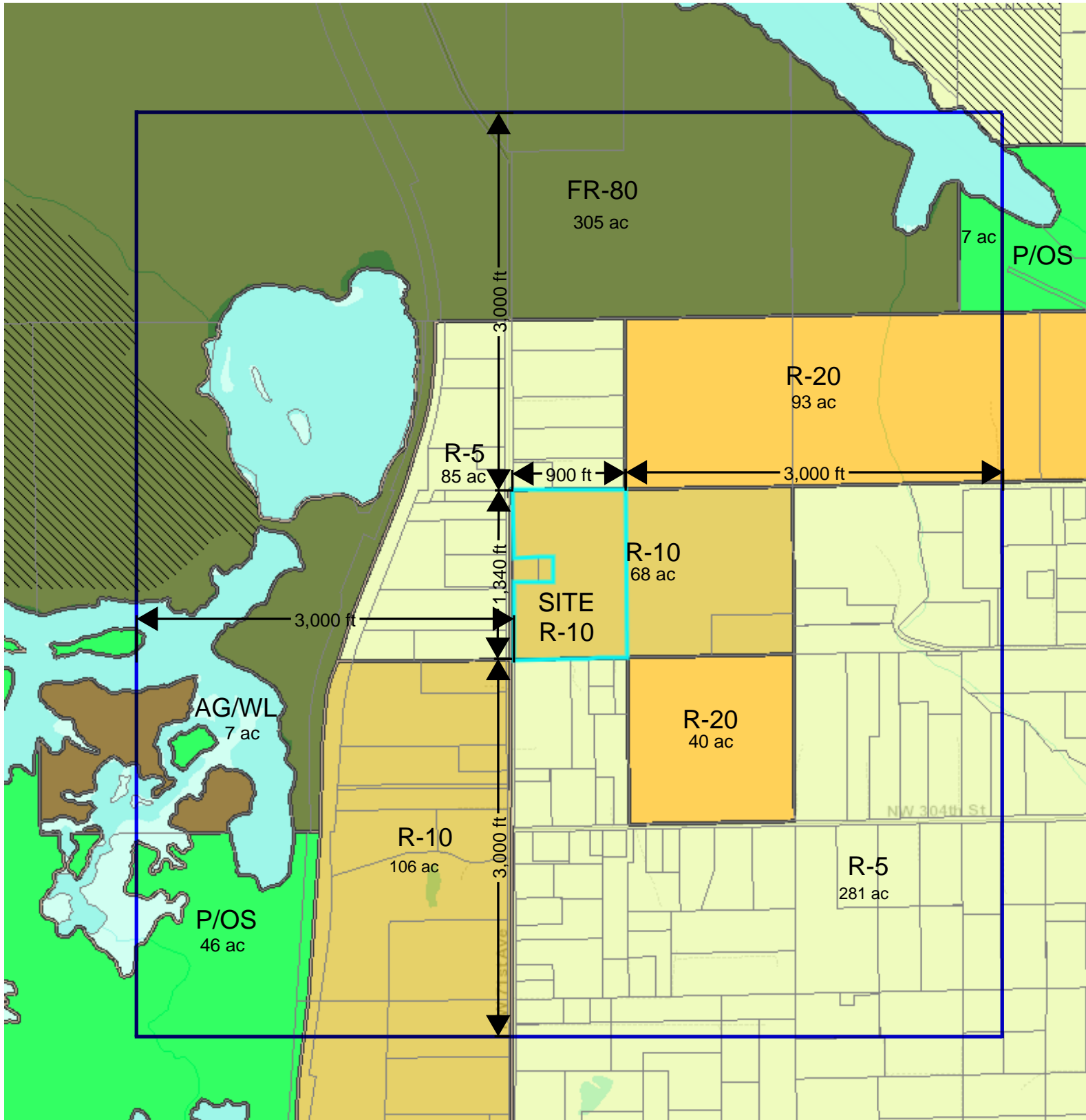
# FIGURE A - GROTH REZONE MAP INDICATING STUDY AREA LOCATION WITH CLARK GIS CRITICAL AREA OVERLAY



KEY: WETLANDS SLOPES > 10% SLOPES > 15% LANDSLIDE HAZARD AREAS

- NOTES:
1. ALL AREAS AND LENGTHS ARE APPROXIMATE
  2. MAP INCLUDING PARCEL LOCATIONS AND CRITICAL AREA LOCATIONS ARE FROM CLARK COUNTY GIS SITE

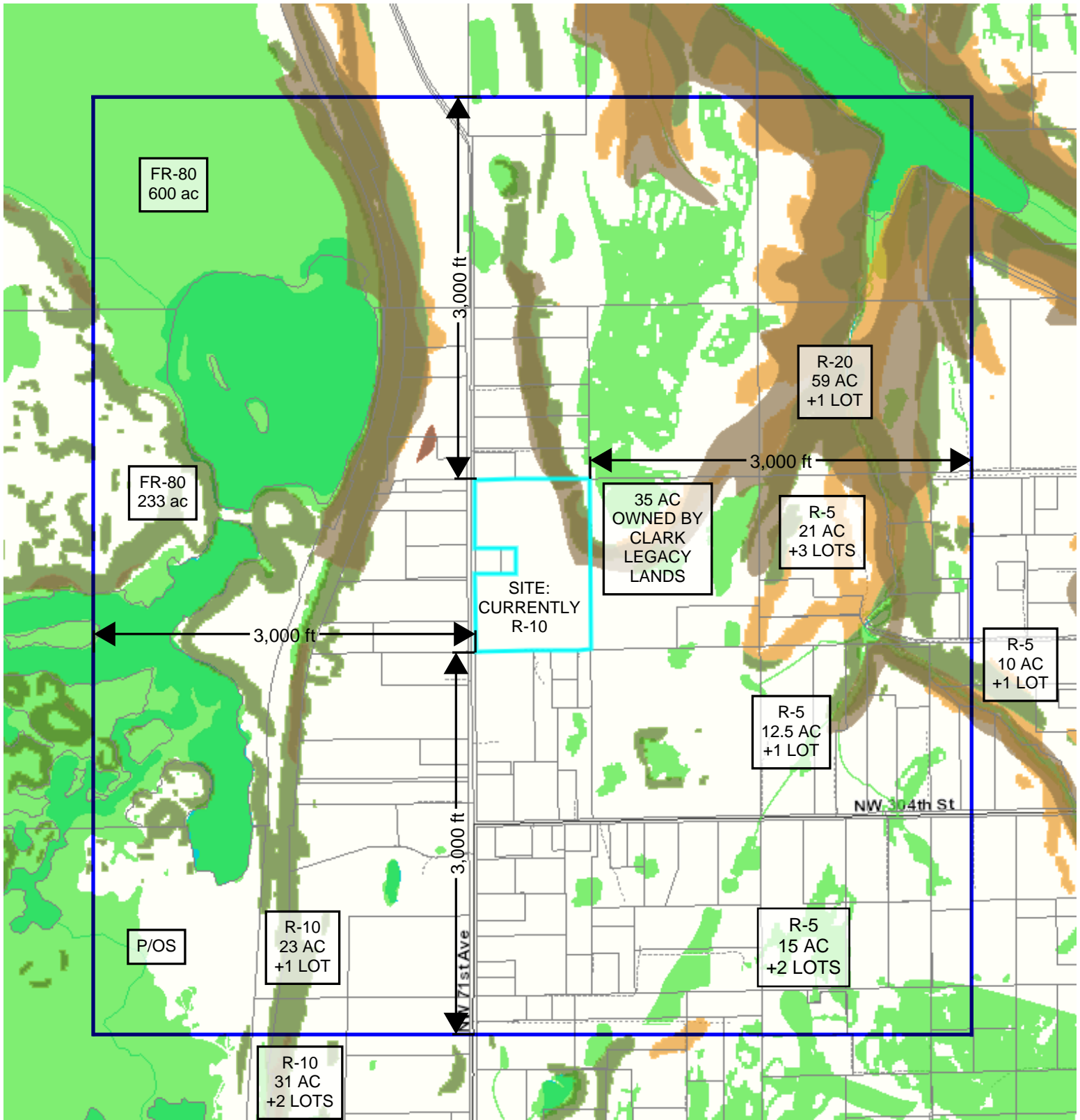
**FIGURE B - GROTH REZONE**  
**MAP INDICATING SURROUNDING ZONES AND**  
**ZONE AREAS WITHIN STUDY AREA**



**NOTES:**

1. ALL AREAS AND LENGTHS ARE APPROXIMATE
2. MAP INCLUDING PARCEL LOCATIONS AND CRITICAL AREA LOCATIONS ARE FROM CLARK COUNTY GIS SITE

**FIGURE C - GROTH REZONE**  
**MAP INDICATING PARCELS ABLE TO SUBDIVIDE**  
**AND CRITICAL AREAS**



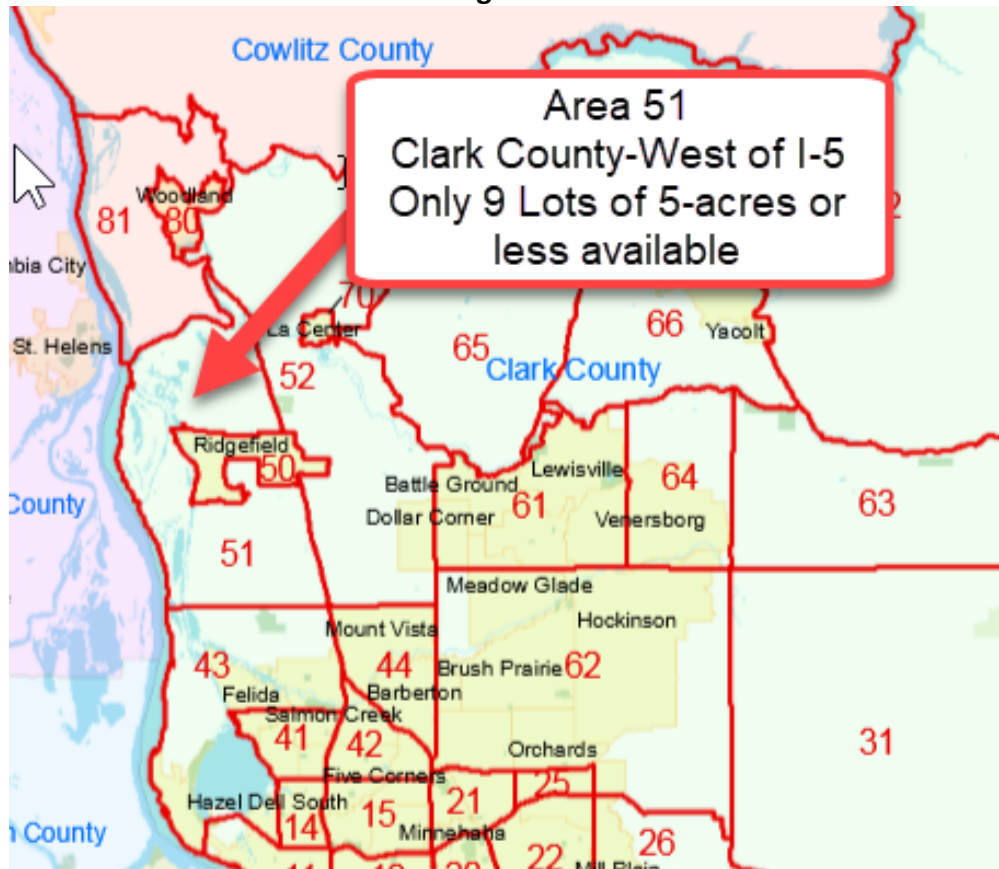
KEY: WETLANDS SLOPES > 10% SLOPES > 15% LANDSLIDE HAZARD AREAS

NOTES:  
 1. ALL AREAS AND LENGTHS ARE APPROXIMATE  
 2. MAP INCLUDING PARCEL LOCATIONS AND CRITICAL AREA LOCATIONS ARE FROM CLARK COUNTY GIS SITE

# FIGURE D - GROTH REZONE AVAILABLE RIDGEFIELD LOT SUPPLY

Lot Supply (5-acres or less) in All of Market Area 51 (NE 179<sup>th</sup> Street to LaCenter)  
from the Clark County RMLS (Multiple Listing Service on January 3, 2018

Figure D



**RMLS** Home Search **1** Prospecting Statistics Roster / Associations Toolkit Back

**Lots and Land** Total 9 Records [\[Check All\]](#) [\[Uncheck All\]](#) [Add to C](#)

Specific Order  Show Summary Detail: [\[Show\]](#) [\[Hide\]](#) View: [- default](#)

**List View** **Detail View**

[\[-\] Search Criteria](#)  
 Property Categories=Lots&Land    MLS Area/Map Range=AREA: 51    Status=ACT, BMP    Acres, Number of=5 or less  
[Print Search Criteria](#)

**Active**

| <input type="checkbox"/>            | <a href="#">MLS#</a>     | <a href="#">P</a> | <a href="#">Type</a> | <a href="#">Address</a> | <a href="#">City</a> | <a href="#">Area</a> | <a href="#">Acres</a> | <a href="#">Price</a> |
|-------------------------------------|--------------------------|-------------------|----------------------|-------------------------|----------------------|----------------------|-----------------------|-----------------------|
| <input checked="" type="checkbox"/> | <a href="#">18529218</a> | 6                 | RESID                | 3413 NW 217TH WAY       | Ridgefield           | 51                   | 3.99                  | \$350,000             |
| <input checked="" type="checkbox"/> | <a href="#">18258743</a> | 6                 | RESID                | NW 72nd CT #3           | Ridgefield           | 51                   | 1                     | \$400,000             |
| <input checked="" type="checkbox"/> | <a href="#">18270317</a> | 8                 | RESID                | NW 72nd CT #4           | Ridgefield           | 51                   | 1                     | \$400,000             |
| <input checked="" type="checkbox"/> | <a href="#">18464533</a> | 7                 | RESID                | NW 72 CT #2             | Ridgefield           | 51                   | 1                     | \$400,000             |
| <input checked="" type="checkbox"/> | <a href="#">18541107</a> | 9                 | RESID                | NW 72 CT #6             | Ridgefield           | 51                   | 1                     | \$400,000             |
| <input checked="" type="checkbox"/> | <a href="#">18644336</a> | 6                 | RESID                | NW 72nd CT #1           | Ridgefield           | 51                   | 1                     | \$400,000             |
| <input checked="" type="checkbox"/> | <a href="#">18670696</a> | 8                 | RESID                | NW 72nd CT #5           | Ridgefield           | 51                   | 1                     | \$400,000             |
| <input checked="" type="checkbox"/> | <a href="#">18453360</a> | 32                | RESID                | 19307 NW 67th AVE #2    | Ridgefield           | 51                   | 1                     | \$420,000             |
| <input checked="" type="checkbox"/> | <a href="#">18521535</a> | 32                | RESID                | 19305 NW 67th AVE #1    | Ridgefield           | 51                   | 1                     | \$420,000             |

*Per the Clark County Realtors Multiple Listing Service (RMLS) there are only 9 available lots for sale under 5-acres in the entire market area 51 west of Interstate-5 from NE 179th Street to LaCenter*



# **REPORT**

## **Groth Annual Review Rezone Traffic Impact Study**

---

February 14, 2019

**H. Lee & Associates, PLLC**

**GROTH ANNUAL REVIEW REZONE  
TRAFFIC IMPACT STUDY**



2/14/19

Prepared for:

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February 14, 2019

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## SECTION I STUDY SUMMARY

### INTRODUCTION

This traffic impact analysis has been prepared to assess transportation impacts related to the proposed rezone of tax lot 210776-000 in Clark County, Washington. The project site is located northeast of the NW 71<sup>st</sup> Avenue/NW 309<sup>th</sup> Street intersection. The existing parcel is approximately 26.29 acres is currently zoned R-10. The rezone proposal is to change existing zoning from R-10 to R-5 to match the majority of the abutting parcels. Figure 1 shows the project vicinity.

