

**NOTICE OF PUBLIC HEARING  
CLARK COUNTY COUNCIL**

**NOTICE IS HEREBY GIVEN** that the Clark County Council will conduct a public hearing on **September 17, 2019, at 6:00 p.m.**, at the Public Services Center, 1300 Franklin Street, Hearing Room, 6<sup>th</sup> Floor, Vancouver, Washington to consider the following:

**2019 Annual Reviews and Dockets amending the 20-Year Growth Management Comprehensive Plan Text and Map, Zone Map, and Clark County Code (Title 40):**

1. **CPZ2019-00002 NE 152<sup>nd</sup> Ave.** – A proposal to amend the Clark County comprehensive plan and zoning map from Commercial (CC) to Urban Low (R1-6) on one parcel (154246000) with a total of 7.68 acres. The parcel is located southwest of the NE 152<sup>nd</sup> Ave and NE 93rd St intersection.
2. **CPZ201900003 Riverview Asset** – A proposal to amend the Clark County comprehensive plan and zoning map from Industrial (BP) to Urban Low (R 1-10) on 50 acres and Commercial (CC) on 10 acres. The two parcels (200326000 and 200355000) are located northwest of the NE 152<sup>nd</sup> Ave and NE 99<sup>th</sup> St intersection.

Staff Contact: Jose Alvarez, [Jose.Alvarez@clark.wa.gov](mailto:Jose.Alvarez@clark.wa.gov) or (564) 397-4898

3. **CPZ2019-00004 Groth** – A proposal to amend the Clark County comprehensive plan and zoning map from Rural 10 (R-10) to Rural 5 (R-5) on one parcel (210776000) with a total of 26.29 acres. The parcel is located north of NW 304<sup>th</sup> St and east of NW 71<sup>st</sup> Ave.
4. **CPZ2019-00006 25<sup>th</sup> Ave Subdivision** – A proposal to amend the Clark County comprehensive plan and zoning map from Urban Low (R1-6) to Urban Medium (R-18) on one parcel (145032000) with a total of 1.99 acres. The parcel is located at 8106 NE 25th Ave.
5. **CPZ2019-00009 Neighborhood Pet Clinic** – A proposal to amend the Clark County comprehensive plan and zoning map from Urban Low (R 1-10) to Commercial (CC) on one parcel (118138224) with a total of 0.29 acres. The parcel is located at 3613 NW 127<sup>th</sup> St, Vancouver, WA.

Staff Contact: Sharon Lumbantobing, [Sharon.Lumbantobing@clark.wa.gov](mailto:Sharon.Lumbantobing@clark.wa.gov) or (564) 397-4909

The staff reports, related materials and hearing agenda will be available 15 days prior to the hearing date on the county's web page at <https://www.clark.wa.gov/community-planning/annual-reviews-and-dockets>. Copies are also available at Clark County Community Planning, 1300 Franklin Street, 3<sup>rd</sup> Floor, Vancouver, Washington. For other formats, contact the Clark County ADA Office at [ADA@clark.wa.gov](mailto:ADA@clark.wa.gov), [voice 564-397-2322](tel:564-397-2322), [Relay 711 or 800-833-6388](tel:800-833-6388), [Fax 564-397-6165](tel:564-397-6165).

Anyone wishing to give testimony at the hearing in regard to this matter should appear at the time and place stated above. Written testimony can be provided to the Clark County Council by e-mailing the clerk of the commission at [Rebecca.Messinger@clark.wa.gov](mailto:Rebecca.Messinger@clark.wa.gov) or via US Postal Service to the Clark County Council, c/o Rebecca Messinger, PO Box 5000, Vancouver, WA 98666-5000. Written testimony may also be submitted for the record during the hearing. Please ensure that testimony is received at least two (2) business days before the hearing if you would like staff to forward it to the Council before the hearing.

Approved as to Form only:

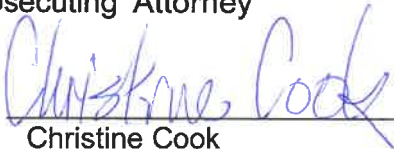
CLARK COUNTY COUNCIL

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Clerk of the Board

Approved as to Form only:  
ANTHONY F. GOLIK  
Prosecuting Attorney

By:

  
\_\_\_\_\_  
Christine Cook  
Senior Deputy Prosecuting Attorney

**PLEASE PUBLISH:**

**Monday, September 2, 2019**

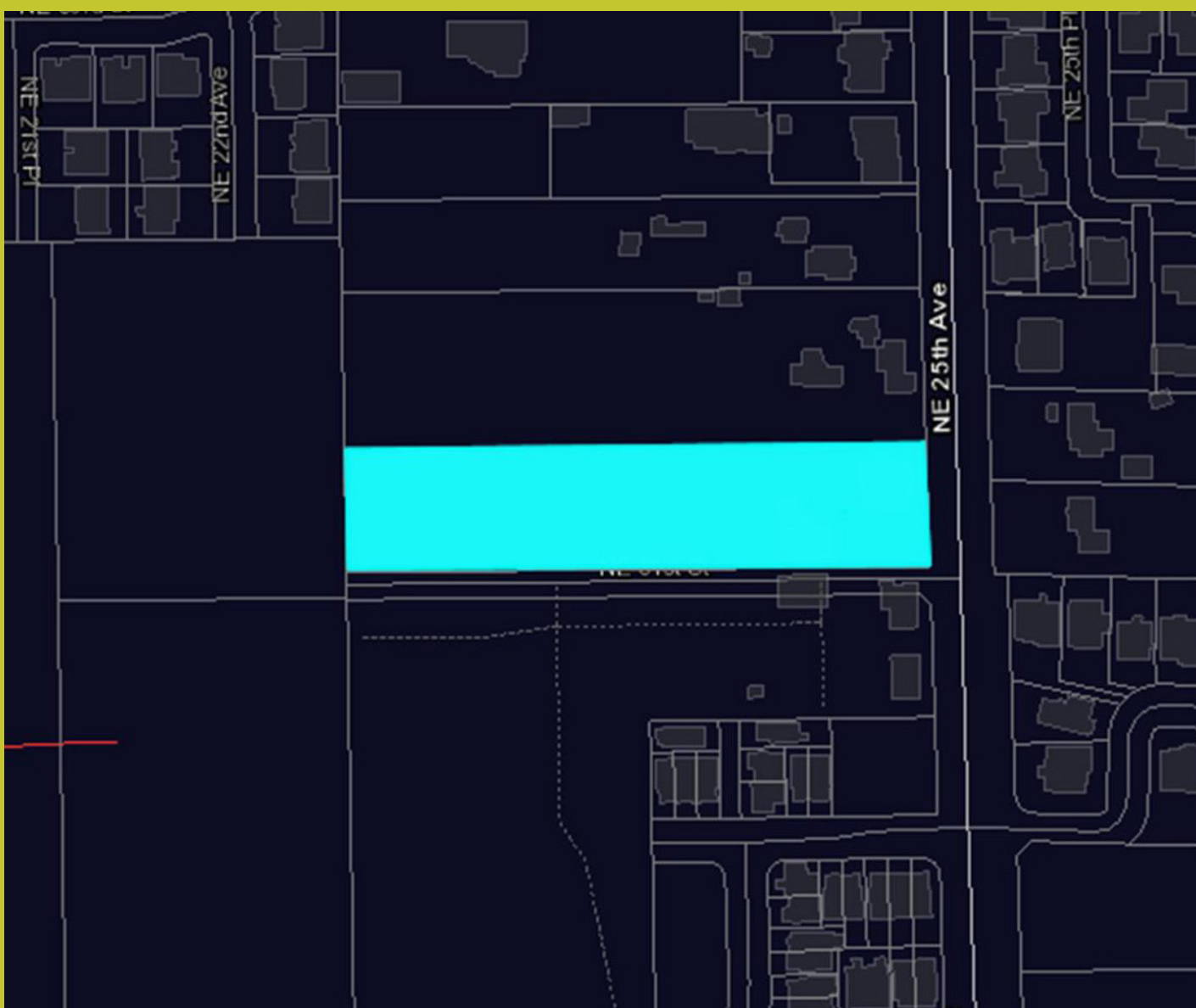
Please Bill:

Clark County Community Planning  
Attn: Sonja Wiser, Program Assistant  
P. O. Box 9810  
Vancouver, WA 98666-9810

**Columbian Account 70914**

# LAND USE AMENDMENT

Notice of public hearing to consider the following



## CPZ2019-00006 25th Avenue Subdivision

Clark County Council will consider a proposal to amend the Clark County comprehensive plan and zoning map from Urban Low (R1-6) to Urban Medium (R-18) on one parcel (145032000) with a total of 1.99 acres.

*Map shows area of proposed change in blue and is located at 8106 NE 25th Avenue.*

Clark County Council

## PUBLIC HEARING

**SEPT 17 2019 / 6 PM**

**Public Service Center**  
6th floor Hearing Room  
1300 Franklin Street  
Vancouver, WA



*This hearing is part of the Annual Reviews and Dockets process under CCC chapter 40.560 to amend the 20-Year Growth Management Comprehensive Plan and Clark County Code (Title 40).*

## PROPOSAL MATERIALS

Staff reports, related materials and hearing agenda can be accessed, online or in person, 15 days prior to the hearing date:

### ONLINE

[www.clark.wa.gov/community-planning/cpz2019-00006](http://www.clark.wa.gov/community-planning/cpz2019-00006)

### IN PERSON

Public Service Center / Community Planning  
1300 Franklin Street, 3rd Floor

## STAFF CONTACT

Sharon Lumbantobing, Planner II  
[sharon.lumbantobing@clark.wa.gov](mailto:sharon.lumbantobing@clark.wa.gov)  
564.397.4909



**CLARK COUNTY** WASHINGTON

**COMMUNITY PLANNING**

PO Box 9810 • Vancouver, WA 98666-9810

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## *Notice of public hearing*

**For other formats, contact the Clark County ADA Office**

**Voice** 564.397.2322 / **Relay** 711 or 800.833.6388

**Fax** 360.397.6165 / **Email** ADA@clark.wa.gov



# LAND USE AMENDMENT

## NOTICE OF PUBLIC HEARING



# IN THE KNOW

You have the opportunity to submit feedback on this proposal. *Here's what you need to know.*

## Comprehensive Plan and Zoning Map Amendment (CPZ2019-00006 25th Avenue Subdivision)

Clark County Council

### PUBLIC HEARING

**SEPT 17 2019 / 6 PM**

**Public Service Center**

6th floor Hearing Room

1300 Franklin Street / Vancouver

### TESTIMONY

Anyone wishing to give testimony in regard to this matter can do so in one of the following ways:

**IN PERSON** Testimony may be given at the hearing. Written testimony may also be submitted for the record during the hearing.

**EMAIL** [rebecca.messinger@clark.wa.gov](mailto:rebecca.messinger@clark.wa.gov)

#### MAIL

Clark County Council

c/o Rebecca Messinger, Clerk to the Council

PO Box 5000 / Vancouver, WA 98666-5000

*Information on the hearing process and how to provide effective testimony can be found online at the address below.*

### PROPOSAL MATERIALS

Staff reports, related materials and hearing agenda can be accessed, online or in person, 15 days prior to the hearing date:

#### ONLINE

[www.clark.wa.gov/community-planning/cpz2019-00006](http://www.clark.wa.gov/community-planning/cpz2019-00006)

#### IN PERSON

Public Service Center / Community Planning  
1300 Franklin Street, 3rd floor



### PROPOSAL

Clark County Council will consider a proposal to amend the Clark County comprehensive plan and zoning map from Urban Low (R1-6) to Urban Medium (R-18) on one parcel (145032000) with a total of 1.99 acres.