#### Project Description

The build out of the existing R-10 zoning was based on Clark County Code (CCC) Table 40.210.020-2. Based on CCC Table 40.210.020-2., the maximum density for the R-10 zoning is one dwelling unit per every ten acres. Applying the maximum density for the R-10 zoning to the size of the project site yields a build out of two (2) single-family detached dwelling units.

The build out of the proposed R-5 zoning was based on Clark County Code (CCC) Table 40.210.020-2. Based on CCC Table 40.210.020-2., the maximum density for the R-5 zoning is one dwelling unit per every five acres. Applying the maximum density for the R-5 zoning to the size of the project site yields a build out of five (5) single-family detached dwelling units.

#### Scope of Traffic Impact Study

The scope of the traffic impact study was developed from Clark County's Pre-Application Conference Summary and adjusted based on known Clark County traffic study requirements. From this information, the following intersections were determined to require analysis:

- NW 71<sup>st</sup> Avenue/NW 304<sup>th</sup> Street

The remainder of this report presents the following analysis:

- Existing P.M. peak hour traffic conditions in the project study area.
- The 2039 "Without Project" P.M. peak hour condition was analyzed to establish the future baseline condition for the rezone analysis. The 2039 "Without Project" condition traffic volumes were derived from RTC's 2035 regional transportation forecast model. The RTC model link volumes were post-processed to turning movement volumes based on the NCHRP 255 methodology and the TurnsW32 software. These 2035 post-processed turning movement traffic volumes were adjusted with a two (2) percent compounded annual growth

factor to adjust the volumes to the 2039 analysis year. Since the RTC model included the build out of the project site assuming the existing zoning, these volumes were subtracted from the post-processed turning movement traffic volumes to arrive at the 2039 “Without Project” condition traffic volumes.

- Trip generation estimates for the build out of the existing zoning and the proposed zoning.
- Trip distribution and assignment of trips generated by the build out of the existing zoning and the proposed zoning.
- The 2039 “Existing Zoning Build Out” and 2039 “Proposed Zoning Build Out” conditions were analyzed and compared to each other to determine the traffic impacts of the rezone proposal.

## **SUMMARY OF FINDINGS**

The following are the findings and recommendations from the traffic analysis:

### Findings

- The “Existing Zoning Build Out” is expected to generate 19 daily, 1 A.M. peak hour (0 in, 1 out), and 2 P.M. peak hour (1 in, 1 out) net new trips.

The “Proposed Zoning Build Out” is expected to generate 47 daily, 4 A.M. peak hour (1 in, 3 out), and 5 P.M. peak hour (3 in, 2 out) net new trips.

The “Proposed Zoning Build Out” is expected to generate 28 more daily, 3 more A.M. peak hour (1 in, 2 out), and 3 more P.M. peak hour (2 in, 1 out) net new trips. The increase in trips generated by the build out of the proposed rezone is negligible in traffic impacts compared to the existing zoning impacts.

- The study area intersection is projected to operate at acceptable levels of service in the 2039 “Existing Zoning Build Out” and 2039 “Proposed Zoning Build Out” conditions.

### Recommendations

- Based on the traffic impact analysis documented in this report, no physical, off-site mitigation would be needed.
- Based on the traffic impact analysis documented in this report, the rezoning of the Groth property will not result in any significant degradation in traffic conditions nearby the project site.



FIGURE 1  
Site Vicinity Map



## SECTION II EXISTING CONDITIONS

### SITE CONDITION AND ADJACENT LAND USE

The project site is vacant. Residential uses surround the project site.

### TRANSPORTATION FACILITIES

The following provides a description of the existing street system in the study area including a description of street classifications and characteristics.

**NW 71<sup>st</sup> Avenue:** NW 71<sup>st</sup> Avenue is a two-lane local roadway north of NW 304<sup>th</sup> Street. South of NW 304<sup>th</sup> Street, NW 71<sup>st</sup> Avenue is a two-lane rural minor collector (Rm-2) roadway. The posted speed limit is 40 mph.

**NW 304<sup>th</sup> Street:** NW 304<sup>th</sup> Street is a two-lane rural minor collector (Rm-2) roadway. There is no posted speed limit but is assumed to be the statutory speed limit of 50 mph.

As part of this study, levels of service analysis was performed for the following intersection:

- NW 71<sup>st</sup> Avenue/NW 304<sup>th</sup> Street

The NW 71<sup>st</sup> Avenue/NW 304<sup>th</sup> Street intersection is unsignalized and stop sign controlled. Figure 2 shows the lane configuration and traffic control at the study area intersections.

### EXISTING TRAFFIC VOLUMES

P.M. peak hour traffic counts were obtained at the study area intersection by H. Lee & Associates, PLLC (HLA) in December 2018. Per the 2010 HCM<sup>1</sup>, peak 15-minute traffic volumes were multiplied by four (4) to arrive at the peak hour traffic volumes. With this methodology of developing peak hour traffic volumes, the peak hour factor (PHF) is set to 1.00 because the peaking has already occurred by multiplying the peak 15-minute traffic volume by four (4). The existing condition traffic volumes are presented in Figure 4. The existing traffic count can be referenced in Appendix A.

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<sup>1</sup> 2010 Highway Capacity Manual (HCM), Volume 3, Transportation Research Board, 2010, page 18-2 and 18-3.



## EXISTING LEVELS OF SERVICE

Based on the traffic volumes in Figure 3 and the existing lane configurations presented in Figure 2, peak hour traffic operations were analyzed at the study area intersection using the methodologies outlined in the 2010 Highway Capacity Manual (HCM). According to the HCM, there are six levels of service (LOS) by which the operational performance of an intersection may be described. These levels of service range between LOS "A" which indicates a relatively free-flowing condition and LOS "F" which indicates operational breakdown. For signalized intersections of regional significance within Clark County, individual movements at each signalized intersection shall not exceed an average of two (2) cycle lengths or two hundred forty (240) seconds of delay (whichever is less) per CCC 40.350.020.G.1.b.

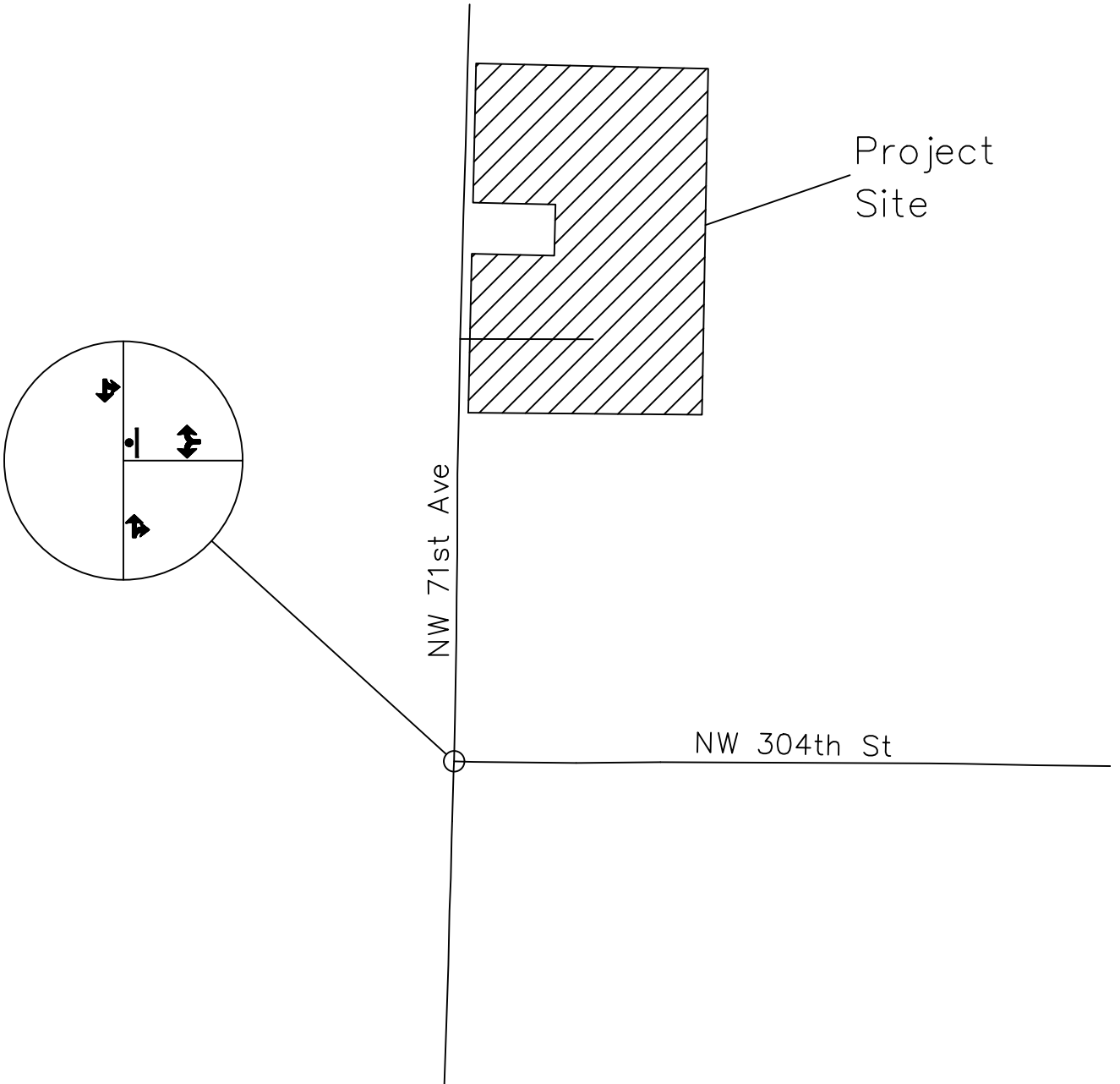
For unsignalized intersections of regional significance within Clark County, LOS "E" is the minimum acceptable standard in Clark County, as long as signal warrants are not met per CCC 40.350.020.G.1.c. For unsignalized intersections, the level of service and delay reported is by approach or conflicting movement. If signal warrants are met, then the standard is LOS D or better. The signalization of an unsignalized intersection shall be at the sole discretion of the Clark County Public Works Director and shall not obligate Clark County to meet this level of service standard. However, proposed developments shall not be required to mitigate their impacts in order to obtain a concurrency approval unless:

- 1) The proposed development adds at least five (5) peak period trips to a failing approach; and
- 2) The worst movement on a failing approach is worsened by the proposed development. In determining whether the movement is worsened, the Public Works director shall consider trip volume, delay, and any other relevant factors.

The existing P.M. peak hour levels of service at the study area intersection are summarized in Table 1. As shown in Table 1, the NW 71<sup>st</sup> Avenue/NW 304<sup>th</sup> Street intersection is currently operating at acceptable levels of service of LOS A in the existing conditions. Appendix B contains the level of service worksheets for the existing conditions.

**Table 1. Existing Levels of Service**

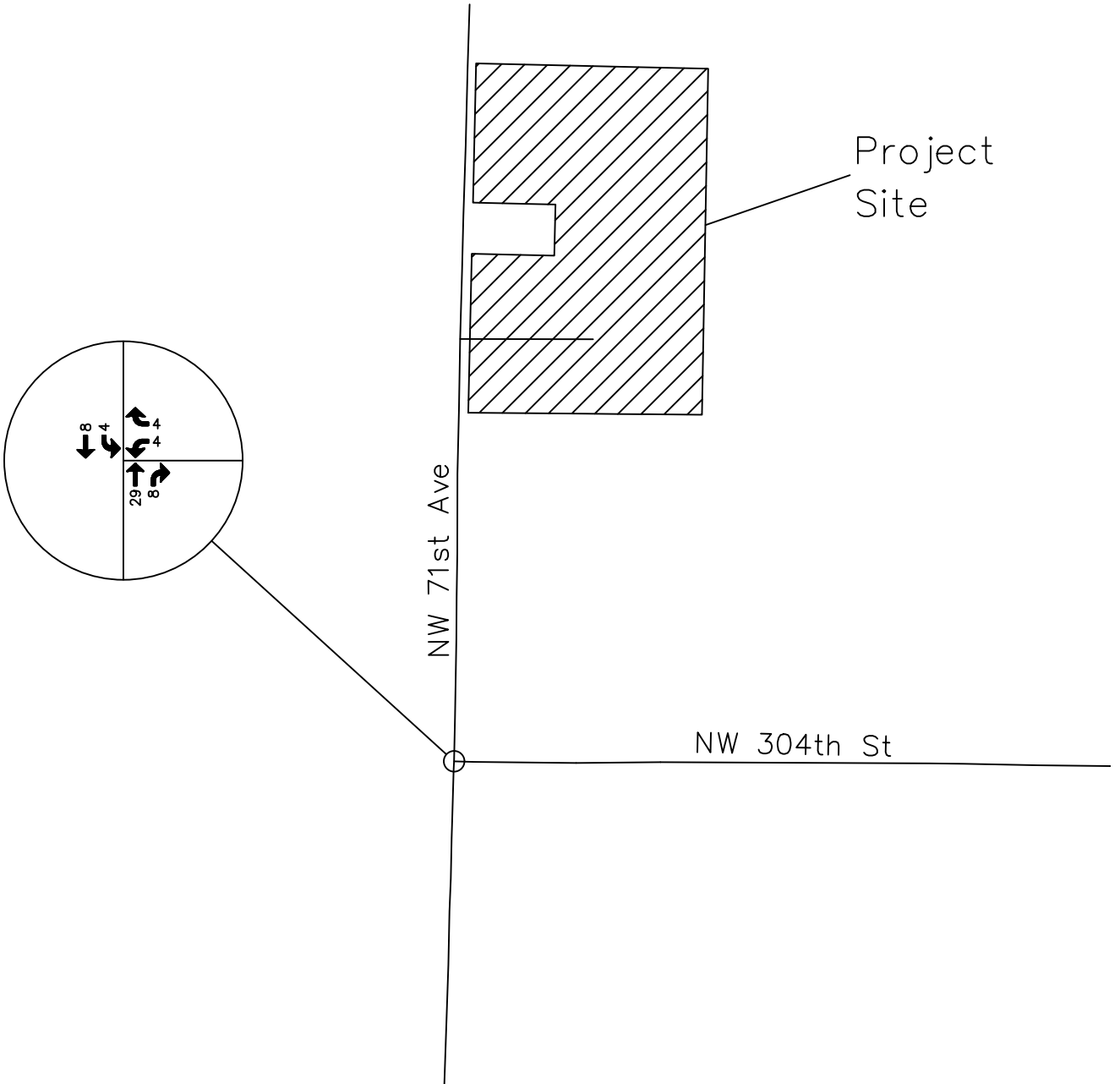
| Unsignalized Intersection                              | P.M. Peak Hour |                     |
|--|----------------|---------------------|
|  | LOS            | Average Delay (sec) |
| NW 71 <sup>st</sup> Avenue/NW 304 <sup>th</sup> Street |                |                     |
| Westbound Approach                                     | A              | 8.6                 |
| Southbound Left  | A              | 7.3                 |



**LEGEND**

-  Traffic Signal
  -  Lane Usage
  -  Stop Sign
- NOT TO SCALE

**FIGURE 2**  
Existing Lane Configuration and Traffic Control



**LEGEND**

128 P.M. Peak Hour  
Traffic Volume

**FIGURE 3**  
Existing P.M.  
Peak Hour Traffic Volumes

## ACCIDENT HISTORY

Accident data was obtained from the Washington State Department of Transportation (WSDOT) for the five year period between January 1, 2014 and December 31, 2018. The data includes total crashes and crashes by severity (i.e., fatality, injury, or property damage only). The accident analysis is summarized in Table 2 for the study area intersection. Appendix C contains the accident data.