*The parcel is shown in red and is located at 8106 NE 25th Avenue.*

### STAFF CONTACT

Sharon Lumbantobing, Planner II

[sharon.lumbantobing@clark.wa.gov](mailto:sharon.lumbantobing@clark.wa.gov) / 564.397.4909

NAME	STREET	CITY	STATE	ZIP
78TH ST VILLAGE LLC	212 NE 83RD ST	VANCOUVER	WA	98665
ACEVES ELIZABETH A & PAYNE CHAD BENJAMIN	2506 NE 80TH ST	VANCOUVER	WA	98665
ALLEN THOMAS J	8206 NE 25TTH AV	VANCOUVER	WA	98665
BAILEY TYLER & BAILEY CAITLIN	2406 NE 80TH STREET	VANCOUVER	WA	98665
BALDWIN TONY	8300 NE 25TH PL	VANCOUVER	WA	98665
BENITEZ GUADALUPE & BENITEZ JULIA	2504 NE 80TH ST	VANCOUVER	WA	98665
BLACKMON JON W & BLACKMON AMBER	2408 NE 80TH ST	VANCOUVER	WA	98665
BOLT RONALD N & BOLT LAURA A	1394 N 28TH ST	WASHOUGAL	WA	98671
BROWNS MANOR HOMEOWNERS ASSOCIATION	7710 NE VANCOUVER MALL DR	VANCOUVER	WA	98662
CLARK COUNTY CLEAN WATER PROGRAM	PO BOX 9810	VANCOUVER	WA	98666
DLS PROPERTIES INC	16320 NE 202ND AV	BRUSH PRAIRIE	WA	98606
DMC FAMILY FARM LLC	2118 NE 78TH ST	VANCOUVER	WA	98665
EDWARDS JONATHAN E & EDWARDS SARAH M	8203 NE 25TH AV	VANCOUVER	WA	98665
EQUITY TRUST CO CUSTODIAN, FIRSTENBERG STEVEN E TRUSTEE	806 PACHECO DR 703 BROADWAY STREET STE 103	MILPITAS VANCOUVER	CA WA	95035 98660
FOLKERTS MERNA M & MCCABE WILLIAM F TRUSTEE	8214 NE 25TH AV	VANCOUVER	WA	98665
GRUGG MARCIA	8206 NE 25TH AV	VANCOUVER	WA	98665
KHARITONENKO ANNA	2310 NE 80TH ST	VANCOUVER	WA	98665
KRUEGER ERIK S	2312 NE 80TH ST	VANCOUVER	WA	98665
KUEHL KEVIN D & KUEHL HEIDI	1642 MCCULLOCH BLVD	LAKE HAVASU CITY	AZ	86403
LATHROP MICHAEL T & LATHROP NANCY K	PO BOX 65733	VANCOUVER	WA	98665
MALECKAR THOMAS J	2514 NE 80TH ST	VANCOUVER	WA	98665
MAM YOSSA M & MAM ARIEL A	8218 NE 25TH AV	VANCOUVER	WA	98665
MIROSHNICHENKO ANATOLIY & MIROSHNICHENKO LARISA P	8206 NE 22ND AV	VANCOUVER	WA	98665
MORAN MICHAEL J	2316 NE 80TH ST	VANCOUVER	WA	98665
NYE MARTIN & NYE CHERIE	3815 NW CREEKSIDE DR	VANCOUVER	WA	98685
Occupant	2301 NE 81ST ST	VANCOUVER	WA	98665
Occupant	2301 NE 81ST ST UNIT A1	VANCOUVER	WA	98665
Occupant	A			
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Occupant	B			

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Occupant	2406 NE 80TH ST	VANCOUVER	WA	98665
Occupant	2502 NE 80TH ST	VANCOUVER	WA	98665
Occupant	2503 NE 82ND WAY	VANCOUVER	WA	98665
Occupant	2505 NE 82ND WAY	VANCOUVER	WA	98665
Occupant	2507 NE 82ND WAY	VANCOUVER	WA	98665
Occupant	2510 NE 80TH ST	VANCOUVER	WA	98665
Occupant	8006 NE 25TH AVE	VANCOUVER	WA	98665
Occupant	8014 NE 25TH AVE	VANCOUVER	WA	98665
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Occupant	8207 NE 22ND AVE	VANCOUVER	WA	98665
RAM BAL B & RAM RINA D	8211 NE 22ND AV	VANCOUVER	WA	98665
ROLON-LOZANO DARIO & ROLON- LOZANO BLANCA	6334 NE 18TH AV	PORTLAND	OR	97211
SADRI ASGHAR R	203 E RESERVE ST	VANCOUVER	WA	98661
SCOTT PETER MATTHEW	8113 NE 25TH AV	VANCOUVER	WA	98665
SELFRIDGE RILEY E	2509 NE 82ND WAY	VANCOUVER	WA	98665
SINGH JOTIKA & SINGH DHARMENDRA	2508 NE 80TH ST	VANCOUVER	WA	98665
STEIGELMAN MICHAEL & DOUTRICH DAWN	6505 NE 209TH ST	BATTLE GROUND	WA	98604
WEBB RUSSELL & NIELSEN-WEBB CHARLENE M	PO BOX 345	VANCOUVER	WA	98666
ZHAO RICHARD & PANG JIANHUA	23720 SW STAFFORD HILL DR	WEST LINN	OR	97068
TRFUSTEE SHARON LUMBANTOBING	1300 FRANKLIN ST, PO BOX 9810	VANCOUVER	WA	98666
MARILEE MCCALL	1300 FRANKLIN ST, PO BOX 9810	VANCOUVER	WA	98666

**From:** [Lumbantobing, Sharon](mailto:Lumbantobing_Sharon)  
**To:** ["naccc.chair@gmail.com"](mailto:naccc.chair@gmail.com)  
**Cc:** ["M Allen"](mailto:M.Allen); ["dougballou@comcast.net"](mailto:dougballou@comcast.net)  
**Subject:** notice of Clark County Council public hearing on Sept 17 2019  
**Date:** Tuesday, August 27, 2019 12:56:06 PM  
**Attachments:** [Council Mailer SEPT17 Groth.pdf](#)  
[Council Mailer Sept 17 25th Ave Subdivision.pdf](#)  
[Council Mailer SEPT 17 Neighborhood Pet Clinic.pdf](#)

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Dear Neighborhood Associations and NACCC:

Attached please find the Notice of Public Hearing for the Clark County Planning Commission for the 2019 Annual Reviews to amend the 20-Year Growth Management Comprehensive Plan Map and Zone Map for:

CPZ 2019-00004 Groth (neighborhood association is inactive)

CPZ 2019-00006 25<sup>th</sup> Ave Subdivision (NE Hazel Dell Neighborhood Association)

CPZ2019-00007 Neighborhood Pet Clinic (Felida Neighborhood Association)

If you have any questions, I can be reached at the number below.

Regards,  
Sharon



**Sharon Lumbantobing**  
Planner II  
COMMUNITY PLANNING

564.397.4909





**Clark County Planning Commission**

Karl Johnson, Chair  
Ron Barca, Vice Chair  
Rick Torres  
Steve Morasch  
Matt Swindell

**CLARK COUNTY PLANNING COMMISSION  
THURSDAY, AUGUST 15, 2019**

**6:30 P.M. - PUBLIC HEARING**

**CC HEARING ROOM, 6<sup>TH</sup> FLOOR  
PUBLIC SERVICES BUILDING  
1300 FRANKLIN STREET  
VANCOUVER, WA**

**AGENDA**

**I. CALL TO ORDER**

**II. ROLL CALL & INTRODUCTION OF GUESTS**

**III. GENERAL & NEW BUSINESS**

- A. Approval of Agenda for August 15, 2019
- B. Approval of Minutes for July 18, 2019
- C. Communications from the Public

**IV. PUBLIC HEARING ITEMS:**

**A. *2019 Annual Reviews amending the 20-Year Growth Management Comprehensive Plan and Zone Map:***

1. **CPZ2019-00004 Groth** – A proposal to amend the comprehensive plan and zoning designation from Rural 10 (R-10) with Rural (R-10) zoning to Rural 5 (R-5) comprehensive plan designation with Rural (R-5) zoning on one parcel as follows: 210776000.
2. **CPZ2019-00006 25<sup>th</sup> Ave Subdivision** – A proposal to amend the comprehensive plan and zoning from Urban Low Density Residential (UL) with single family residential (R1-6) zoning and Highway 99 Single Family Residential Overlay to Urban Medium Density Residential (UM) with Residential (R-18) zoning and Highway 99 Mixed Residential Overlay on one parcel as follows: 145032000.

3. **CPZ2019-00007 Neighborhood Pet Clinic** – A proposal to amend the comprehensive plan and zoning from Urban Low Density Residential (UL) with Single Family Residential (R 1-10) zoning to Commercial (C) with Community Commercial zoning (CC) on one parcel as follows: 118138224.

**Staff Contact: Sharon.Lumbantobing@clark.wa.gov or (564) 397-4909**

- B. **CPZ2019-00029 Development Agreement Procedures** - The proposal will consider amending the Clark County Code to add new Section 40.550.030 to create consistent process and criteria for review of proposed development agreements.

**Staff Contact: Matt Hermen at (564) 397-4343 or**

**Matt.hermen@clark.wa.gov**

**Alternate Staff Contact: Oliver Orjiako at (564)397-4112 or**

**Oliver.orjiako@clark.wa.gov**

## V. OLD BUSINESS

## VI. NEW BUSINESS

## VII. COMMENTS FROM MEMBERS OF THE PLANNING COMMISSION

## VIII. ADJOURNMENT

### **STAFF REPORT AND RECOMMENDATIONS:**

*Staff recommendations to the Planning Commission will be available 14 days prior to the hearing date listed above. Staff reports and other information can be accessed on the following web page at: <https://www.clark.wa.gov/community-planning/planning-commission-hearings-and-meeting-notes>*

*Or, contact Sonja Wiser, Program Assistant at (360) 397-2375, ext. 4558, or e-mail [Sonja.wiser@clark.wa.gov](mailto:Sonja.wiser@clark.wa.gov)*

### **SUBMISSION OF WRITTEN TESTIMONY:**

*If you bring written testimony to read at the hearing, the Planning Commission would request submission of at least ten copies for the record (seven copies for Planning Commission and three copies for staff).*

### **E-MAIL TESTIMONY:**

***PLEASE NOTE: All e-mails need to be received no later than 48 hours prior to the hearing and need to include full name, address, city, zip code, and phone number to be included as parties of record. Testimony can be e-mailed to the above-listed planners or to [Sonja.wiser@clark.wa.gov](mailto:Sonja.wiser@clark.wa.gov)***

**ACCOMMODATION OF PHYSICAL IMPAIRMENTS:**

*The Public Service Center is wheelchair accessible. If you need auxiliary aids or services in order to attend, contact the Clark County ADA Office. **Relay** (800) 833-6384 or 711; **E-mail** ADA@clark.wa.gov.*

**HEARING COVERAGE:**

*Coverage of this evening's hearing may be cable cast live on Clark/Vancouver television channel 23 or 21, on cable television systems. For replay dates and times, please check your local television guide or [www.cvtv.org](http://www.cvtv.org).*

Web Page at: <https://www.clark.wa.gov/community-planning/planning-commission-hearings-and-meeting-notes>





TO: Clark County Planning Commission  
FROM: Oliver Orjiako, Director   
PREPARED BY: Sharon Lumbantobing, Planner II  
DATE: August 15, 2019  
SUBJECT: **CPZ2019-00006 25<sup>th</sup> AVE SUBDIVISION ANNUAL REVIEW FOR COMPREHENSIVE GROWTH MANAGEMENT PLAN AND MAP AMENDMENT**

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## **PROPOSED ACTION**

The applicant is requesting to amend the comprehensive plan designation and zoning from Urban Low Density Residential (UL) with single family residential (R 1-6) zoning and Highway 99 Single Family Residential Overlay to Urban Medium Density Residential (UM) with Residential (R-18) zoning and Highway 99 Mixed Residential Overlay on one parcel (145032000) that is 1.99 acres.

## **BACKGROUND**

The applicant owns one parcel (145032000) that is designated Urban Low Density Residential (UL) with R 1-6 zoning and is located at 8106 NE 25<sup>th</sup> Ave., Vancouver, WA. The site is located within the Vancouver Urban Growth boundary and the Single Family Residential Overlay of the Highway 99 Sub-Area Plan. When the Highway 99 overlay was approved, it was agreed that there would be no changes made to the underlying zoning at that time, but that consideration for zone changes could be made at a later date to allow sufficient time for consideration.

The subject parcel is currently zoned Urban Low Density Residential (UL) with single family residential (R 1-6) zoning, as are surrounding parcels to the west, east, and north. The applicant is requesting to amend the comprehensive plan designation and zoning from Urban Low Density Residential (UL) with single family residential (R1-6) zoning and Highway 99 Single Family Residential Overlay to Urban Medium Density Residential (UM) with Residential (R-18) zoning and Highway 99 Mixed Residential Overlay on one parcel (145032000) that is 1.99 acres.

The subject parcel is adjacent to a parcel to the south (144956000) that is split zoned with Urban Medium Density Residential (UM) with Residential (R-18) zoning and Urban Low Density Residential (UL) with single family residential (R 1-6). The portion of the parcel zoned R1-6 is a narrow strip running along the northern border of the property and is currently being used as parking for the multi-family residential development on the property. As a condition of site plan review, three parcels were combined to form the parcel, which had the two zones. The property owner did not reply when contacted by the applicant and county staff to include this section of their parcel in this proposed amendment.



## **GENERAL INFORMATION:**

Parcel Numbers: 145032000

Location: The parcel is located at 8106 NE 25<sup>th</sup> Ave., Vancouver, WA.

Area: 1.99 acres

Owner(s): Asghar Sadri

Existing land use:

- Site: R 1-6 and Highway 99 Single Family Residential Overlay, developed with a single family dwelling and a general purpose building
- North: R 1-6 and Highway 99 Single Family Residential Overlay, developed
- South: R-18 and Highway 99 Mixed Residential Overlay, developed as apartments and R 1-6 and Highway 99 Single Family Residential Overlay, parking lot
- West: R 1-6 and Highway 99 Single Family Residential Overlay, undeveloped
- East: R 1-6 and Highway 99 Single Family Residential Overlay, developed

## **SUMMARY OF PUBLIC INVOLVEMENT PROCESS**

Sixty-day notification was sent to the Department of Commerce on Feb. 15, 2019 under RCW 36.70A.106. A Notice of Determination of Non-Significance and SEPA Environmental Checklist was published in the Columbian newspaper on July 31, 2019. A legal notice was published for the Planning Commission hearing on July 31, 2019. A notice of application and Planning Commission hearing was posted on the property on July 31, 2019.

All public comments are included in the Planning Commission Hearing binder.

## **APPLICABLE CRITERIA, EVALUATION, AND FINDINGS**

### **CRITERIA FOR ALL MAP CHANGES**

- A. The proponent shall demonstrate that the proposed amendment is consistent with the Growth Management Act (GMA) and requirements, the countywide planning policies, the Community Framework Plan, Comprehensive Plan, City Comprehensive Plans, Applicable Capital Facilities Plans, and official population growth forecasts. [CCC 40.560.010(G)(1)].**

### **Growth Management Act (GMA)**

The GMA goals set the general direction for the county in adopting its framework plan and comprehensive plan policies. The GMA lists thirteen overall goals in RCW 36.70A.020 plus the shoreline goal added in RCW 36.70A.480(1). The goals are not listed in order of priority. The GMA goals that apply to the proposed action are Goals 1, 2, and 4.

Goal 1 Urban Growth. "Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner". [RCW 36.70A.020(1) and WAC 365-196-310(2)(i)].

Goal 2 Reduce Sprawl. “Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.” [RCW 36.70A.020(2)].

Goal 4 Housing. “Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.” [RCW 36.70A.020(4) and WAC 365-196-410(2)(iii)(C)].

WAC 365-196-410 Housing Element section provides recommendations for meeting the element requirements. Under WAC 365-196-410 (2)(a)(iii)(B), “The housing element shows how a county or city will accommodate anticipated growth, provide a variety of housing types at a variety of densities, provide opportunities for affordable housing for all economic segments of the community, and ensure the vitality of established residential neighborhoods...

(iii) Housing goals and policies should address at least the following:

- (A) Affordable housing;
- (B) Preservation of neighborhood character; and
- (C) Provision of a variety of housing types along with a variety of densities.” [WAC 365-196-401(2)(a)(iii)(B) and (C)].

**Finding:** The proposed amendment to re-designate this land to Urban Medium Density Residential (UM) and Highway 99 Mixed Residential Overlay is consistent with the type and intensity of uses expected in the Urban Growth Area (Goal 1). The re-designation to UM will better utilize the 2-acre site by allowing development at an intensity that meets the GMA goal of reducing sprawling low-density development (Goal 2). The proposed change to UM will increase the existing housing stock in the county by permitting between 10 to 22 dwelling units per acre (Goal 4). Allowing this site to develop at a higher density will aid in providing a variety of housing types, affordable to different income levels in this area. The site is within the Vancouver Urban Growth Area and is served by public facilities and services to support the proposed amendment at urban densities. The proposed amendment is consistent with the State GMA Goals 1, 2, and 4, and with WAC 365-196-410 (2)(a)(iii)(B) Housing Goals and Policies.

## Community Framework Plan

Community Framework Plan (Framework Plan) provides guidance to local jurisdictions on regional land use and service issues. The Framework Plan encourages growth in centers, urban and rural, with each center separate and distinct from the others. The centers are oriented and developed around neighborhoods to allow residents to easily move through and to feel comfortable within areas that create a distinct sense of place and community. Community Framework Plan policies applicable to this proposal include the following:

### Goal 2.0 Housing

The goal of the Housing Element is to “identify sufficient land for housing to accommodate a range of housing types and prices.” The following housing policies apply to the proposed action:

- 2.1.0 Communities, urban and rural, should contain a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live within its boundaries and to ensure an adequate supply of affordable and attainable housing. [Framework Plan, page 13].

- 2.1.2 Provide housing opportunities close to places of employment. [Framework Plan, page 13].
- 2.1.8 Housing strategies are to be coordinated with availability of public facilities and services, including human services. [Framework Plan, page 14].

### **Goal 9.0 Economic Development**

The goal of the Economic Development Element is to “ensure that the type of economic development which occurs contributes to maintaining and improving the overall quality of life in the county.” [Framework Plan, page 21]. The following Economic Development policies apply to the proposed action:

- 9.1.0 Encourage a balance of job and housing opportunities in each urban center. Provide sufficient land for business as well as homes. Businesses within the community should provide a range of job types for the community’s residents. [Framework Plan, page 21].

### **Goal 10.0 Community Design**

- 10.1.4 Establish development standards for higher densities and intensities of development along priority and high capacity transit corridors that encourage pedestrian, bicycle and public transit usage. [Framework Plan, page 22].

**Finding:** The subject parcel is within the urban growth area and is located in an area of existing urban development surrounded by residentially zoned and developed land. The area to the north of the subject parcel is zoned Low Density Residential (R 1-6), while the parcels to the south are zoned Medium-Density Residential (R-18), which allows 10 to 22 dwelling units per acre. The Community Framework Plan addresses the need for an adequate supply of housing at a range of prices. Allowing this site to develop at a higher density will aid in providing a variety of housing types, affordable to different income levels in this area. A primary goal of the Community Framework Plan is to provide housing that is in close proximity to jobs resulting in shorter vehicle trips and allow densities along public transit corridors that support high capacity transit. The proposed amendment will provide multi-family housing near Commercial, Light Industrial, and Business Park properties. The proposed amendment would provide a mix of housing types and price points consistent with the housing policies in the Community Framework Plan.

### **Countywide Planning Policies (CWPP)**

The GMA, under RCW 36.70A.210, requires counties and cities to collaboratively develop Countywide Planning Policies (CWPP) to govern the development of comprehensive plans. The WAC 365-196-305(1) defines “the primary purpose of CWPP is to ensure consistency between comprehensive plans of counties and cities sharing a common border or related regional issues. Another purpose of the CWPP is to facilitate the transformation of local governance in the urban growth areas, typically through annexation to or incorporation of a city, so that urban governmental services are primarily provided by cities and rural and regional services are provided by counties.”

## Housing Element

- “2.1.1 The Comprehensive Plan of the county and each municipality shall identify sufficient land for housing, including, but not limited to, government-assisted housing, housing for low-income families, manufactured housing, multifamily housing and group homes and foster care facilities. All jurisdictions will cooperate to plan for a “fair share” of the region’s affordable housing needs and housing for special needs population.
- 2.1.3 Link transportation and housing strategies to assure reasonable access to multi-modal transportation systems and to encourage housing opportunities in locations that will support the development of public transportation.
- 2.1.5 Link housing strategies with the availability of public facilities and public services.
- 2.1.6 Encourage infill housing within cities and towns and urban growth areas.
- 2.1.7 Encourage flexible and cost efficient land use regulations that allow for the creation of alternative housing types which will meet the needs of an economically diverse population. [CWPP, page 72].

**Finding:** The proposed plan amendment is consistent with policies in the Countywide Planning Policies. The subject site is within the urban growth area and located in an area of urban development surrounded by residentially zoned and developed land. The proposal would provide more land for medium-density housing and could permit between 10 to 22 dwelling units per acre. Medium-density housing would support multi-modal transportation, reduce the inappropriate conversion of undeveloped land into sprawling low-density development, provide multi-family housing, and is consistent with the county’s density goals.

### **Comprehensive Growth Management Plan 2015-2035 (2016 Plan)**

The 20-Year Comprehensive Growth Management Plan contains many policies that guide urban form and efficient land use patterns. The most relevant goals and policies applicable to this application are as follows:

#### **Land Use**

- Goal: Encourage more compact and efficiently served urban forms and reduce the inappropriate conversion of land to sprawling, low-density development.
- 1.3.1 Urban densities and uses may occur throughout the urban growth area if it is provided with adequate services. Development and redevelopment in the UGA should be strongly encouraged to occur in greater intensity in major centers, transit routes and other areas characterized by both existing higher density urban development and existing services.” [2016 Plan, page 46].

#### **Housing**

Goal: Provide for diversity in the type, density, location, and affordability of housing throughout the county and its cities. Encourage and support equal access to housing for rental and homeowners and protect public health and safety.

- 2.2.2 Encourage a variety of housing types and densities, including mixed-use centers, services and amenities.” [2016 Plan, page 72].

**Finding:** The proposed amendment to change the comprehensive plan zoning from Urban Low Density Residential (R 1-6) to Urban Medium Density Residential (R-18) zoning would allow between 10 to 22 dwelling units per acre. This will reduce sprawling low-density development, while encouraging a variety of housing types, densities, and price points. The site is within the Vancouver Urban Growth Area and is served by public facilities and services to support the proposed amendment at urban densities. Clark Public Utilities provides water service, Clark Regional Wastewater provides sewer service, Fire District 6 serves this area, and C-Tran serves this area.

**Conclusion: Criterion A has been met.**

**B. The proponent shall demonstrate that the designation is in conformance with the appropriate locational criteria identified in the plan and the purpose statement of the zoning district. [CCC 40.560.010(G)(2)].**

Urban Low Density Residential (UL).

This designation provides for predominantly single family residential development with densities of between five and ten units per gross acre. Minimum densities will assure that new development will occur in a manner which maximizes the efficiency of public services. New development shall provide for connection to public sewer and water. Duplex and attached single family homes through infill provisions or approval of a Planned Unit Development may be permitted. In addition, public facilities, churches, institutions and other special uses may be allowed in this designation if certain conditions are met. The base zones which implement this designation are the R 1-20, R 1-10, R 1-7.5, R 1-6, and R 1-5 zones. The zones may be applied in a manner that provides for densities slightly higher than existing urban development, but the density increase should continue to protect the character of the existing area. [2016 Plan, page 33].