Generally, an accident rate of less than 1.00 accidents per million entering vehicles is considered acceptable and no further analysis is necessary. As shown in Table 2, the accident rate at the study area intersection are below 1.00 accidents per million entering vehicles, so no further analysis was conducted.

**Table 2. Summary of Traffic Accident History at Intersections in the Study Area**

| Intersection   | Average Annual Accidents |        |       |       | acc/mev <sup>2</sup> |
|--|--------------------------|--------|-------|-------|----------------------|
|  | PDO <sup>1</sup>         | Injury | Fatal | Total |                      |
| NW 71 <sup>st</sup> Avenue/NW 304 <sup>th</sup> Street | 0.0                      | 0.0    | 0.0   | 0.0   | 0.00                 |

<sup>1</sup> PDO = property damage only

<sup>2</sup> acc/mev = accidents per million entering vehicles

## EXISTING PUBLIC TRANSIT SERVICE

C-Tran provides public transit service in Clark County. Currently there are no routes that provide service adjacent to the project site.

## NON-MOTORIZED TRANSPORTATION

No sidewalks or bike lanes exist adjacent to the project site.

## PLANNED TRANSPORTATION IMPROVEMENTS

A review of the Clark County's Six-Year Transportation Improvement Program (TIP), 2018-2023, revealed that there are no reasonably funded projects in the study area.

## **SECTION III TRAFFIC IMPACT ANALYSIS**

### **ANALYSIS METHODOLOGY**

The P.M. peak hour traffic impacts generated by the proposed Groth Annual Review Rezone were analyzed as follows.

- The 2039 “Without Project” P.M. peak hour condition was analyzed to establish the future baseline condition for the rezone analysis. The 2039 “Without Project” condition traffic volumes were derived from RTC’s 2035 regional transportation forecast model. The RTC model link volumes were post-processed to turning movement volumes based on the NCHRP 255 methodology and the TurnsW32 software. These 2035 post-processed turning movement traffic volumes were adjusted with a two (2) percent compounded annual growth factor to adjust the volumes to the 2039 analysis year. Since the RTC model included the build out of the project site assuming the existing zoning, these volumes were subtracted from the post-processed turning movement traffic volumes to arrive at the 2039 “Without Project” condition traffic volumes.
- Trip generation estimates for the build out of the existing and proposed zonings were estimated using the rates in "Trip Generation, 10<sup>th</sup> Edition," (Institute of Transportation Engineers, 2017).
- Trip distribution and assignment of trips generated by the build out of the existing and proposed zonings.
- The 2039 “Existing Zoning Build Out” and 2039 “Proposed Zoning Build Out” conditions were analyzed and compared to each other to determine the traffic impacts of the rezone proposal.

The remainder of this section contains a detailed discussion of the methodology summarized above and the analysis results.

### **2039 “WITHOUT PROJECT” TRAFFIC VOLUMES AND LEVELS OF SERVICE**

The 2039 “Without Project” P.M. peak hour condition was analyzed to establish the future baseline condition for the rezone analysis. The 2039 “Without Project” condition traffic volumes were derived from RTC’s 2035 regional transportation forecast model. The RTC model link volumes were post-processed to turning movement volumes based on the NCHRP 255 methodology and the TurnsW32 software. These 2035 post-processed turning movement traffic volumes were adjusted with a two (2) percent compounded annual growth factor to adjust the volumes to the 2039 analysis year. Since the RTC model included the build out of the project site assuming the existing zoning,

these volumes were subtracted from the post-processed turning movement traffic volumes to arrive at the 2039 “Without Project” condition traffic volumes.

Appendix D contains the RTC model traffic volumes utilized and the results of the post-processing from the TurnsW32 software. Figure 4 shows the 2039 “Without Project” traffic volumes.

Levels of service were calculated at the study area intersection with the 2039 “Without Project” traffic volumes shown in Figure 4 and the lane configurations shown earlier in Figure 2. Appendix E contains the level of service worksheets for the 2039 “Without Project” condition.

The 2039 “Without Project” P.M. peak hour levels of service at the study area intersection are summarized in Table 3. As shown in Table 3, the NW 71<sup>st</sup> Avenue/NW 304<sup>th</sup> Street intersection is projected to operate at acceptable levels of service of LOS A in the 2039 “Without Project” conditions.

**Table 3. 2039 “Without Project” Levels of Service**

| Unsignalized Intersection                              | P.M. Peak Hour |                     |
|--|----------------|---------------------|
|  | LOS            | Average Delay (sec) |
| NW 71 <sup>st</sup> Avenue/NW 304 <sup>th</sup> Street |                |                     |
| Westbound Approach                                     | A              | 8.7                 |
| Southbound Left  | A              | 7.4                 |

## DEVELOPMENT PLANS

As previously stated, the proposed project site is 26.29 acres. The build out of the existing R-10 zoning was based on Clark County Code (CCC) Table 40.210.020-2. Based on CCC Table 40.210.020-2., the maximum density for the R-10 zoning is one dwelling unit per every ten acres. Applying the maximum density for the R-10 zoning to the size of the project site yields a build out of two (2) single-family detached dwelling units.

The build out of the proposed R-5 zoning was based on Clark County Code (CCC) Table 40.210.020-2. Based on CCC Table 40.210.020-2., the maximum density for the R-5 zoning is one dwelling unit per every five acres. Applying the maximum density for the R-5 zoning to the size of the project site yields a build out of five (5) single-family detached dwelling units.

## TRIP GENERATION

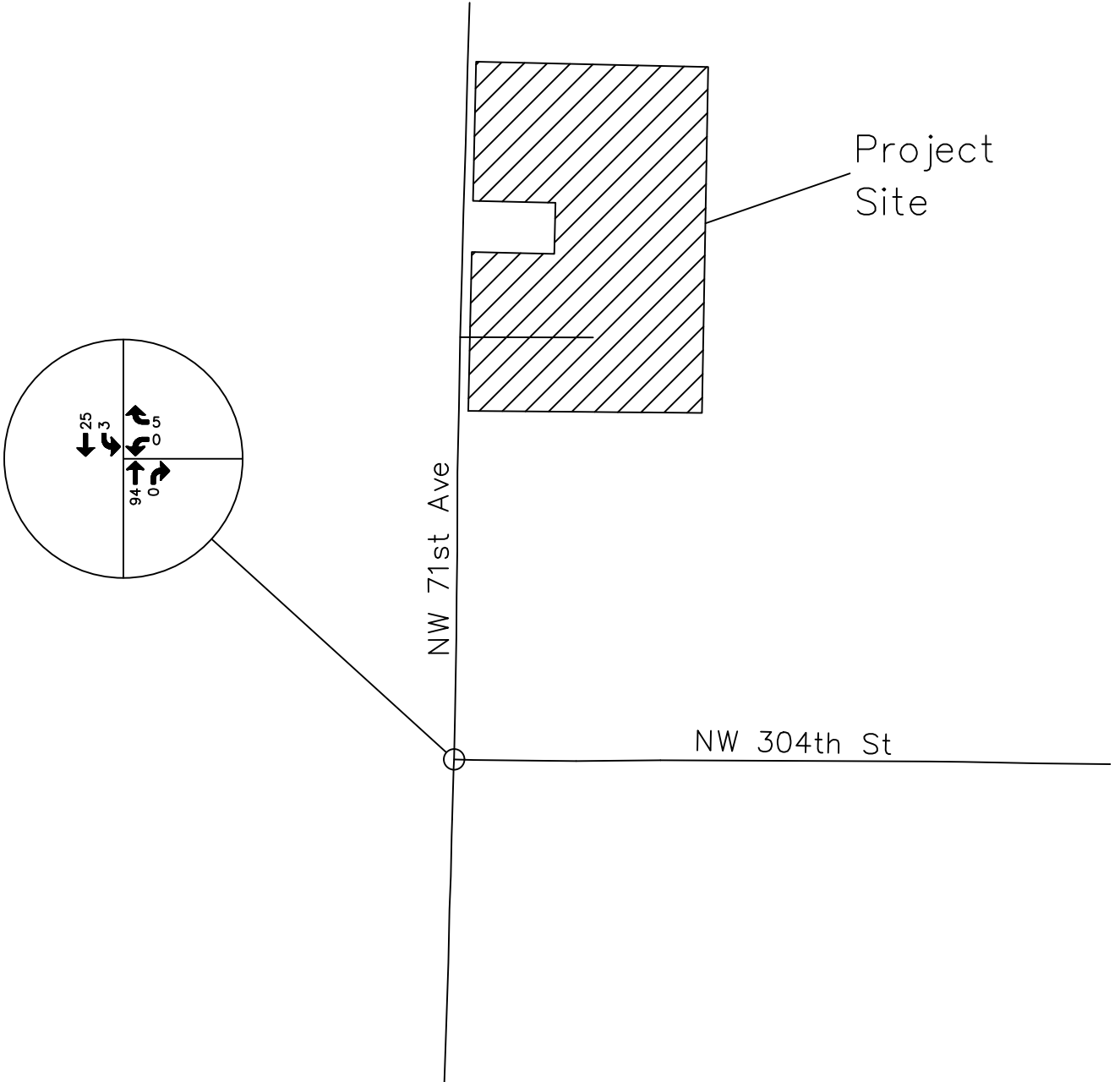
Estimates of daily, A.M. peak hour, and P.M. peak hour trips generated by the build out of the existing and proposed zonings were developed from rates published in “Trip Generation, 10<sup>th</sup> Edition” (Institute of Transportation Engineers, 2017). The build out of the existing zoning is expected to generate 19 daily, 1 A.M. peak hour (0 in, 1 out), and 2 P.M. peak hour (1 in, 1 out) net new trips. The build out of the proposed zoning is expected to generate 47 daily, 4 A.M. peak hour (1 in, 3 out), and 5 P.M. peak hour (3 in, 2 out) net new trips. The proposed zoning is expected to generate 28 more daily, 3 more A.M. peak hour (1 in, 2 out), and 3 more P.M. peak hour (2 in, 1 out) net new trips. The increase in trips generated by the build out of the proposed rezone is negligible in traffic impacts compared to the existing zoning impacts and is summarized in Table 4.

**Table 4. Trip Generation for Groth Annual Review Rezone**

| Land Use  | Amount  | Average Daily | A.M. Peak |          |          | P.M. Peak |          |          |
|---|---------|---------------|-----------|----------|----------|-----------|----------|----------|
|   |         |               | In        | Out      | Total    | In        | Out      | Total    |
| <b>Existing Zoning (R-10) – Single Family Detached (ITE Code 210)</b> |         |               |           |          |          |           |          |          |
| Rate per dwelling unit  |         | 9.44          | 0.18      | 0.56     | 0.74     | 0.62      | 0.37     | 0.99     |
| Trips   | 2 units | 19            | 0         | 1        | 1        | 1         | 1        | 2        |
| <b>Proposed Zoning (R-5) – Single Family Detached (ITE Code 210)</b>  |         |               |           |          |          |           |          |          |
| Rate per dwelling unit  |         | 9.44          | 0.18      | 0.56     | 0.74     | 0.62      | 0.37     | 0.99     |
| Trips   | 5 units | 47            | 1         | 3        | 4        | 3         | 2        | 5        |
| <b>Proposed Zoning Trip Increase</b>                                  |         | <b>28</b>     | <b>1</b>  | <b>2</b> | <b>3</b> | <b>2</b>  | <b>1</b> | <b>3</b> |

## TRIP DISTRIBUTION AND ASSIGNMENT

A generalized peak hour trip distribution was developed from the select zone assignment from RTC’s regional model. Figure 5a shows the resulting trip distribution pattern and assignment of the trips generated by the build out of the existing zoning. Figure 5b shows the trip distribution pattern and assignment of the trips generated by the build out of the proposed zoning.