40.220.010 Single-Family Residential Districts (R 1-20, R 1-10, R 1-7.5, R 1-6, and R 1-5)

A. Purpose.

1. The R 1-20, R 1-10, R 1-7.5 districts are intended to:
  - a. Recognize, maintain and protect established low-density residential areas.
  - b. Establish higher densities where a full range of community services and facilities are present or will be present at the time of development.
  - c. Provide for additional related uses such as school, parks and utility uses necessary to serve immediate residential areas.
2. The R 1-6 and R 1-5 districts are intended to provide for higher single and duplex densities where a full range of community services and facilities are present or will be present at the time of development." [CCC 40.220.010(A)].

Urban Medium Density Residential (UM)

This comprehensive plan designation provides land for single family attached housing, garden apartment, and multi-family developments ranging from 10 to 22 dwelling units per gross acre. Minimum densities assure that areas build out to the density planned, ensuring that the urban areas accommodate anticipated residential needs. Areas planned for urban medium residential use and assisted living facilities shall be located near commercial uses and transportation facilities in order to efficiently provide these services. Public facilities and institutions are allowed under certain conditions. The implementing base zones in this designation are the R-12, R-18, and R-22 zones.

Where offices are determined to be appropriate, the Office Residential OR-15, OR-18, and OR-22 zones can be applied in this designation. [2016 Plan, page 33].

**Finding:** The proposed comprehensive plan amendment and rezoning is consistent with surrounding land uses and is served by public sewer and water, and is in proximity to commercial services and transportation facilities. Public open space and recreation opportunities are available to the south at Hazel Dell Park, to the northeast at Tenny Creek Park and the Luke Jensen Sports Park, and to the east is NE Padden Parkway Trail. The proposed amendment will provide multi-family housing near Commercial, Light Industrial, and Business Park properties, potentially resulting in shorter vehicle trips. The proposed amendment is in conformance with both the locational criteria in the comprehensive plan and the purpose of the proposed zoning district.

**Conclusion: Criterion B is met.**

**C. The map amendment or site is suitable for the proposed designation and there is a lack of appropriately designated alternative sites within the vicinity. [CCC 40.560.010(G)(3)].**

**Finding:** The site is suitable for the requested Urban Medium Density Residential comprehensive plan designation with R-18 zoning. The site is approximately two acres, is located in an area primarily zoned residential, and abuts a property to the south that is zoned R-18 and developed as Urban Medium Residential. Development of medium-density, multi-family housing on the subject parcel would address a need for market rate affordable housing. In addition, the Highway 99 Mixed Residential Overlay provides for no maximum density for garden apartments, townhomes, and cottage housing. The site is located in an area lacking in developable medium density parcels.

**Conclusion: Criterion C has been met.**

**D. 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. [CCC 40.560.010(G)(4)].**

The proposed land use amendment (b) better implements applicable comprehensive plan policies than the current land use designation. The site is located in an area lacking in developable medium density parcels. The R-18 parcels to the south are already developed as a medium density apartment complex, as well as a subdivision. Rezoning the subject parcel to an R-18 zoning designation will help address the need for more multi-family housing units in Clark County, is compatible with other nearby land uses, and is consistent with the way the area is developing with residential uses.

**Conclusion: Criterion D has been met.**

**E. 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. [CCC 40.560.010(G)(5)].**

**Finding:** The full range of urban public facilities and services are available to serve residential uses at the site. The site is in the Vancouver Urban Growth area. Clark Public Utilities provides water service, Clark Regional Wastewater provides sewer service, Fire District 6 and C-Tran bus route #78 serve this area. Future development of all lots in the urban area will be required to provide a separate stormwater system at the time of development. It is in the Vancouver School District. Public open space and recreation opportunities are available to the south at Hazel Dell Park, to the northeast at Tenny Creek Park and the Luke Jensen Sports Park, and to the east is NE Padden Parkway Trail. The site can adequately accommodate the trips generated from more intensive residential uses on the site. The proposed amendment to the comprehensive plan map would not significantly impact the transportation system. Please refer to the attached Transportation Impact Analysis for further information regarding transportation for this proposal.

**Conclusion: Criterion E has been met.**

**RECOMMENDATION AND CONCLUSIONS**

Based on the information and the findings presented in this report, staff recommends that the Planning Commission forward a recommendation of **APPROVAL** to Clark County Council. The following table lists the applicable criterion and summarizes the findings of the staff report for CPZ2019-00006. The Planning Commission findings will be added to the table after public deliberation at the Planning Commission hearing scheduled for this application.

<b>COMPLIANCE WITH APPLICABLE CRITERIA</b>		
	<b>Criteria Met?</b>	
	<b>Staff Report</b>	<b>Planning Commission Findings</b>
<b>Criteria for All Map Changes</b>		
<b>A.</b> Consistency with GMA & Countywide Policies	YES	
<b>B.</b> Conformance with Location Criteria	YES	
<b>C.</b> Site Suitability and Lack of Appropriately Designated Alternative Sites	YES	
<b>D.</b> Amendment Responds to Substantial Change in Conditions, Better Implements Policy, or Corrects Mapping Error	YES	
<b>E.</b> Adequacy/Timeliness of Public Facilities and Services	YES	
<b>Recommendation:</b>	<b>APPROVAL</b>	



## **Transportation Impact Analysis**

### **Annual Review Case: CPZ 2019-00006 25<sup>th</sup> Avenue Subdivision**

#### **Introduction**

This report provides a transportation analysis of the proposed comprehensive plan amendment and zone change. The report identifies the likely localized and general transportation impacts and shows how applicable adopted transportation policies have or have not been met by the applicant's proposal. Subsequent development will need to comply with applicable county development regulations, including standards governing the design of access and those that ensure transportation system concurrency. Clark County's Comprehensive Growth Management Plan 2015-2035 utilizes the Regional Transportation Council's (RTC) travel demand forecasting model to determine locations where improvements to the transportation system may be necessary. RTC's model planning horizon is through 2035.

#### **Requested Amendment**

The applicant is requesting to amend the Comprehensive Plan designation and zoning for the following parcel: 145032000 (1.99 acres). The site is located within the Vancouver Urban Growth boundary and the Single Family Residential Overlay of the Highway 99 Sub-Area Plan. The applicant proposes a comprehensive plan designation of Urban Medium Density Residential (UM) with Residential (R-18) zoning. The change would be from a comprehensive plan designation of Urban Low Residential (UL) with Single Family Residential (R1-6) zoning and Highway 99 Single Family Residential Overlay to Urban Medium Density Residential comprehensive plan designation with Residential (R-18) zoning and Highway 99 Mixed Residential Overlay on one parcel. The subject site is 1.99 acres and located north of the intersection at NE 78<sup>th</sup> St. and NE 25<sup>th</sup> Avenue. NE 25<sup>th</sup> Ave. is classified as a two-lane collector with a center turn lane & bike lanes. Sidewalks are required on both sides of the street for all urban streets.

#### **Summary of Transportation Impact Findings**

The transportation analysis demonstrates that re-designating and rezoning the property to a comprehensive plan designation of Urban Medium Density Residential is consistent with county transportation policies. The proposed land use change would not significantly impact the transportation system. The following analysis shows that:

- The accepted Level-of-Service (LOS) for unsignalized intersections of regional significance per Title 40 Concurrency is LOS "E", roadway segment [CCC 40.350.020.G.1.c].
  - The 20-year projected buildout LOS for the worst turning movements (7 out of 9) at the intersection of NE 88<sup>th</sup> St./NE 25<sup>th</sup> Ave. are LOS B in the P.M. peak period. [NE 25<sup>th</sup> Ave Subdivision Annual Review Rezone Traffic Impact Study, page 13].
  - The 20-year projected buildout LOS for the worst turning movements (southbound) at the intersection of NE 78<sup>th</sup> St./NE 25<sup>th</sup> Ave. are LOS C. [NE 25<sup>th</sup> Ave Subdivision Annual Review Rezone Traffic Impact Study, page 13].
- The maximum volume to capacity ratio for each roadway segment shall not exceed nine-tenths (0.9), when measured independently.
  - The 20-year projected worst roadway segment on NE 88<sup>th</sup> St. is 0.42 East of NE 25<sup>th</sup> Ave. –WB.

- The 20-year projected worst roadway segment on NE 78<sup>th</sup> St. is 0.79 West of NE 25<sup>th</sup> Ave. – EB.
- The 20-year projected worst roadway segment on NE 25<sup>th</sup> Ave. is 0.66 North of NE 88<sup>th</sup> St. – NB. [NE 25<sup>th</sup> Ave Subdivision Annual Review Rezone Traffic Impact Study, page 14].
- The existing R1-6 zoning is estimated to generate 95 daily, 7 A.M. peak hour (2 ingress, 5 egress), and 10 P.M. peak hour (6 ingress, 4 egress) net new trips. [NE 25<sup>th</sup> Ave Subdivision Annual Review Rezone Traffic Impact Study, page 2].
- The proposed comprehensive plan and rezone is forecasted to generate 152 more daily trips, 8 more A.M. peak hour (2 ingress, 6 egress), and 9 more P.M. peak hour (6 ingress, 3 egress) net new trips per day than the existing zoning would generate. [NE 25<sup>th</sup> Ave Subdivision Annual Review Rezone Traffic Impact Study, page 2].

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 (ITE), 2017). A single Family Detached average daily trip per dwelling unit is 9.44 (ITE code 210). A multifamily average daily dwelling trip per unit is 7.32 (ITE code 210, low rise).

**Finding:** All of the study area intersections and roadway segments are projected to operate at acceptable levels of service in the 2039 “Existing Zoning Build-Out” and 2039 “Proposed Zoning Build-Out.”

### **Compliance with Clark County Transportation Policy**

The transportation analysis demonstrates that application CPZ2019-00006 is consistent with all applicable Clark County transportation policies. The following Framework Plan transportation goal and policies (from the 20-Year Comprehensive Growth Management Plan 2015-2035) are relevant to this application:

#### **Community Framework Plan**

Goal 5.0 Transportation states that “the Transportation Element is to implement and be consistent with the Land Use Element. The *Community Framework Plan* envisions a shift in emphasis of transportation systems from private vehicles to public transit (including high-capacity transit,) and non-polluting alternatives such as walking and bicycling. The following policies are to coordinate the land use planning, transportation system design and funding to achieve this vision.” [Framework Plan, page 17]. The following transportation policy applies to the proposed action:

“5.1.7 Establish regional level-of-service (LOS) standards for arterials and public transportation that ensure preservation of the region’s (rural and urban) mobility while balancing the financial, social and environmental impacts.” [Framework Plan, Page 17].

“5.1.8 Encourage a balanced transportation system and can be maintained at acceptable level-of-service.” [Framework Plan, page 18].

**Findings:** The applicant’s traffic study demonstrates that the proposed plan amendment will minimally increase trips and therefore the surrounding transportation system will operate well within the adopted threshold LOS E standards or better, and within the maximum volume to

capacity ratio for each roadway segment not to exceed nine-tenths (0.9). Based on the traffic study, the proposed development will not significantly worsen the surrounding roadway segments and intersections.

### **Countywide Planning Policies (CWPP)**

**The GMA, under RCW 36.70A.210, requires counties and cities to collaboratively develop Countywide Planning Policies (CWPP) to govern the development of comprehensive plans. The WAC 365-196-305(1) defines “the primary purpose of CWPP is to ensure consistency between comprehensive plans of counties and cities sharing a common border or related regional issues. Another purpose of the CWPP is to facilitate the transformation of local governance in the urban growth areas, typically through annexation to or incorporation of a city, so that urban governmental services are primarily provided by cities and rural and regional services are provided by counties.”**

Policy 5.0.8 states “The state, local municipalities, MPO/RTPO and local municipalities shall work together to establish a regional transportation system which is planned, balanced and compatible with planned land use densities; these agencies and local municipalities will work together to ensure coordinated transportation and land use planning to achieve adequate mobility and movement of goods and people.” [CWPP, page 151].

Findings: Per the applicant’s traffic study, the proposed plan amendment and zone change will add additional trips as seen in the summary of transportation impact findings on page two (2), but will not result in any significant degradation in traffic conditions, and continue to function within the established LOS standards and the maximum volume-to-capacity ratios. Therefore, the proposed amendment is consistent with the applicable Countywide Planning Policies. The proposed land use is balanced and compatible with the planned land use density that helps to ensure adequate mobility and movement of goods and people.

### **Comprehensive Growth Management Plan 2015-2035 (2016 Plan)**

The 20-year Comprehensive Growth Management Plan contains many specific policies between the land use and transportation elements. In addition to the policies adopted by all local jurisdictions, the County has adopted transportation goals and policies specific to areas within County jurisdiction.

“Goal: Develop a regionally-coordinated transportation system that supports and is consistent with the adopted land use plan.

### **System Development Policy**

5.1.3 Performance standards for the regional arterial system and transit routes shall direct growth to urban centers.” [2016 Plan, page 152].

Findings: According to the applicant’s traffic study, the subject site will operate at an acceptable level-of-service. As previously mentioned, the proposed amendment is consistent with the applicable Comprehensive Plan Policies. The location of the proposed plan amendment is inside Vancouver’s Urban Growth Area. [2016 Plan, page 152].

“Goal: Optimize and preserve the investment in the transportation system.

### **5.3 System Preservation Policies**

- 5.3.1 Development projects shall adhere to minimum driveway access spacing standards along arterial and collector streets to preserve the capacity of the transportation system. The county shall work with Washington State Department of Transportation to ensure that minimum access spacing standards for state highways are maintained [2016 Plan, page 154].
- 5.3.3 The county shall extend the life of existing roadways through a timely maintenance and preservation program. [2016 Plan, page 154].
- 5.3.5 The local street system shall be interconnected to eliminate the need to use collector or arterial street for internal local traffic.” [2016 Plan, page 154].

Findings: In 2003, NE 25<sup>th</sup> Avenue (NE 78<sup>th</sup> Street to NE 99<sup>th</sup> Street), was improved to a 2-lane collector with center turn lane, bike lanes and sidewalks including the installation of a signal at NE 88<sup>th</sup> Street. NE 25<sup>th</sup> Avenue is interconnected to NE 78<sup>th</sup> Street and NE 99<sup>th</sup> Street. During the development review process the applicant will have to meet access spacing standards. During the development review stage, the applicant will need to address applicable development code regarding street circulation.

#### **Capital Facility Plan**

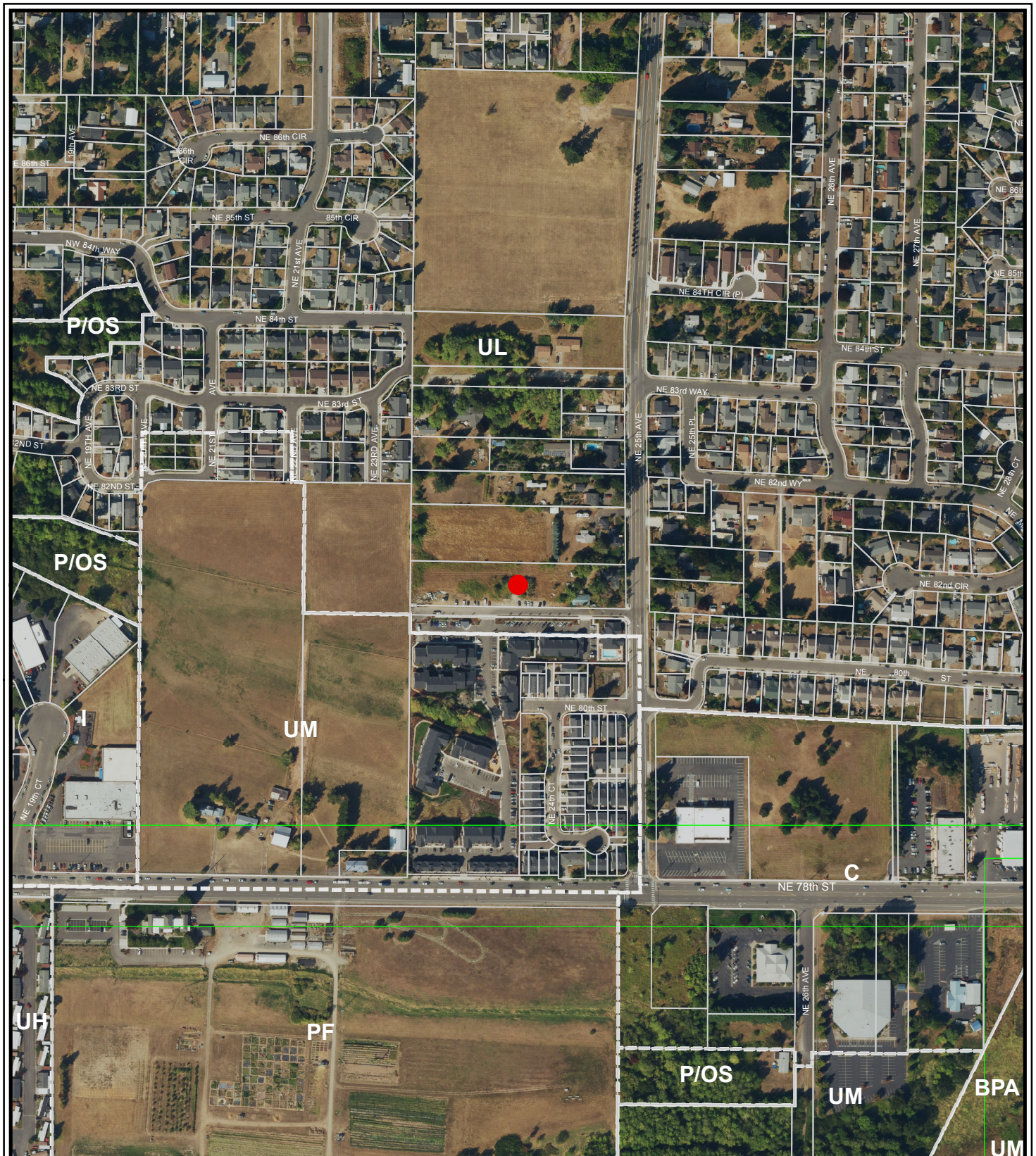
Finding: The proposed Comprehensive Plan Amendment and Rezone will operate at an acceptable level-of-service and is consistent with the 20-year Capital Facilities Plan.

#### **RECOMMENDATION AND CONCLUSIONS**

The applicant has submitted a transportation analysis through 2039 demonstrates transportation impacts from this proposed land use change is not anticipated to cause any significant impacts to the transportation system within the site vicinity. As indicated above, Clark County’s Comprehensive Growth Management Plan 2015-2035 utilizes the Regional Transportation Council (RTC’s) travel demand model forecasting to determine locations where improvements to the transportation system may be necessary. RTC’s model planning horizon is through 2035.

The transportation analysis demonstrates that the proposed comprehensive plan and zoning amendment will add a minimal amount of trips to the transportation system. The proposed Comprehensive Plan and zoning amendment application CPZ2019-00006 is consistent with all applicable Clark County transportation policies, including the Community Framework Plan, Countywide Planning Policies, and Comprehensive Growth Management Plan. Staff finds that the proposed comprehensive plan amendment and rezone of the subject parcels **meets compliance** with the Clark County Transportation Policy.





File # CPZ2019-00006, SN 145032000  
 T2N R1E Sec 02  
 Preliminary Land Division

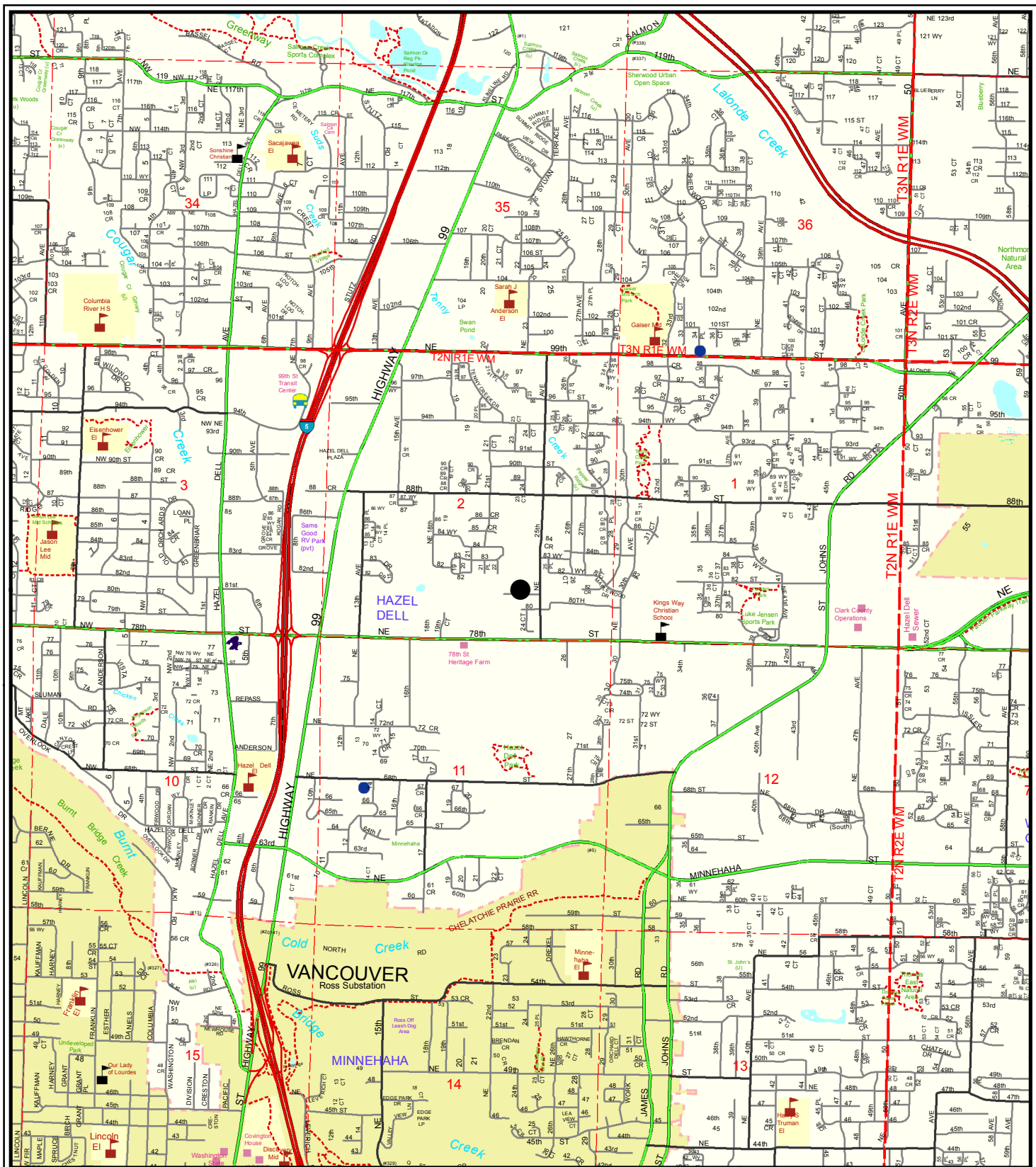
Owner: SADRI ASGHAR R

- Subject Property Location
- Comp Plan Boundary
- Mining
- Industrial Reserve
- Columbia River Gorge N.S.A.