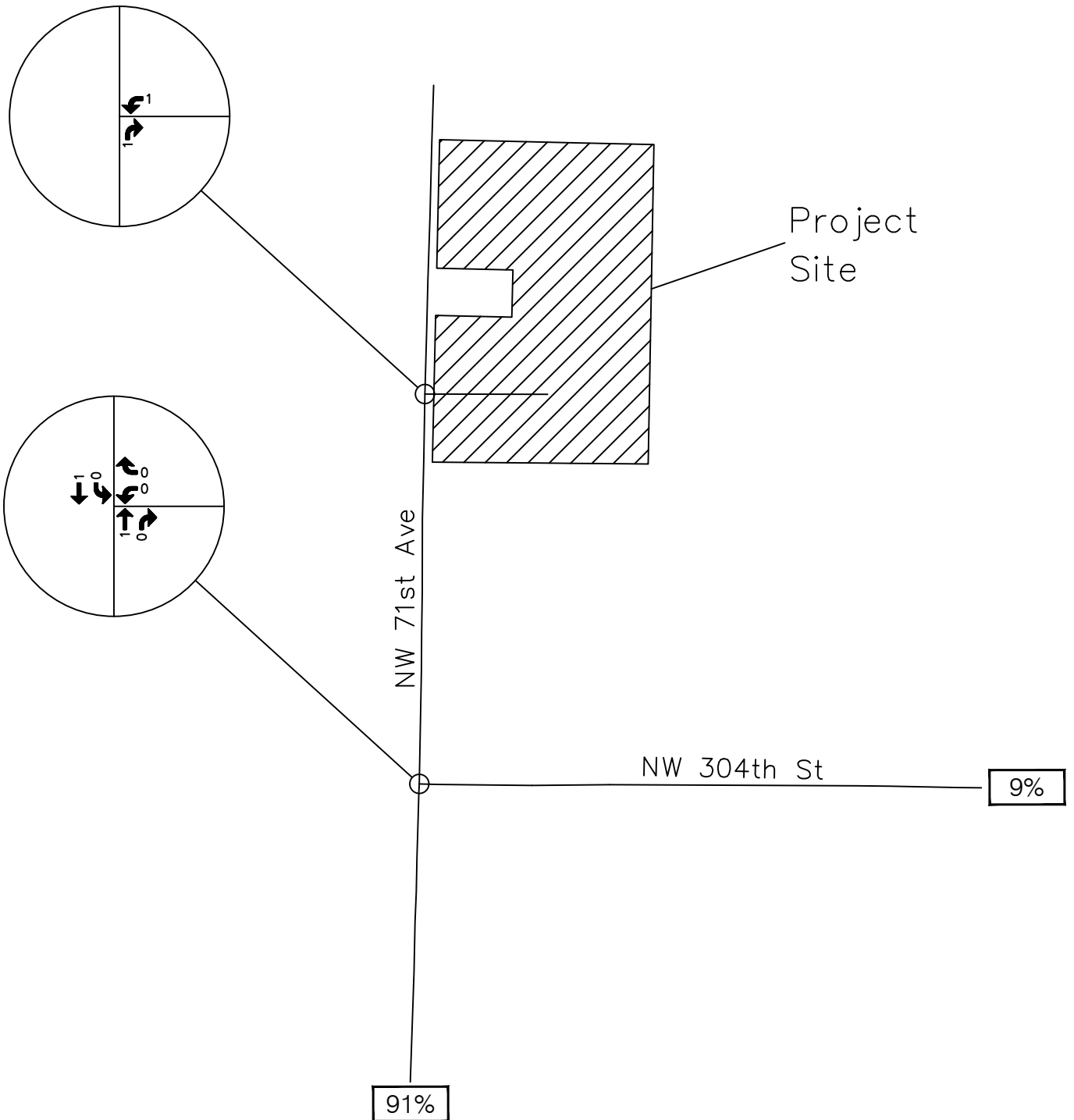


LEGEND

128 P.M. Peak Hour  
Traffic Volume

FIGURE 4  
2039 "Without Project"  
P.M. Peak Hour Traffic Volumes





**LEGEND**

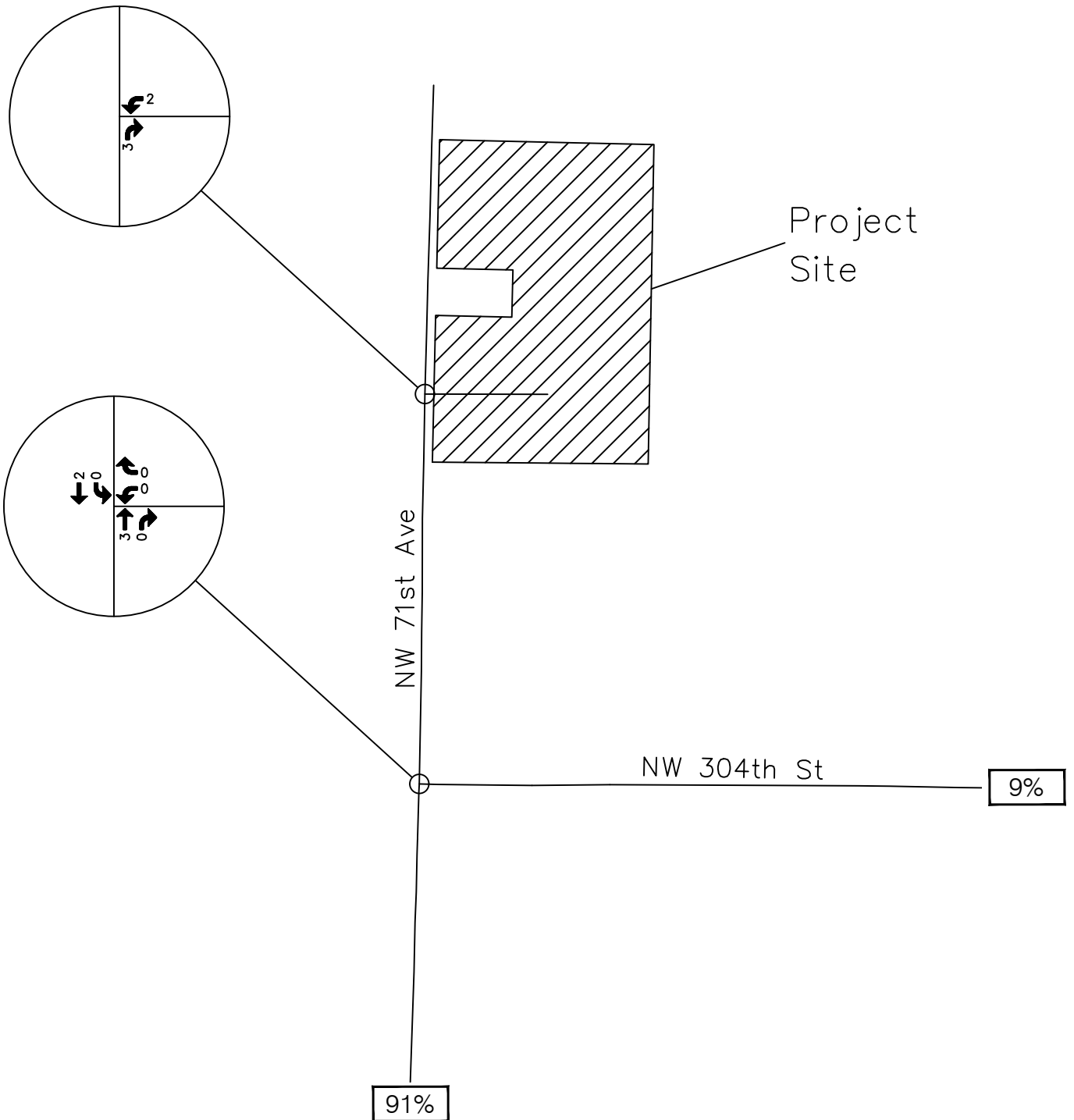
128

P.M. Peak Hour  
Traffic Volume

10%

Peak Hour Trip Distribution

FIGURE 5a  
Existing Zoning (R-10)  
Trip Distribution and Assignment  
Traffic Volumes



**LEGEND**

128

P.M. Peak Hour  
Traffic Volume

10%

Peak Hour Trip Distribution

FIGURE 5b  
Proposed Zoning (R-5)  
Trip Distribution and Assignment  
Traffic Volumes

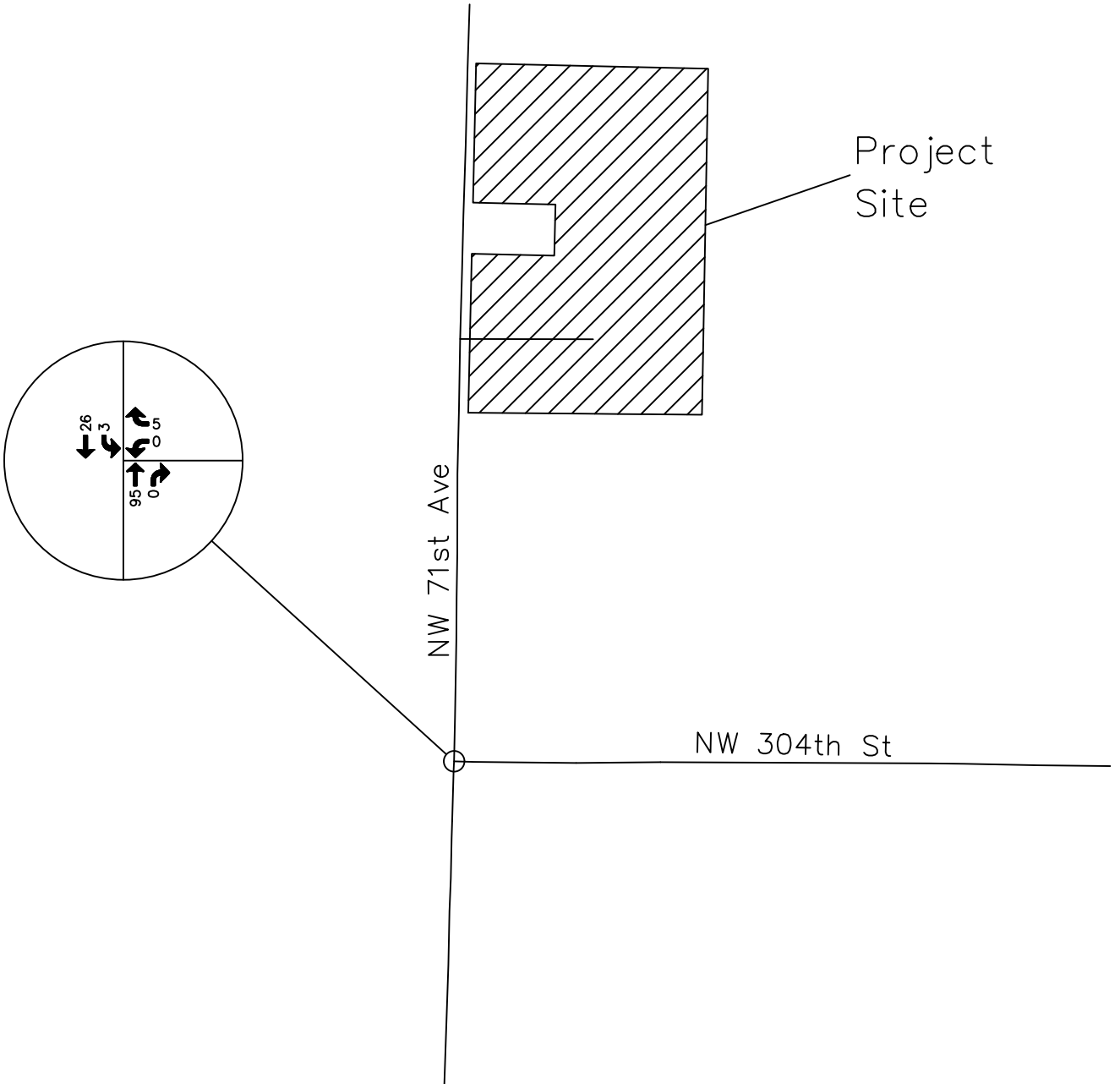
**2039 “EXISTING ZONING BUILD OUT” TRAFFIC VOLUMES AND LOS**

The traffic volumes shown in Figures 4 and 5a were combined to arrive at the 2039 “Existing Zoning Build Out” P.M. peak hour traffic volumes. Figure 6 shows the 2039 “Existing Zoning Build Out” traffic volumes. Levels of service were calculated at the study area intersection with the 2039 “Existing Zoning Build Out” traffic volumes shown in Figure 6 and the lane configurations shown previously in Figure 2. Appendix F contains the level of service worksheets for the 2039 “Existing Zoning Build Out” condition.

The 2039 “Existing Zoning Build Out” P.M. peak hour levels of service at the study area intersection are summarized in Table 5. As shown in Table 5, the NW 71<sup>st</sup> Avenue/NW 304<sup>th</sup> Street intersection is projected to operate at acceptable levels of service of LOS A in the 2039 “Existing Zoning Build Out” condition.

**Table 5. 2039 "Existing Zoning Build Out" Levels of Service**

| Unsignalized Intersection                              | P.M. Peak Hour |                     |
|--|----------------|---------------------|
|  | LOS            | Average Delay (sec) |
| NW 71 <sup>st</sup> Avenue/NW 304 <sup>th</sup> Street |                |                     |
| Westbound Approach                                     | A              | 8.7                 |
| Southbound Left  | A              | 7.4                 |



LEGEND

128 P.M. Peak Hour  
Traffic Volume

FIGURE 6  
2039 "Existing Zoning Build Out"  
P.M. Peak Hour Traffic Volumes

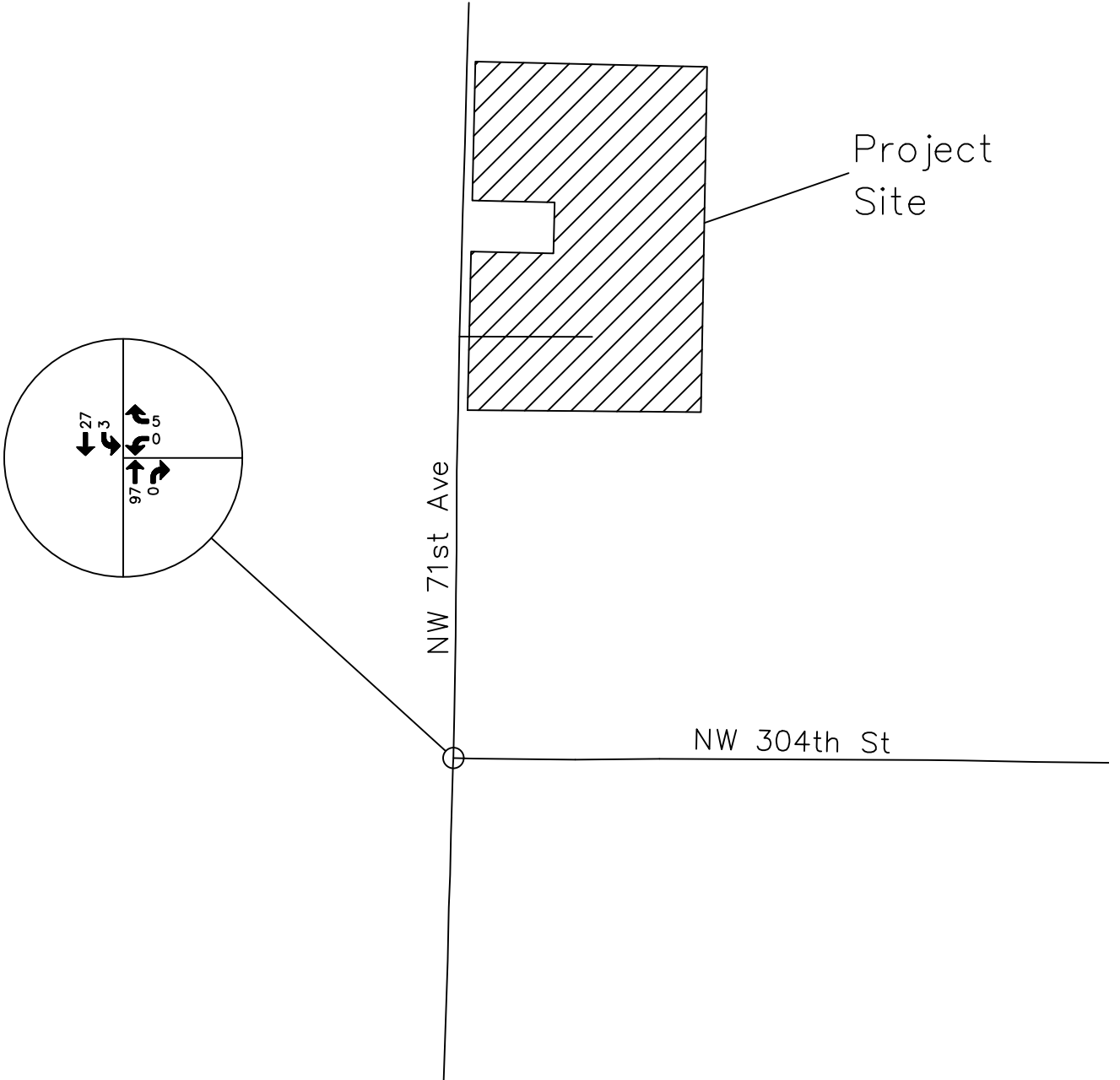
**2039 “PROPOSED ZONING BUILD OUT” TRAFFIC VOLUMES AND LOS**

The traffic volumes shown in Figures 4 and 5b were combined to arrive at the 2039 “Proposed Zoning Build Out” P.M. peak hour traffic volumes. Figure 7 shows the 2039 “Proposed Zoning Build Out” traffic volumes. Levels of service were calculated at the study area intersections with the 2039 “Proposed Zoning Build Out” traffic volumes shown in Figure 7 and the lane configurations shown earlier in Figure 2. Appendix G contains the level of service worksheets for the 2039 “Proposed Zoning Build Out” condition.