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

Geographic Information System  
 Printed on: May 01, 2019  
 Project: e:\usr\_proj\xxOrd\ID223765\_141317\AnnRev2.mxd ()



File # CPZ2019-00006, SN 145032000  
 T2N R1E Sec 02  
 Preliminary Land Division

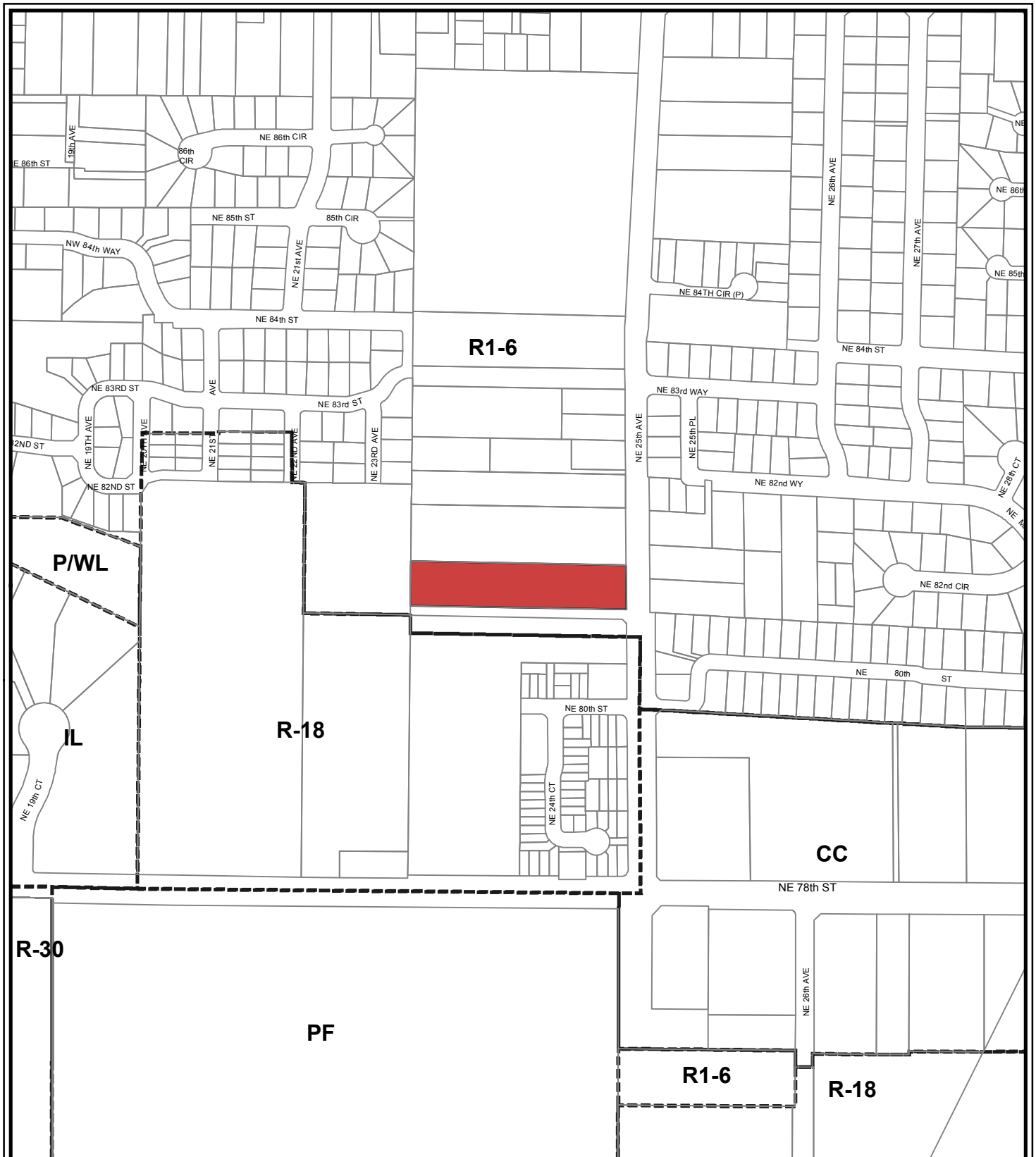
Owner: SADRI ASGHAR R

● Subject Property Location









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

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 Printed on: May 01, 2019  
 Project: e:\usr\_proj\xxOrd\223765\_141317\AnnRev3.mxd



File # CPZ2019-00006, SN 145032000  
 T2N R1E Sec 02  
 Preliminary Land Division

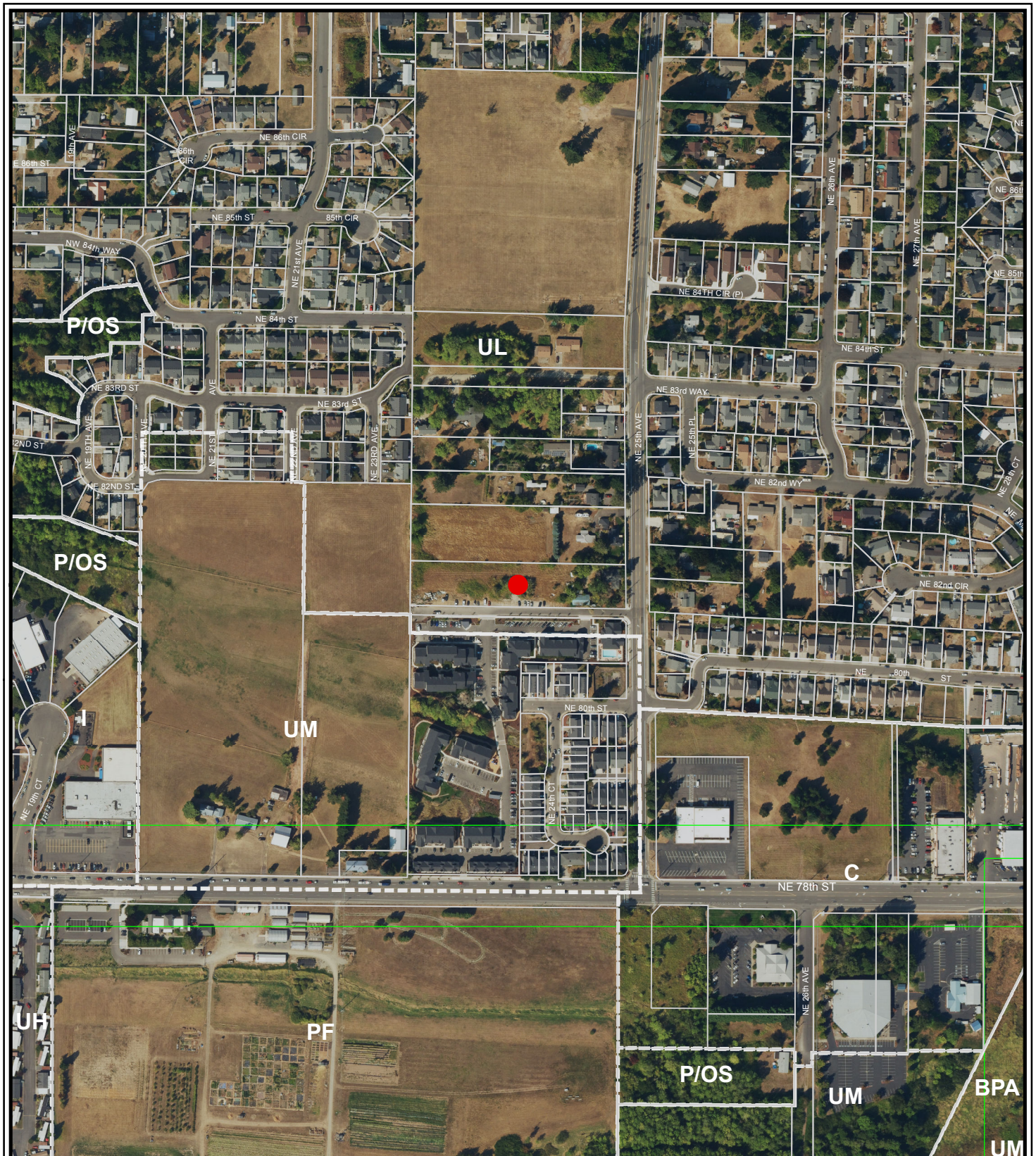
Owner: SADRI ASGHAR R

-  Subject Property
-  Zoning Boundary
-  Mining Combining District
-  Contingent Zoning
-  Urban Holding-10
-  Urban Holding-20



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





File # CPZ2019-00006, SN 145032000  
 T2N R1E Sec 02  
 Preliminary Land Division

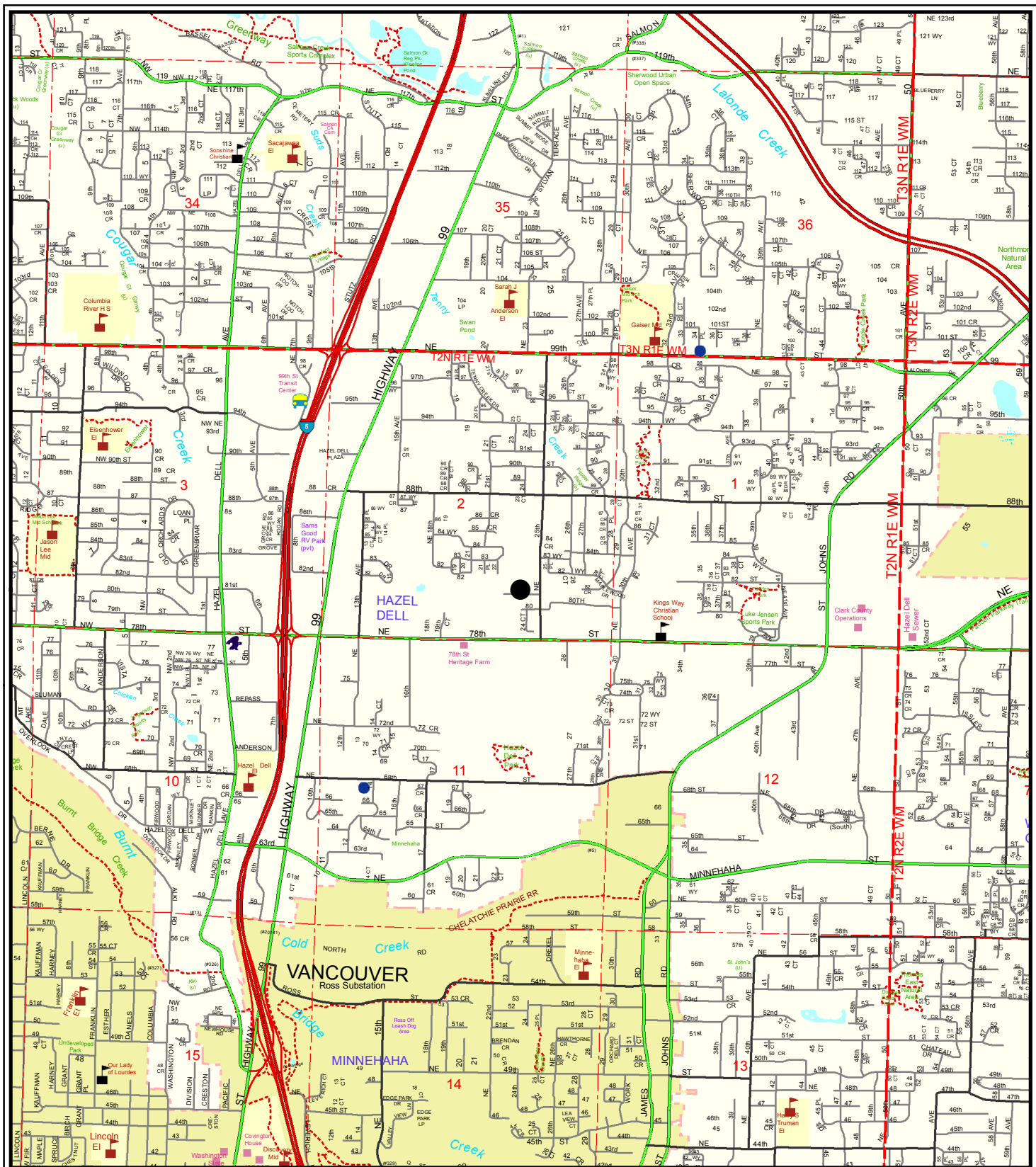
Owner: SADRI ASGHAR R

- Subject Property Location
- Comp Plan Boundary
- Mining
- Industrial Reserve
- Columbia River Gorge N.S.A.