The 2039 “Proposed Zoning Build Out” P.M. peak hour levels of service at the study area intersections are summarized in Table 6. As shown in Table 6, the NW 71<sup>st</sup> Avenue/NW 304<sup>th</sup> Street intersection is projected to operate at acceptable levels of service of LOS A in the 2039 “Proposed Zoning Build Out” condition.

**Table 6. 2039 “Proposed Zoning Build Out” Levels of Service**

| Unsignalized Intersection                              | P.M. Peak Hour |                     |
|--|----------------|---------------------|
|  | LOS            | Average Delay (sec) |
| NW 71 <sup>st</sup> Avenue/NW 304 <sup>th</sup> Street |                |                     |
| Westbound Approach                                     | A              | 8.8                 |
| Southbound Left  | A              | 7.4                 |



LEGEND

128 P.M. Peak Hour  
Traffic Volume

FIGURE 7  
2039 "Proposed Zoning Build Out"  
P.M. Peak Hour Traffic Volumes

## CONCLUSIONS

The following are the findings and recommendations from the traffic analysis:

### Findings

- The “Existing Zoning Build Out” is expected to generate 19 daily, 1 A.M. peak hour (0 in, 1 out), and 2 P.M. peak hour (1 in, 1 out) net new trips.

The “Proposed Zoning Build Out” is expected to generate 47 daily, 4 A.M. peak hour (1 in, 3 out), and 5 P.M. peak hour (3 in, 2 out) net new trips.

The “Proposed Zoning Build Out” is expected to generate 28 more daily, 3 more A.M. peak hour (1 in, 2 out), and 3 more P.M. peak hour (2 in, 1 out) net new trips. The increase in trips generated by the build out of the proposed rezone is negligible in traffic impacts compared to the existing zoning impacts.

- The study area intersection is projected to operate at acceptable levels of service in the 2039 “Existing Zoning Build Out” and 2039 “Proposed Zoning Build Out” conditions.

### Recommendations

- Based on the traffic impact analysis documented in this report, no physical, off-site mitigation would be needed.
- Based on the traffic impact analysis documented in this report, the rezoning of the Groth property will not result in any significant degradation in traffic conditions nearby the project site.

**APPENDIX A**  
**TRAFFIC COUNTS**



Intersection: NW 71st Avenue/NW 304th Street  
 PM Peak Hour Turning Movement Volumes

Date: 12/04/18

| Time                              | <u>SB</u> |      |     |        | <u>WB</u> |      |     |        | <u>NB</u> |      |     |        | <u>EB</u> |      |     |                      | Total     |
|-----------------------------------|-----------|------|-----|--------|-----------|------|-----|--------|-----------|------|-----|--------|-----------|------|-----|----------------------|-----------|
|                                   | SBR       | SBT  | SBL | Trucks | WBR       | WBT  | WBL | Trucks | NBR       | NBT  | NBL | Trucks | EBR       | EBT  | EBL | Trucks               |           |
| <u>15 Minute Totals</u>           |           |      |     |        |           |      |     |        |           |      |     |        |           |      |     |                      |           |
| 4:00 - 4:15 PM                    | 0         | 2    | 1   | 0      | 1         | 0    | 1   | 1      | 2         | 3    | 0   | 1      | 0         | 0    | 0   | 0                    | 10        |
| 4:15 - 4:30 PM                    | 0         | 2    | 1   | 1      | 1         | 0    | 0   | 0      | 0         | 3    | 0   | 0      | 0         | 0    | 0   | 0                    | 7         |
| 4:30 - 4:45 PM                    | 0         | 6    | 1   | 1      | 0         | 0    | 0   | 0      | 1         | 3    | 0   | 0      | 0         | 0    | 0   | 0                    | 11        |
| 4:45 - 5:00 PM                    | 0         | 3    | 0   | 0      | 0         | 0    | 0   | 0      | 3         | 0    | 0   | 0      | 0         | 0    | 0   | 0                    | 6         |
| 5:00 - 5:15 PM                    | 0         | 2    | 0   | 0      | 0         | 0    | 1   | 0      | 2         | 1    | 0   | 1      | 0         | 0    | 0   | 0                    | 6         |
| 5:15 - 5:30 PM                    | 0         | 2    | 0   | 0      | 1         | 0    | 2   | 0      | 2         | 1    | 0   | 0      | 0         | 0    | 0   | 0                    | 8         |
| 5:30 - 5:45 PM                    | 0         | 2    | 1   | 0      | 1         | 0    | 1   | 0      | 2         | 7    | 0   | 0      | 0         | 0    | 0   | 0                    | 14        |
| 5:45 - 6:00 PM                    | 0         | 4    | 0   | 1      | 0         | 0    | 0   | 0      | 1         | 1    | 0   | 0      | 0         | 0    | 0   | 0                    | 6         |
|                                   |           |      |     |        |           |      |     |        |           |      |     |        |           |      |     | <b>Peak 15 Total</b> | <b>14</b> |
| <u>Hourly Total by 15 minutes</u> |           |      |     |        |           |      |     |        |           |      |     |        |           |      |     |                      |           |
| 4:00 - 5:00 PM                    | 0         | 13   | 3   | 2      | 2         | 0    | 1   | 1      | 6         | 9    | 0   | 1      | 0         | 0    | 0   | 0                    | 34        |
| 4:15 - 5:15 PM                    | 0         | 13   | 2   | 2      | 1         | 0    | 1   | 0      | 6         | 7    | 0   | 1      | 0         | 0    | 0   | 0                    | 30        |
| 4:30 - 5:30 PM                    | 0         | 13   | 1   | 1      | 1         | 0    | 3   | 0      | 8         | 5    | 0   | 1      | 0         | 0    | 0   | 0                    | 31        |
| 4:45 - 5:45 PM                    | 0         | 9    | 1   | 0      | 2         | 0    | 4   | 0      | 9         | 9    | 0   | 1      | 0         | 0    | 0   | 0                    | 34        |
| 5:00 - 6:00 PM                    | 0         | 10   | 1   | 1      | 2         | 0    | 4   | 0      | 7         | 10   | 0   | 1      | 0         | 0    | 0   | 0                    | 34        |
| Peak Hour<br>4:00 - 5:00 PM       | 0         | 13   | 3   | 2      | 2         | 0    | 1   | 1      | 6         | 9    | 0   | 1      | 0         | 0    | 0   | 0                    | 34        |
| Peak Hour Factor                  |           | 0.57 |     |        |           | 0.38 |     |        |           | 0.75 |     |        |           | 0.00 |     |                      | 0.77      |
| Peak Hour % Trucks                |           | 13%  |     |        |           | 33%  |     |        |           | 7%   |     |        |           | 0%   |     |                      |           |
| Peak 15 Min % Trucks              |           | 0%   |     |        |           | 0%   |     |        |           | 0%   |     |        |           | 0%   |     |                      |           |

**APPENDIX B**

**EXISTING LEVELS OF SERVICE**

Lanes, Volumes, Timings  
 1: NW 71st Avenue & NW 304th Street

01/08/2019



| Lane Group                 | WBL   | WBR   | NBT   | NBR   | SBL  | SBT   |
|----------------------------|-------|-------|-------|-------|------|-------|
| Lane Configurations        |       |       |       |       |      |       |
| Traffic Volume (vph)       | 4     | 4     | 29    | 8     | 4    | 8     |
| Future Volume (vph)        | 4     | 4     | 29    | 8     | 4    | 8     |
| Ideal Flow (vphpl)         | 1900  | 1900  | 1900  | 1900  | 1900 | 1900  |
| Lane Util. Factor          | 1.00  | 1.00  | 1.00  | 1.00  | 1.00 | 1.00  |
| Frt                        | 0.932 |       | 0.971 |       |      |       |
| Flt Protected              | 0.976 |       |       |       |      | 0.984 |
| Satd. Flow (prot)          | 1728  | 0     | 1845  | 0     | 0    | 1870  |
| Flt Permitted              | 0.976 |       |       |       |      | 0.984 |
| Satd. Flow (perm)          | 1728  | 0     | 1845  | 0     | 0    | 1870  |
| Link Speed (mph)           | 50    |       | 40    |       |      | 40    |
| Link Distance (ft)         | 1293  |       | 970   |       |      | 782   |
| Travel Time (s)            | 17.6  |       | 16.5  |       |      | 13.3  |
| Peak Hour Factor           | 1.00  | 1.00  | 1.00  | 1.00  | 1.00 | 1.00  |
| Heavy Vehicles (%)         | 0%    | 0%    | 0%    | 0%    | 0%   | 0%    |
| Adj. Flow (vph)            | 4     | 4     | 29    | 8     | 4    | 8     |
| Shared Lane Traffic (%)    |       |       |       |       |      |       |
| Lane Group Flow (vph)      | 8     | 0     | 37    | 0     | 0    | 12    |
| Enter Blocked Intersection | No    | No    | No    | No    | No   | No    |
| Lane Alignment             | Left  | Right | Left  | Right | Left | Left  |
| Median Width(ft)           | 12    |       | 0     |       |      | 0     |
| Link Offset(ft)            | 0     |       | 0     |       |      | 0     |
| Crosswalk Width(ft)        | 16    |       | 16    |       |      | 16    |
| Two way Left Turn Lane     |       |       |       |       |      |       |
| Headway Factor             | 1.00  | 1.00  | 1.00  | 1.00  | 1.00 | 1.00  |
| Turning Speed (mph)        | 15    | 9     |       | 9     | 15   |       |
| Sign Control               | Stop  |       | Free  |       |      | Free  |

Intersection Summary

|                                   |                        |
|-----------------------------------|------------------------|
| Area Type:                        | Other                  |
| Control Type:                     | Unsignalized           |
| Intersection Capacity Utilization | 14.0%                  |
| Analysis Period (min)             | 15                     |
|                                   | ICU Level of Service A |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 1.7  |      |      |      |      |      |
| Movement                 | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
| Lane Configurations      | TT   |      | TT   |      |      | TT   |
| Traffic Vol, veh/h       | 4    | 4    | 29   | 8    | 4    | 8    |
| Future Vol, veh/h        | 4    | 4    | 29   | 8    | 4    | 8    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Free | Free |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | 0    | -    | 0    | -    | -    | 0    |
| Grade, %                 | 0    | -    | 0    | -    | -    | 0    |
| Peak Hour Factor         | 100  | 100  | 100  | 100  | 100  | 100  |
| Heavy Vehicles, %        | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow                | 4    | 4    | 29   | 8    | 4    | 8    |

| Major/Minor          | Minor1 | Major1 | Major2 |   |      |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 49     | 33     | 0      | 0 | 37   |
| Stage 1              | 33     | -      | -      | - | -    |
| Stage 2              | 16     | -      | -      | - | -    |
| Critical Hdwy        | 6.4    | 6.2    | -      | - | 4.1  |
| Critical Hdwy Stg 1  | 5.4    | -      | -      | - | -    |
| Critical Hdwy Stg 2  | 5.4    | -      | -      | - | -    |
| Follow-up Hdwy       | 3.5    | 3.3    | -      | - | 2.2  |
| Pot Cap-1 Maneuver   | 965    | 1046   | -      | - | 1587 |
| Stage 1              | 995    | -      | -      | - | -    |
| Stage 2              | 1012   | -      | -      | - | -    |
| Platoon blocked, %   |        |        | -      | - | -    |
| Mov Cap-1 Maneuver   | 962    | 1046   | -      | - | 1587 |
| Mov Cap-2 Maneuver   | 962    | -      | -      | - | -    |
| Stage 1              | 995    | -      | -      | - | -    |
| Stage 2              | 1009   | -      | -      | - | -    |

| Approach             | WB  | NB | SB  |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 8.6 | 0  | 2.4 |
| HCM LOS              | A   |    |     |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL   | SBT   |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h)      | -   | -        | 1002  | 1587  |
| HCM Lane V/C Ratio    | -   | -        | 0.008 | 0.003 |
| HCM Control Delay (s) | -   | -        | 8.6   | 7.3   |
| HCM Lane LOS          | -   | -        | A     | A     |
| HCM 95th %tile Q(veh) | -   | -        | 0     | 0     |

**APPENDIX C**  
**ACCIDENT DATA**

# P001337-010319 - Public Disclosure Request

## Message History (4)

✉ On 1/7/2019 1:59:58 PM, WSDOT wrote:

**Subject:** [Records Center] Public Disclosure Request :: P001337-010319

**Body:**



RE: Public Disclosure Request of January 03, 2019, Reference #P001337-010319

Dear Grant Stonex,

In response to your request for records Reference # P001337-010319 dated January 03, 2019, concerning:

### *Crash Data Request*

After consulting with the appropriate office(s) regarding your request, I was informed that a very diligent search was conducted and no records were found responsive to your request.

If you have any questions, please reply to this email or contact my office at 206-716-1162. Thank you for your attention.

Sincerely,

Patricia Smith

Public Disclosure Coordinator

Washington Department of Transportation

To monitor the progress or update this request please log into the [Public Disclosure Request Center](#)



✉ On 1/4/2019 9:42:38 AM, WSDOT wrote:

**Subject:** [Records Center] Public Disclosure Request :: P001337-010319

**Body:**

— Please respond above this line —



RE: Public Disclosure Request of January 03, 2019, Reference #P001337-010319

Dear Grant Stonex,

In accordance with the Public Records Act (RCW 42.56), this letter acknowledges receipt of your request for records Reference # P001337-010319 dated January 03, 2019, concerning:

***Crash Data Request***

Our procedure is to determine the offices(s) where requested records are located. Then we will work with staff familiar with the subject matter of your request to identify and gather them. We may need to contact you for clarification, if we find your request to be vague or especially complex.

Once records are located and gathered, we review them for information that may be redacted based on confidentiality or a statutory exemption. In some cases we may also require additional time to notify a third party or consult with legal counsel.

We estimate that we will respond to your request by January 25, 2019, by either producing all of the records requested; or if the number of records is voluminous producing an installment along with a revised estimate for further phases.

If you have any questions, please reply to this email or contact my office at 206-716-1162. Thank you for your attention.

Sincerely,

Patricia Smith

Public Disclosure Coordinator

Washington Department of Transportation

To monitor the progress or update this request please log into the [Public Disclosure Request Center](#)





✉ On 1/3/2019 10:20:46 AM, WSDOT wrote:



Dear Grant Stonex:

Thank you for your interest in public records of Washington State Department of Transportation. Your request has been received and is being processed in accordance with the State of Washington Public Records Act, Chapter 42.56 RCW. Your request was received in this office on 1/3/2019 and given the reference number P001337-010319 for tracking purposes.

**Records Requested:** Crash Data Request

Not all public documents are available in electronic format. If the document(s) requested are not available electronically, we will make them available for inspection or by paper copy in accordance with the Public Records Act, Chapter 42.56 RCW.


Your request will be forwarded to the relevant department(s) to locate the information you seek and to determine the volume and any costs associated with satisfying your request. You will be contacted about the availability and/or provided with copies of the records in question. PLEASE NOTE: The State of Washington Public Records Act, Chapter 42.56 RCW, does not require a governmental body to create new information, to do legal research, or to answer questions.

You can monitor the progress of your request at the link below and you'll receive an email when your request has been completed. Again, thank you for using the Public Disclosure Request Center.

Washington State Department of Transportation

To monitor the progress or update this request please log into the [Public Disclosure Request Center](#)



 On 1/3/2019 10:20:45 AM, Grant Stonex wrote:

Request was created by customer



# Request for Collision Data

Please complete this request form and mail or fax to the address shown below. In order to ensure efficient service, please provide as much information as you can. In most cases we respond on a first come – first serve basis, with an average turnaround time of 10 working days.

Collision Data Availability (approximately 120 days prior to today's date):

- 2001 to current is available for city streets, county roads and miscellaneous traffic ways.
- 1993 to current\* is available for interstates and state highways.

*\*Collision records for 1997 & 1998 are not completely available, and the records that do exist are considered incomplete.*

**Federal highway safety laws require the state to create this collision database for use in obtaining federal safety improvement funds. Under Section 409 of Title 23 of the United States Code, collision data is prohibited from use in any litigation against state, tribal or local government that involves the location(s) mentioned in the collision data. By checking the box below, you agree to comply with these terms – failure to do so will be grounds for denying your request.**

I hereby affirm that I am not requesting this collision data for use in any current, pending or future litigation against state, tribal or local government involving a collision at the location(s) mentioned in the data.

## Requester Information

|           |  |                     |                     |
|-----------|--|---------------------|---------------------|
| Name      |  | Company/Agency Name |                     |
| Address   |  | City                | State      Zip Code |
| Phone No. |  | Email               |                     |

**Collision Data Requested** Use the space below to describe your request and the basic data elements desired. A history report gives details about each collision; a summary is totals by years, months, etc.

|   |                                   |
|---|-----------------------------------|
| Date Range  | City or County                    |
| Specific Roadway -or- Roadway Type <input type="checkbox"/> State Routes <input type="checkbox"/> City Streets <input type="checkbox"/> County Roads <input type="checkbox"/> All Roads |                                   |
| Report Type Requested    ( <a href="#">Report Type Samples</a> )  | Format Desired (Excel, PDF, etc.) |
| Additional Comments   |                                   |

Mail or Fax your completed request form to:  
 COLLISION DATA & ANALYSIS BRANCH  
 WASHINGTON STATE DEPARTMENT OF TRANSPORTATION  
 P.O. BOX 47381  
 OLYMPIA WA 98504-47381  
 Fax: 360-570-2449

If you have any questions, please call (360) 570-2454

**APPENDIX D**

**RTC MODEL VOLUMES AND TURNSW32 WORKSHEETS**



**MEMORANDUM**

**TO:** Grant Stonex, H. Lee & Associates, PLLC  
 PO Box 1849  
 Vancouver, WA 98668

**FROM:** Shinwon Kim, Senior Transportation Planner

**DATE:** January 7, 2019

**SUBJECT:** Select Zone Assignment for TAZ 582

Enclosed are plots, showing auto volumes and OD flows during the PM Peak 1 hour for the year 2010 and 2035. TAZ 582 was selected for the assignments.

- 2010 Base Auto Volumes and OD Flows (2 plots)
- 2035 RTP Updates Auto Volumes and OD Flows (2 plots)
- TAZ Map
- Land Use

| TAZ        | 2010 Base Land Use |        |       |       | 2035 MTP Land Use |        |       |       |
|------------|--------------------|--------|-------|-------|-------------------|--------|-------|-------|
|            | HH                 | Retail | Other | Total | HH                | Retail | Other | Total |
| <b>582</b> | 153                | 0      | 8     | 8     | 197               | 0      | 8     | 8     |

\* Note: HH: the number of households, Retail: retail employments, Other: other employments

An invoice will be sent to you under separate cover for 2-hour staff time and other cost.

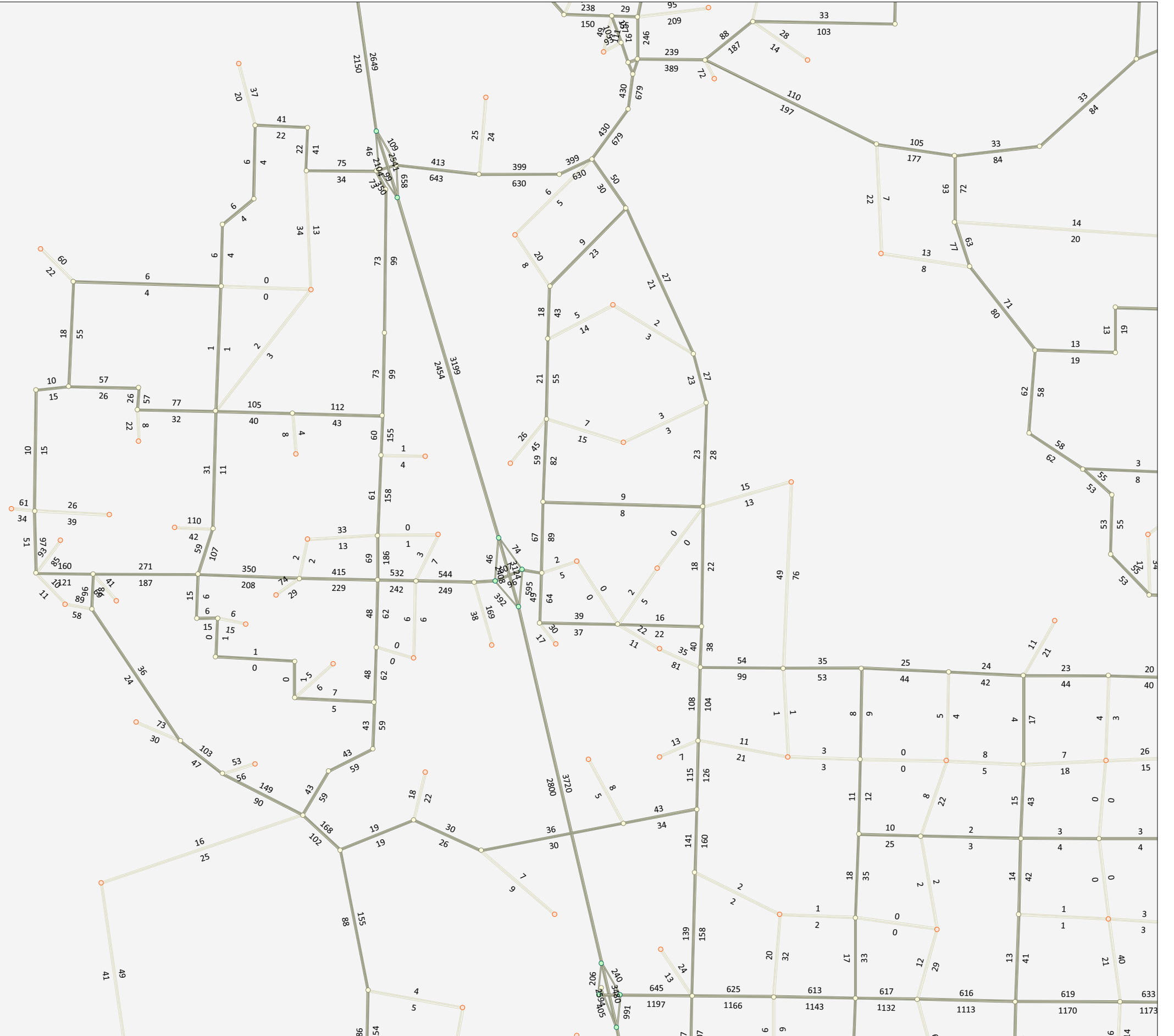
If you have any questions, please let me know.

Enclosures:

cc: Shari Harer, RTC

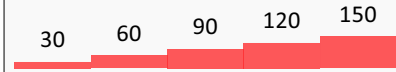
# 2010 PM Peak Auto Volumes

28064 links selected by: [road network] isAuto

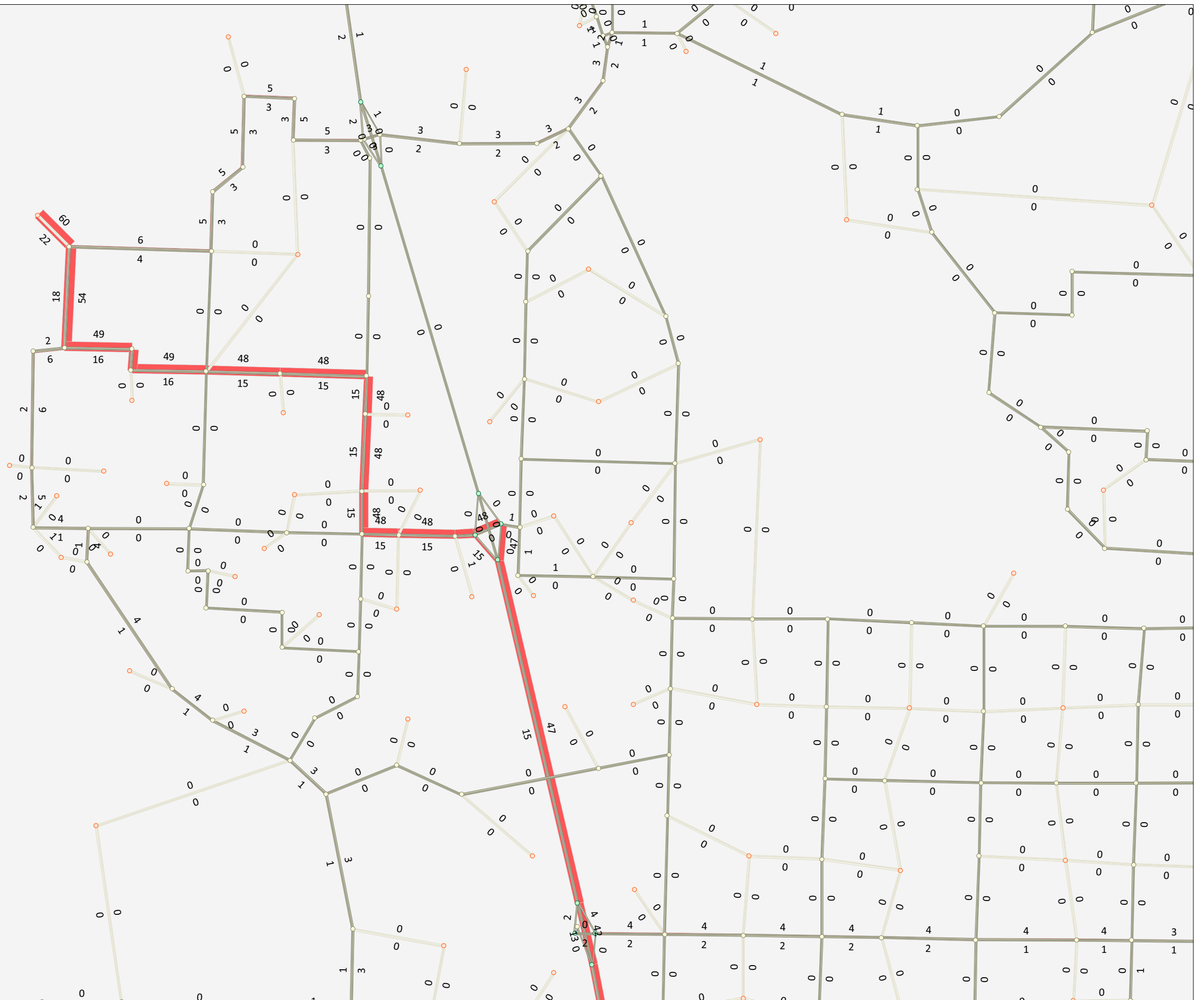


2010 PM Peak OD Flow from/to TAZ 582

additional vol for total (s, h, ht, mt)