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

Geographic Information System  
 Printed on: May 01, 2019  
 Project: e:\usr\_proj\xxOrd\ID223765\_141317\AnnRev2.mxd ()



File # CPZ2019-00006, SN 145032000  
 T2N R1E Sec 02  
 Preliminary Land Division

Owner: SADRI ASGHAR R

● Subject Property Location



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

**From:** [m](#)  
**To:** [Lumbantobing, Sharon](#)  
**Subject:** CPZ2019-00006 25TH Ave. Subdivision  
**Date:** Tuesday, July 30, 2019 5:39:58 PM

---

**CAUTION:** This email originated from outside of Clark County. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Sharon,

Thank you for mailing the notice and giving the opportunity to submit feedback on this proposal, which we would like more information on.

The "proposal" on your notice says an application has been submitted to amend the comprehensive and zoning maps for one parcel "...from Urban Low Density Residential..." to "Urban Medium Density Residential..." Can you explain what would be the effects of this proposed change, especially on adjacent homes and the surrounding neighborhood? And can you explain why the applicant is requesting this change?

Thanks for your assistance.

Mike

Hi Mike,

The proposed zoning would allow the 2-acre property to be developed for multi-family housing as opposed to one single-family house as is currently allowed. The Highway 99 Mixed Residential Overlay allows for a diversity of housing types, such as garden apartment, townhomes, cottage housing, duplex, single-family, and accessory dwelling. This is an example of what the Highway 99 Mixed Residential Overlay allows in terms of combining housing types, layout of buildings, parking areas, open space, circulation, and landscape buffers.

More information can be found in the staff report for CPZ2019-00006 25<sup>th</sup> Ave Subdivision which can be found here: <https://www.clark.wa.gov/community-planning/planning-commission-hearings-and-meeting-notes>

Kind regards,  
Sharon



**Sharon Lumbantobing**  
Planner II  
COMMUNITY PLANNING

564.397.4909



**From:** m [mailto:mmemail.inbox@gmail.com]  
**Sent:** Tuesday, July 30, 2019 5:40 PM  
**To:** Lumbantobing, Sharon  
**Subject:** CPZ2019-00006 25TH Ave. Subdivision

Sharon,

Thank you for mailing the notice and giving the opportunity to submit feedback on this proposal, which we would like more information on.

The "proposal" on your notice says an application has been submitted to amend the comprehensive and zoning maps for one parcel "...from Urban Low Density Residential..." to "Urban Medium Density Residential..." Can you explain what would be the effects of this proposed change, especially on adjacent homes and the surrounding neighborhood? And can you explain why the applicant is requesting this change?

Thanks for your assistance.

Mike

**From:** [Wiser, Sonja](#)  
**To:** ["Tom Allen 503-422-1173"](#)  
**Cc:** [Lumbantobing, Sharon](#)  
**Subject:** RE: CPZ2019-00006 25th subdivision testimony  
**Date:** Tuesday, July 16, 2019 11:22:25 AM

---

Hello Tom, we will enter your email into the record. Thank you

---

**From:** Tom Allen 503-422-1173 [mailto:investinproperty@msn.com]  
**Sent:** Tuesday, July 16, 2019 11:07 AM  
**To:** Wiser, Sonja; Tom Allen 503-422-1173  
**Subject:** CPZ2019-00006 25th subdivision testimony

**CAUTION:** This email originated from outside of Clark County. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I received the notice on the above proposal and wanted to respond with a resounding No to the zone change.

I live/own the property 2 lots to the north; 8206 NE 25th Ave. I am totally against the change in zoning. I understand the owners application seeing the property to their south has been developed into a large apartment complex, but that parcel to the south also front's NE 78th St. and was and is zoned for the multifamily that was built. In addition the current zoning does allow increased density to "cottage housing" as per the Hwy 99 overlay district and that is more than enough... 25th Ave is still primarily single family homes. I know the lot directly to the south of me will be developed and has been approved for 13 lots; but that is 2.5 acres and that development fits more into the neighborhood than this and no zone change required. The city/county and area has already increased densities in their zoning plans to allow for additional housing and there is no way this "creep" of big multifamily should be allowed nor the zone change agreed to, It would not only lesson the value of my property, cause strain on the roads and services, but also impact the new development that will be going in to the south of me and set a precedent that potentially wouldn't be stoped. So I say No Way to the zone change.

thanks & please confirm receipt & the entering of this email into the comments concerning the zone change request,

**Tom Allen**  
**owner of 8206 NE 25TH Ave**  
**& Broker, NW Realty Source**  
**503-422-1173 Fax 503-345-6603**

**Lic. in OR & WA**

**25<sup>th</sup> AVE**  
**APARTMENTS**

8106 NE 25th Ave Vancouver, WA 98665



**Applicant:**

Delta Management

[cody@delta203.com](mailto:cody@delta203.com)

203 E Reserve St.

Vancouver, WA 98661

P: (360)696-4448

F:(360)695-1970

**Table of Contents:**

- i. *Cover Sheet / Table of Contents*
- ii. *Application Form*
- iii. *Pre-Application Conference Report*
- iv. *Developers GIS Packet*
- v. *Narrative*
- vi. *Traffic Study*
- vii. *State Environmental Review*
- viii. *Sewer District Review letter*
- ix. *Water Utility Review Letter*
- x. *Public Health Review Evaluation Letter*
- xi. *Covenants or Restrictions*

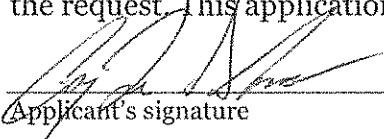



# Development Application

<b>Project name:</b> 25th Ave Apartments		
<b>Type(s) of application (see reverse side):</b> Zone Change, Type III Review		
<b>Description of proposal:</b> A request to amend the Comprehensive Plan and Zoning Maps from Urban Low Density Residential (R1-6) to Urban Medium Density Residential (R-18).		
<b>Applicant name:</b> Delta Management	<b>Address:</b> 203 E Reserve Street Vancouver, WA 98661	
<b>E-mail address:</b> cody@delta203.com	<b>Phone and fax:</b> (360) 696-4448	
<b>Property owner name (list multiple owners on a separate sheet):</b> Asghar Sadri	<b>Address:</b> 203 E Reserve Street Vancouver, WA 98661	
<b>E-mail address:</b> kiakeyvani@gmail.com	<b>Phone and fax:</b> (360) 696-4448	
<b>Contact person name (list if not same as applicant):</b>	<b>Address:</b>	
<b>E-mail address:</b>	<b>Phone and fax:</b>	
<b>Project site information:</b> Site address: 8106 NE 25th Ave Vancouver, WA 98665	<b>Comp plan designation:</b> UL	
<b>Cross street:</b> 25th Ave	<b>Zoning:</b> R1-6	<b>Parcel numbers:</b> 145032000
<b>Overlay zones:</b> HWY 99	<b>Legal:</b> #109 SEC 2 T2NR1EWM 2.00A	<b>Acreage of original parcels:</b> 1.99
<b>Township:</b> T2N	<b>Range:</b> R1E	<b>1/4 of section:</b> SE 1/4 S02

## 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.

	1/31/2019		1/31/2019
Applicant's signature	Date	Property owner or authorized representative's signature	Date

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

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



Pre-Application  
Conference  
FINAL Report

<b>Project Name:</b>	25 <sup>th</sup> Avenue Subdivision
<b>Case Number:</b>	PAC2018-00149
<b>Location:</b>	8106 NE 25 <sup>th</sup> Ave, Vancouver, WA 98665  SE Quarter of Section 02 Township 2 North, Range 1 East of the Willamette Meridian
<b>Parcel Number(s):</b>	145032000
<b>Site Size:</b>	1.99 acres
<b>Request:</b>	A request to amend the Comprehensive Plan and Zoning Maps from Urban Low Density Residential (R1-6) to Urban Medium Density Residential (R-18)
<b>Applicant:</b>	Cody Dickman Delta Management 203 E Reserve St Vancouver, WA 98661 360-696-4448 <a href="mailto:cody@delta203.com">cody@delta203.com</a>
<b>Contact Person:</b>	Same as above
<b>Property Owner:</b>	Asghar R Sadri 203 E Reserve St Vancouver, WA 98661 360-696-4448 <a href="mailto:kiakeyvani@gmail.com">kiakeyvani@gmail.com</a>

**DATE OF CONFERENCE:** December 19, 2018

**STAFF CONTACT:** Sharon Lumbantobing, Clark County Annual Review Coordinator  
(564) 397-4909 [Sharon.Lumbantobing@clark.wa.gov](mailto: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
Cody Dickman	Delta Management, <a href="mailto:cody@delta203.com">cody@delta203.com</a>
Asghar R Sadri	<a href="mailto:kiakeyvani@gmail.com">kiakeyvani@gmail.com</a>

**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 365-196-300
- Clark County 20 Year Comprehensive Growth Management Plan Policies
  - Chapter 1 – Land Use Element
  - Chapter 2 – Housing Element
  - Chapter 10 – School Element
- Clark County Unified Development Code
  - Title 40:
    - Section 40.220 (Urban Residential Districts)
    - Section 40.500.010 (Procedures)
    - Section 40.560.010 (Plan Amendment Procedures)
    - Section 40.570 (SEPA)
  - Title 40, Appendix F: Highway 99 Overlay District Standards
    - Regulating Maps
    - Overlay Standards
    - 4.5 Mixed Residential Overlay
    - 4.6 Single Family Overlay

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 Urban Low Density Residential (R1-6) to Urban Medium Density Residential (R-18).

## SUMMARY

The following comments and issues were discussed or identified during the pre-application meeting held on December 19, 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 (Urban Low Density Residential (R1-6)) is still applicable to this area. The applicant will need to demonstrate that a change to Urban Medium Density Residential (R-18) 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.

The subject parcel is in the Hwy 99 Overlay District (Title 40, Appendix F) and the Highway 99 Overlay Standards apply to the parcel (See section 4.5 Mixed Residential Overlay and section 4.6 Single Family Overlay). This comprehensive plan amendment would also require an amendment to the Highway 99 Overlay Standards from the Single Family Overlay to the Mixed Residential Overlay section 4.5.

Staff proceeded to discuss with the applicant the Comprehensive Plan Designation Map Change Criteria that the applicant will need to address in an application. More thorough responses are needed for how the proposal meets the Comprehensive Plan Designation Map Change Criteria.

The county updated its 20-year comprehensive plan in June 2016 and designated sufficient land for residential growth through 2035. The applicant needs to demonstrate a need for additional Urban Medium Density Residential land and demonstrate a lack of appropriately designated residential land within the vicinity.

The property to the south is split zoned (R-18 and R1-6) with the R1-6 zone abutting the subject parcel. It would be preferable if this parcel was included in the request so as not to leave a sliver of R1-6 between two parcels.

Staff stated that the applicant should confer with the neighborhood association.

Staff stated that the applicant should confer with the Vancouver school district on school impacts.

## Transportation

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

PAC2018-00142 is located at the intersection of NE 81<sup>st</sup> Street, classified as a local residential access road, and NE 25<sup>th</sup> Avenue, classified as C-2cb, a 2-lane collector with center lane turn and bike lanes.