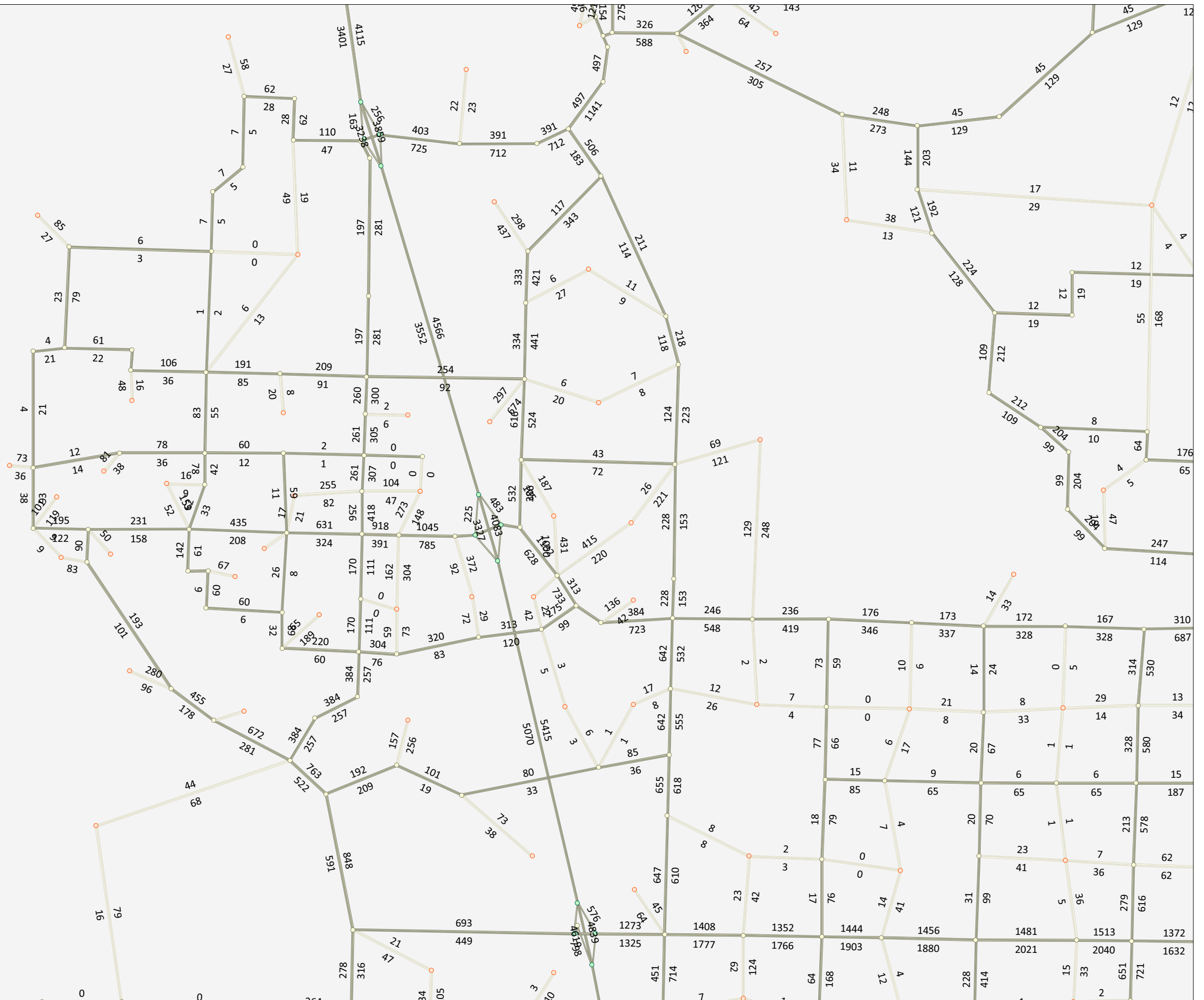


Scale: 10



# 2035 PM Peak Auto Volumes

29222 links selected by: [road network] isAuto



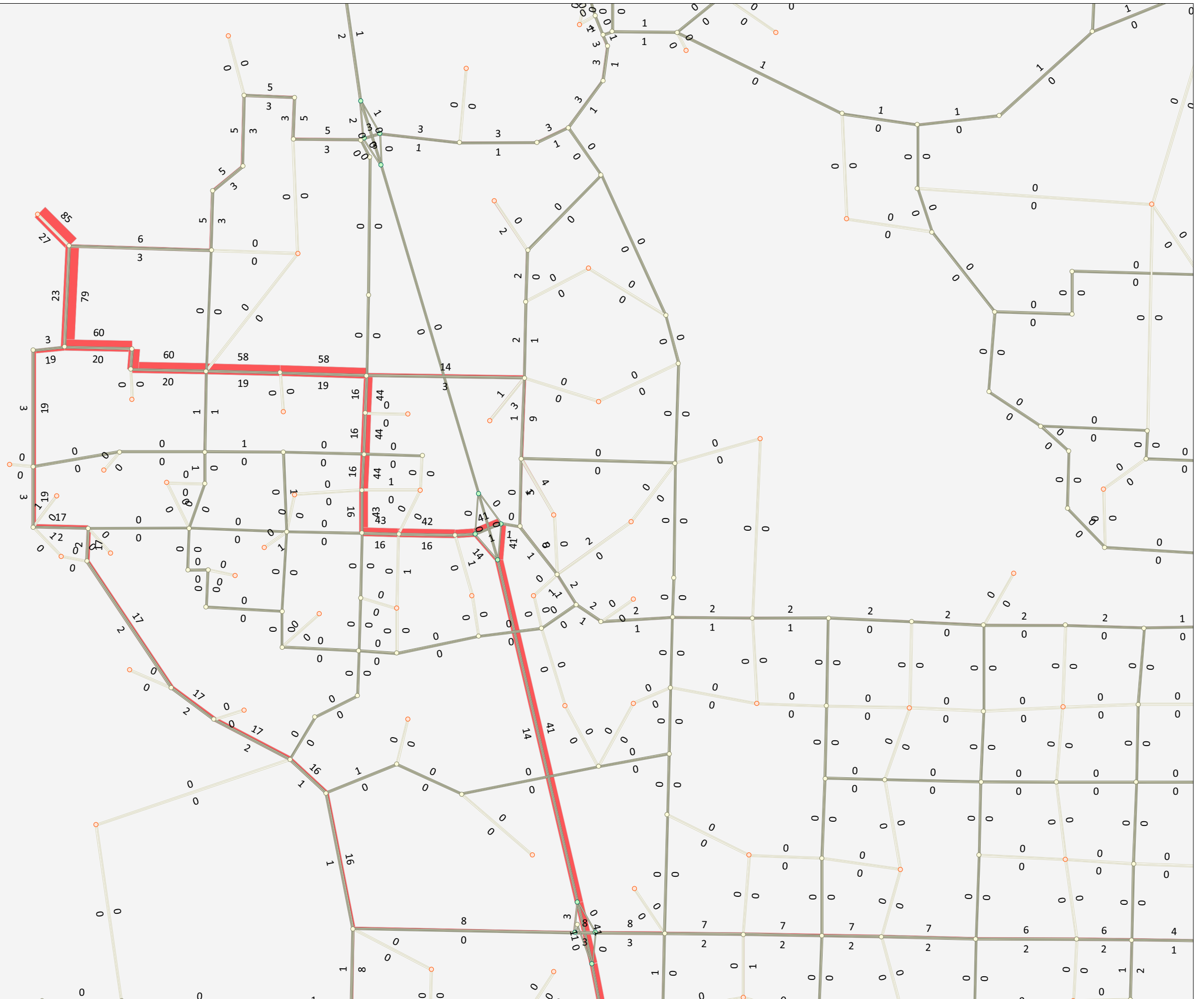


2035 PM Peak OD Flow from/to TAZ 582

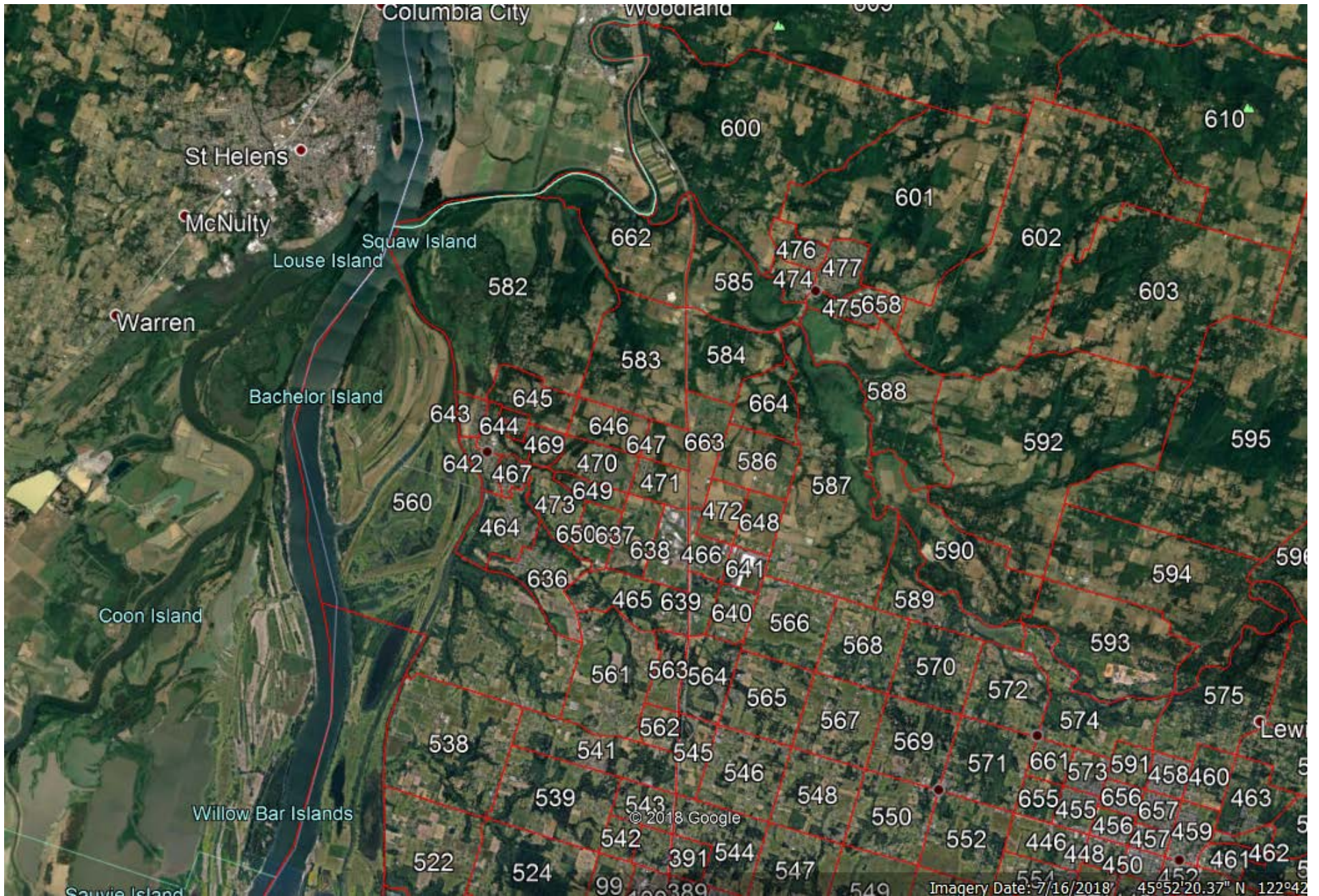
additional vol for total (s, h, ht, mt)



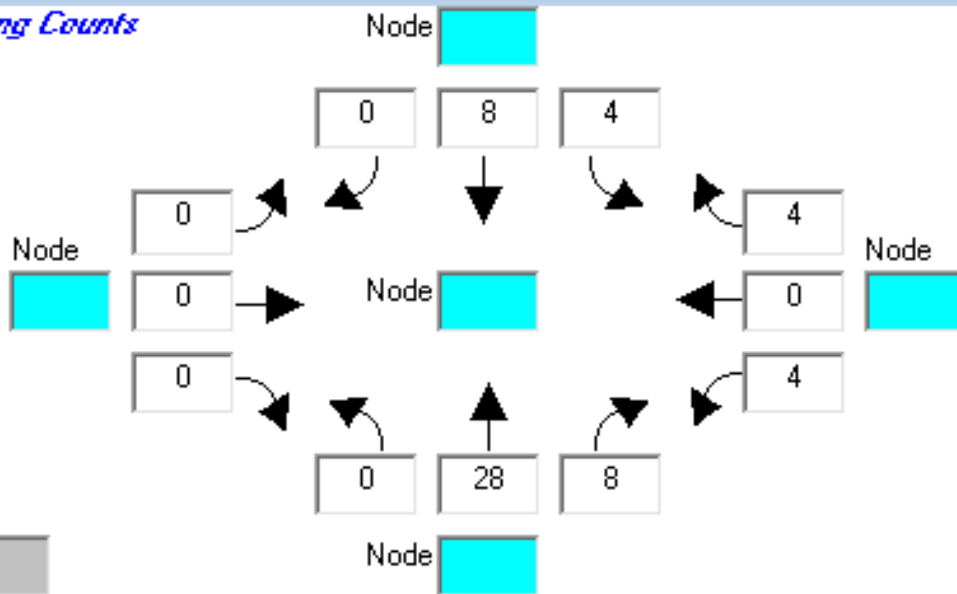
Scale: 10



# TAZ 582



*Enter Turning Counts*

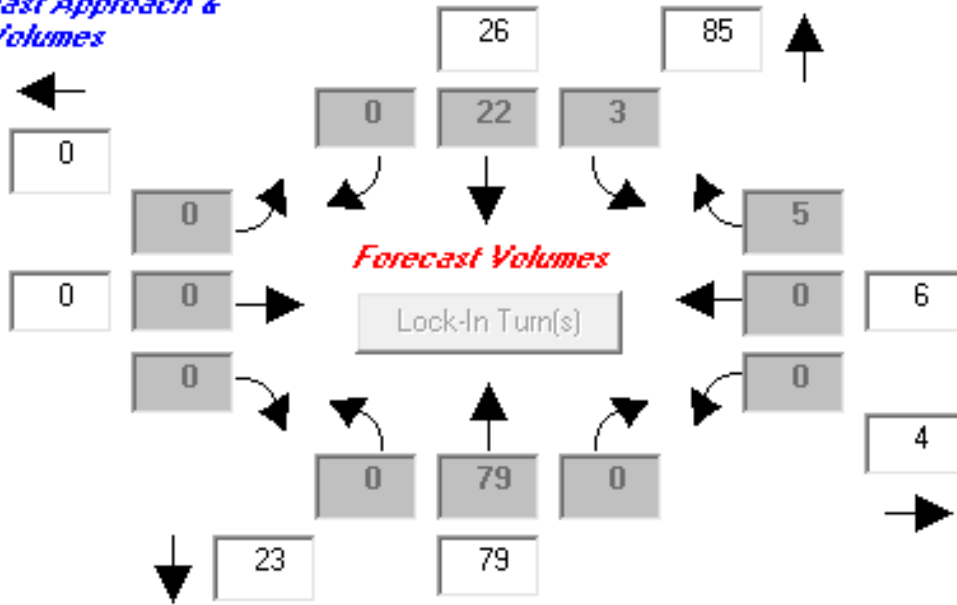


- Count data
- Turn %-ages

Previous  
Next

1 of 1

*Enter Forecast Approach & Departure Volumes*



0 % Convergence  
100 Iterations

Reset  
Iterate  
Print  
Close

**APPENDIX E**

**2039 “WITHOUT PROJECT” LEVELS OF SERVICE**

Lanes, Volumes, Timings  
 1: NW 71st Avenue & NW 304th Street

01/09/2019



| Lane Group                 | WBL   | WBR   | NBT  | NBR   | SBL  | SBT   |
|----------------------------|-------|-------|------|-------|------|-------|
| Lane Configurations        |       |       |      |       |      |       |
| Traffic Volume (vph)       | 0     | 5     | 94   | 0     | 3    | 25    |
| Future Volume (vph)        | 0     | 5     | 94   | 0     | 3    | 25    |
| Ideal Flow (vphpl)         | 1900  | 1900  | 1900 | 1900  | 1900 | 1900  |
| Lane Util. Factor          | 1.00  | 1.00  | 1.00 | 1.00  | 1.00 | 1.00  |
| Frt                        | 0.865 |       |      |       |      |       |
| Flt Protected              |       |       |      |       |      | 0.995 |
| Satd. Flow (prot)          | 1644  | 0     | 1900 | 0     | 0    | 1890  |
| Flt Permitted              |       |       |      |       |      | 0.995 |
| Satd. Flow (perm)          | 1644  | 0     | 1900 | 0     | 0    | 1890  |
| Link Speed (mph)           | 50    |       | 40   |       | 40   |       |
| Link Distance (ft)         | 1293  |       | 970  |       | 782  |       |
| Travel Time (s)            | 17.6  |       | 16.5 |       | 13.3 |       |
| Peak Hour Factor           | 1.00  | 1.00  | 1.00 | 1.00  | 1.00 | 1.00  |
| Heavy Vehicles (%)         | 0%    | 0%    | 0%   | 0%    | 0%   | 0%    |
| Adj. Flow (vph)            | 0     | 5     | 94   | 0     | 3    | 25    |
| Shared Lane Traffic (%)    |       |       |      |       |      |       |
| Lane Group Flow (vph)      | 5     | 0     | 94   | 0     | 0    | 28    |
| Enter Blocked Intersection | No    | No    | No   | No    | No   | No    |
| Lane Alignment             | Left  | Right | Left | Right | Left | Left  |
| Median Width(ft)           | 12    |       | 0    |       | 0    |       |
| Link Offset(ft)            | 0     |       | 0    |       | 0    |       |
| Crosswalk Width(ft)        | 16    |       | 16   |       | 16   |       |
| Two way Left Turn Lane     |       |       |      |       |      |       |
| Headway Factor             | 1.00  | 1.00  | 1.00 | 1.00  | 1.00 | 1.00  |
| Turning Speed (mph)        | 15    | 9     |      | 9     | 15   |       |
| Sign Control               | Stop  |       | Free |       | Free |       |

**Intersection Summary**

|                                   |                        |
|-----------------------------------|------------------------|
| Area Type:                        | Other                  |
| Control Type:                     | Unsignalized           |
| Intersection Capacity Utilization | 14.9%                  |
| Analysis Period (min)             | 15                     |
|                                   | ICU Level of Service A |

**Intersection**

Int Delay, s/veh 0.5

**Movement** WBL WBR NBT NBR SBL SBT

|                          |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations      | W    |      | T    |      |      | T    |
| Traffic Vol, veh/h       | 0    | 5    | 94   | 0    | 3    | 25   |
| Future Vol, veh/h        | 0    | 5    | 94   | 0    | 3    | 25   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Free | Free |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | 0    | -    | 0    | -    | -    | 0    |
| Grade, %                 | 0    | -    | 0    | -    | -    | 0    |
| Peak Hour Factor         | 100  | 100  | 100  | 100  | 100  | 100  |
| Heavy Vehicles, %        | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow                | 0    | 5    | 94   | 0    | 3    | 25   |

**Major/Minor** Minor1 Major1 Major2

|                      |     |     |   |   |      |   |
|----------------------|-----|-----|---|---|------|---|
| Conflicting Flow All | 125 | 94  | 0 | 0 | 94   | 0 |
| Stage 1              | 94  | -   | - | - | -    | - |
| Stage 2              | 31  | -   | - | - | -    | - |
| Critical Hdwy        | 6.4 | 6.2 | - | - | 4.1  | - |
| Critical Hdwy Stg 1  | 5.4 | -   | - | - | -    | - |
| Critical Hdwy Stg 2  | 5.4 | -   | - | - | -    | - |
| Follow-up Hdwy       | 3.5 | 3.3 | - | - | 2.2  | - |
| Pot Cap-1 Maneuver   | 875 | 968 | - | - | 1513 | - |
| Stage 1              | 935 | -   | - | - | -    | - |
| Stage 2              | 997 | -   | - | - | -    | - |
| Platoon blocked, %   |     |     | - | - |      |   |
| Mov Cap-1 Maneuver   | 873 | 968 | - | - | 1513 | - |
| Mov Cap-2 Maneuver   | 873 | -   | - | - | -    | - |
| Stage 1              | 935 | -   | - | - | -    | - |
| Stage 2              | 995 | -   | - | - | -    | - |

**Approach** WB NB SB

HCM Control Delay, s 8.7 0 0.8  
 HCM LOS A

**Minor Lane/Major Mvmt** NBT NBRWBLn1 SBL SBT

|                       |   |   |       |       |   |
|-----------------------|---|---|-------|-------|---|
| Capacity (veh/h)      | - | - | 968   | 1513  | - |
| HCM Lane V/C Ratio    | - | - | 0.005 | 0.002 | - |
| HCM Control Delay (s) | - | - | 8.7   | 7.4   | 0 |
| HCM Lane LOS          | - | - | A     | A     | A |
| HCM 95th %tile Q(veh) | - | - | 0     | 0     | - |

**APPENDIX F**

**2039 “EXISTING ZONING BUILD OUT” LEVELS OF SERVICE**

Lanes, Volumes, Timings  
 1: NW 71st Avenue & NW 304th Street

01/09/2019



| Lane Group                 | WBL   | WBR   | NBT  | NBR   | SBL  | SBT   |
|----------------------------|-------|-------|------|-------|------|-------|
| Lane Configurations        |       |       |      |       |      |       |
| Traffic Volume (vph)       | 0     | 5     | 95   | 0     | 3    | 26    |
| Future Volume (vph)        | 0     | 5     | 95   | 0     | 3    | 26    |
| Ideal Flow (vphpl)         | 1900  | 1900  | 1900 | 1900  | 1900 | 1900  |
| Lane Util. Factor          | 1.00  | 1.00  | 1.00 | 1.00  | 1.00 | 1.00  |
| Fr <sub>t</sub>            | 0.865 |       |      |       |      |       |
| Fl <sub>t</sub> Protected  |       |       |      |       |      | 0.995 |
| Satd. Flow (prot)          | 1644  | 0     | 1900 | 0     | 0    | 1890  |
| Fl <sub>t</sub> Permitted  |       |       |      |       |      | 0.995 |
| Satd. Flow (perm)          | 1644  | 0     | 1900 | 0     | 0    | 1890  |
| Link Speed (mph)           | 50    |       | 40   |       | 40   |       |
| Link Distance (ft)         | 1293  |       | 970  |       | 782  |       |
| Travel Time (s)            | 17.6  |       | 16.5 |       | 13.3 |       |
| Peak Hour Factor           | 1.00  | 1.00  | 1.00 | 1.00  | 1.00 | 1.00  |
| Heavy Vehicles (%)         | 0%    | 0%    | 0%   | 0%    | 0%   | 0%    |
| Adj. Flow (vph)            | 0     | 5     | 95   | 0     | 3    | 26    |
| Shared Lane Traffic (%)    |       |       |      |       |      |       |
| Lane Group Flow (vph)      | 5     | 0     | 95   | 0     | 0    | 29    |
| Enter Blocked Intersection | No    | No    | No   | No    | No   | No    |
| Lane Alignment             | Left  | Right | Left | Right | Left | Left  |
| Median Width(ft)           | 12    |       | 0    |       | 0    |       |
| Link Offset(ft)            | 0     |       | 0    |       | 0    |       |
| Crosswalk Width(ft)        | 16    |       | 16   |       | 16   |       |
| Two way Left Turn Lane     |       |       |      |       |      |       |
| Headway Factor             | 1.00  | 1.00  | 1.00 | 1.00  | 1.00 | 1.00  |
| Turning Speed (mph)        | 15    | 9     |      | 9     | 15   |       |
| Sign Control               | Stop  |       | Free |       | Free |       |

**Intersection Summary**

|                                   |                        |
|-----------------------------------|------------------------|
| Area Type:                        | Other                  |
| Control Type:                     | Unsignalized           |
| Intersection Capacity Utilization | 15.0%                  |
| Analysis Period (min)             | 15                     |
|                                   | ICU Level of Service A |



| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.5  |      |      |      |      |      |
| Movement                 | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
| Lane Configurations      | TT   |      | TT   |      |      | TT   |
| Traffic Vol, veh/h       | 0    | 5    | 95   | 0    | 3    | 26   |
| Future Vol, veh/h        | 0    | 5    | 95   | 0    | 3    | 26   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Free | Free |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | 0    | -    | 0    | -    | -    | 0    |
| Grade, %                 | 0    | -    | 0    | -    | -    | 0    |
| Peak Hour Factor         | 100  | 100  | 100  | 100  | 100  | 100  |
| Heavy Vehicles, %        | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow                | 0    | 5    | 95   | 0    | 3    | 26   |

| Major/Minor          | Minor1 | Major1 | Major2 |   |      |   |
|----------------------|--------|--------|--------|---|------|---|
| Conflicting Flow All | 127    | 95     | 0      | 0 | 95   | 0 |
| Stage 1              | 95     | -      | -      | - | -    | - |
| Stage 2              | 32     | -      | -      | - | -    | - |
| Critical Hdwy        | 6.4    | 6.2    | -      | - | 4.1  | - |
| Critical Hdwy Stg 1  | 5.4    | -      | -      | - | -    | - |
| Critical Hdwy Stg 2  | 5.4    | -      | -      | - | -    | - |
| Follow-up Hdwy       | 3.5    | 3.3    | -      | - | 2.2  | - |
| Pot Cap-1 Maneuver   | 872    | 967    | -      | - | 1512 | - |
| Stage 1              | 934    | -      | -      | - | -    | - |
| Stage 2              | 996    | -      | -      | - | -    | - |
| Platoon blocked, %   |        |        | -      | - |      |   |
| Mov Cap-1 Maneuver   | 870    | 967    | -      | - | 1512 | - |
| Mov Cap-2 Maneuver   | 870    | -      | -      | - | -    | - |
| Stage 1              | 934    | -      | -      | - | -    | - |
| Stage 2              | 994    | -      | -      | - | -    | - |

| Approach             | WB  | NB | SB  |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 8.7 | 0  | 0.8 |
| HCM LOS              | A   |    |     |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL   | SBT   |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h)      | -   | -        | 967   | 1512  |
| HCM Lane V/C Ratio    | -   | -        | 0.005 | 0.002 |
| HCM Control Delay (s) | -   | -        | 8.7   | 7.4   |
| HCM Lane LOS          | -   | -        | A     | A     |
| HCM 95th %tile Q(veh) | -   | -        | 0     | 0     |

**APPENDIX G**

**2039 “PROPOSED ZONING BUILD OUT” LEVELS OF SERVICE**

Lanes, Volumes, Timings  
 1: NW 71st Avenue & NW 304th Street

01/09/2019



| Lane Group                 | WBL   | WBR   | NBT  | NBR   | SBL  | SBT   |
|----------------------------|-------|-------|------|-------|------|-------|
| Lane Configurations        |       |       |      |       |      |       |
| Traffic Volume (vph)       | 0     | 5     | 97   | 0     | 3    | 27    |
| Future Volume (vph)        | 0     | 5     | 97   | 0     | 3    | 27    |
| Ideal Flow (vphpl)         | 1900  | 1900  | 1900 | 1900  | 1900 | 1900  |
| Lane Util. Factor          | 1.00  | 1.00  | 1.00 | 1.00  | 1.00 | 1.00  |
| Frt                        | 0.865 |       |      |       |      |       |
| Flt Protected              |       |       |      |       |      | 0.995 |
| Satd. Flow (prot)          | 1644  | 0     | 1900 | 0     | 0    | 1890  |
| Flt Permitted              |       |       |      |       |      | 0.995 |
| Satd. Flow (perm)          | 1644  | 0     | 1900 | 0     | 0    | 1890  |
| Link Speed (mph)           | 50    |       | 40   |       | 40   |       |
| Link Distance (ft)         | 1293  |       | 970  |       | 782  |       |
| Travel Time (s)            | 17.6  |       | 16.5 |       | 13.3 |       |
| Peak Hour Factor           | 1.00  | 1.00  | 1.00 | 1.00  | 1.00 | 1.00  |
| Heavy Vehicles (%)         | 0%    | 0%    | 0%   | 0%    | 0%   | 0%    |
| Adj. Flow (vph)            | 0     | 5     | 97   | 0     | 3    | 27    |
| Shared Lane Traffic (%)    |       |       |      |       |      |       |
| Lane Group Flow (vph)      | 5     | 0     | 97   | 0     | 0    | 30    |
| Enter Blocked Intersection | No    | No    | No   | No    | No   | No    |
| Lane Alignment             | Left  | Right | Left | Right | Left | Left  |
| Median Width(ft)           | 12    |       | 0    |       | 0    |       |
| Link Offset(ft)            | 0     |       | 0    |       | 0    |       |
| Crosswalk Width(ft)        | 16    |       | 16   |       | 16   |       |
| Two way Left Turn Lane     |       |       |      |       |      |       |
| Headway Factor             | 1.00  | 1.00  | 1.00 | 1.00  | 1.00 | 1.00  |
| Turning Speed (mph)        | 15    | 9     |      | 9     | 15   |       |
| Sign Control               | Stop  |       | Free |       | Free |       |

**Intersection Summary**

|                                   |                        |
|-----------------------------------|------------------------|
| Area Type:                        | Other                  |
| Control Type:                     | Unsignalized           |
| Intersection Capacity Utilization | 15.1%                  |
| Analysis Period (min)             | 15                     |
|                                   | ICU Level of Service A |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.5  |      |      |      |      |      |
| Movement                 | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
| Lane Configurations      | TT   |      | TT   |      |      | TT   |
| Traffic Vol, veh/h       | 0    | 5    | 97   | 0    | 3    | 27   |
| Future Vol, veh/h        | 0    | 5    | 97   | 0    | 3    | 27   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Free | Free |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | 0    | -    | 0    | -    | -    | 0    |
| Grade, %                 | 0    | -    | 0    | -    | -    | 0    |
| Peak Hour Factor         | 100  | 100  | 100  | 100  | 100  | 100  |
| Heavy Vehicles, %        | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow                | 0    | 5    | 97   | 0    | 3    | 27   |

| Major/Minor          | Minor1 | Major1 | Major2 |   |      |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 130    | 97     | 0      | 0 | 97   |
| Stage 1              | 97     | -      | -      | - | -    |
| Stage 2              | 33     | -      | -      | - | -    |
| Critical Hdwy        | 6.4    | 6.2    | -      | - | 4.1  |
| Critical Hdwy Stg 1  | 5.4    | -      | -      | - | -    |
| Critical Hdwy Stg 2  | 5.4    | -      | -      | - | -    |
| Follow-up Hdwy       | 3.5    | 3.3    | -      | - | 2.2  |
| Pot Cap-1 Maneuver   | 869    | 965    | -      | - | 1509 |
| Stage 1              | 932    | -      | -      | - | -    |
| Stage 2              | 995    | -      | -      | - | -    |
| Platoon blocked, %   |        |        | -      | - | -    |
| Mov Cap-1 Maneuver   | 867    | 965    | -      | - | 1509 |
| Mov Cap-2 Maneuver   | 867    | -      | -      | - | -    |
| Stage 1              | 932    | -      | -      | - | -    |
| Stage 2              | 993    | -      | -      | - | -    |

| Approach             | WB  | NB | SB  |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 8.8 | 0  | 0.7 |
| HCM LOS              | A   |    |     |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL   | SBT   |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h)      | -   | -        | 965   | 1509  |
| HCM Lane V/C Ratio    | -   | -        | 0.005 | 0.002 |
| HCM Control Delay (s) | -   | -        | 8.8   | 7.4   |
| HCM Lane LOS          | -   | -        | A     | A     |
| HCM 95th %tile Q(veh) | -   | -        | 0     | 0     |