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.

### 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 for both a.m. and p.m. peak hour vehicle trips:

- Trip generation-present day
- Trip generation-projected 20-years
- Modal split-present day
- Modal split-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 NE Hazel Dell Neighborhood Association President is Doug Ballou at email: [dougballou@comcast.net](mailto:dougballou@comcast.net). 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 recommend approval or denial of a request. The county council will then review and make a final determination.

#### **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:**

Delta Management Co.

**Subject Property Account Number(s):**

145032000

PDF # 212806

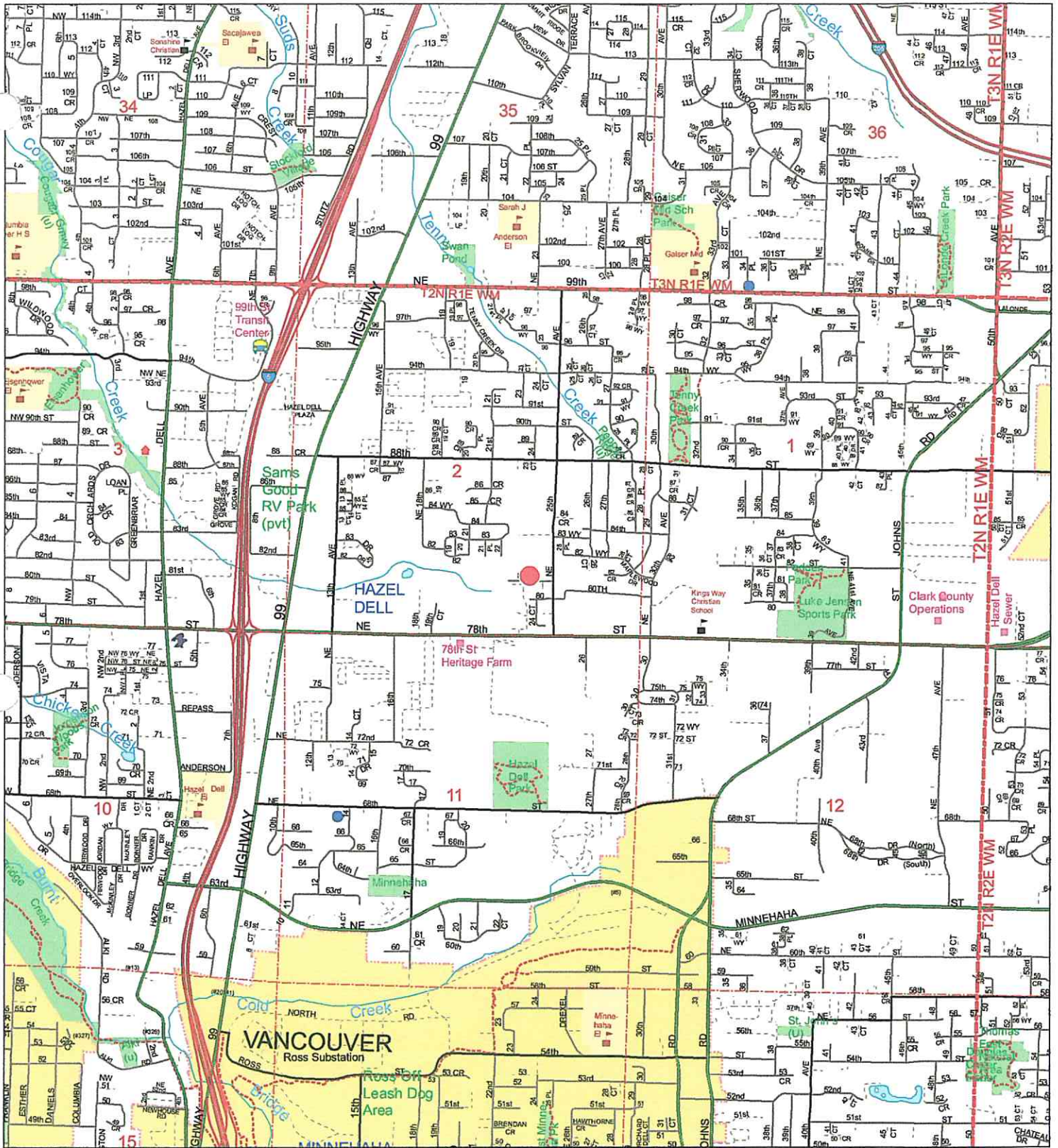
Printed: November 26, 2018

Expires: November 26, 2019

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### General Location

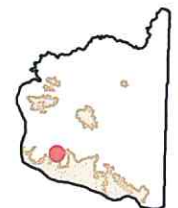
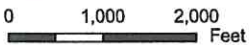
Account: 145032000  
 Owner: SADRI ASGHAR R  
 Address: 203 E RESERVE ST  
 C/S/Z: VANCOUVER, WA 98661

Printed on: November 26, 2018



Geographic Information System

● Location of Subject Property(s)



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

# Property Information Fact Sheet

## Mailing Information:

Account No.: 145032000  
Owner: SADRI ASGHAR R  
Address: 203 E RESERVE ST  
C/S/Z: VANCOUVER, WA 98661

Assessed Parcel Size: 1.99 Ac  
Property Type: PRIME DEVELOPABLE GROUND

---

## PARCEL LOCATION FINDINGS:

Quarter Section(s): SE 1/4,S02,T2N,R1E

Municipal Jurisdiction: Clark County

Urban Growth Area: Vancouver

Zoning: R1-6

Zoning Overlay: Highway 99 Overlay District,  
Single Family Residential

Comprehensive Plan Designation: UL

Columbia River Gorge NSA: No Mapping Indicators

Late-Comer Area: No Mapping Indicators

Trans. Impact Fee Area: Hazel Dell: Current,  
Hazel Dell 2016: End Date Dec. 31, 2016

Park Impact Fee District: 8

---

Neighborhood Association: NE Hazel Dell

School District: Vancouver

Elementary School: Eisenhower

Junior High School: Jefferson

Senior High School: Skyview

Fire District: FD 6

Sewer District: ClarkRegional

Water District: Clark Public Utilities

Wildland: No Mapping Indicators

---

## ENVIRONMENTAL CONSTRAINTS:

Soil Type(s): HoA, 100.0% of parcel

Hydric Soils: Non-Hydric, 100.0% of parcel

Flood Zone Designation: Outside Flood Area

CARA: Category 2 Recharge Areas

Rest Moratorium Area: No Mapping Indicators

Liquefaction Susceptibility: Very Low to Low

NEHRP: D

Slope: 0 - 5 percent, 75.9% of parcel

5 - 10 percent, 24.1%

Landslide Hazards: No Mapping Indicators

Slope Stability: No Mapping Indicators

Habitat and Species Resources:

Habitat and Species Impacts: No Mapping Indicators

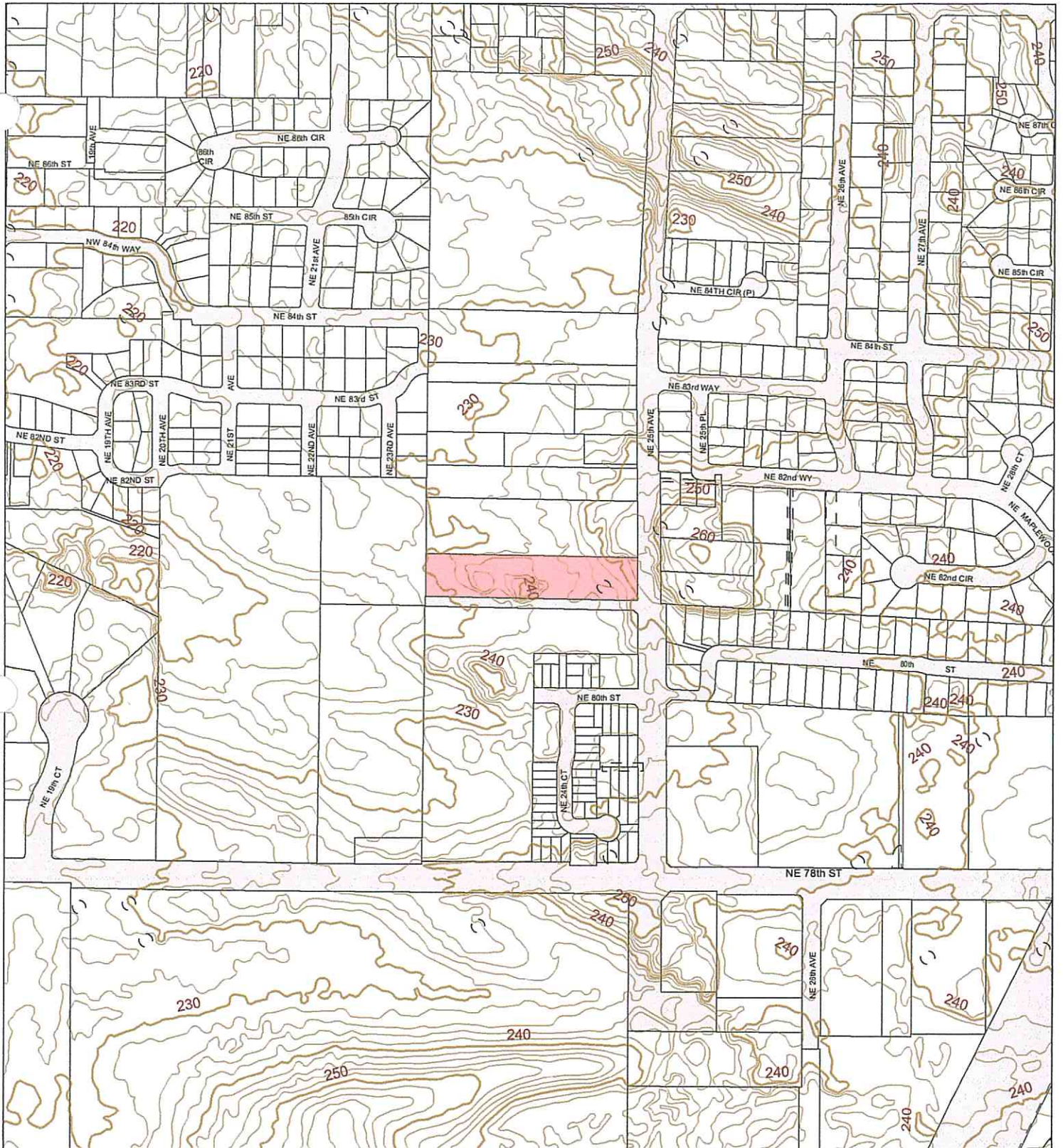
Cultural Resources:

Archeological Predictive: High, 81.8% of parcel

Moderate-High, 18.2%

Archeological Site Buffers: No Mapping Indicators

Historic Sites: No Mapping Indicators



### Elevation Contours

Account: 145032000  
 Owner: SADRI ASGHAR R  
 Address: 203 E RESERVE ST  
 C/S/Z: VANCOUVER, WA 98661

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

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31134	31135	31136
21103	21102	21101
21110	21111	21112

CLARK COUNTY, WASHINGTON

Geographic Information System

0 200 400 Feet

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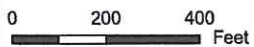
### 2016 Aerial Photography

Account: 145032000  
 Owner: SADRI ASGHAR R  
 Address: 203 E RESERVE ST  
 C/S/Z: VANCOUVER, WA 98661

Printed on: November 26, 2018



Geographic Information System



 Subject Property(s)

31134	31135	31136
21103	21109	21101
21110	21111	21112

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## 2016 Aerial Photography with Elevation Contours



Printed on: November 26, 2018

Account: 145032000  
 Owner: SADRI ASGHAR R  
 Address: 203 E RESERVE ST  
 C/S/Z: VANCOUVER, WA 98661

31134	31135	31136
21103	21102	21101
21110	21111	21112

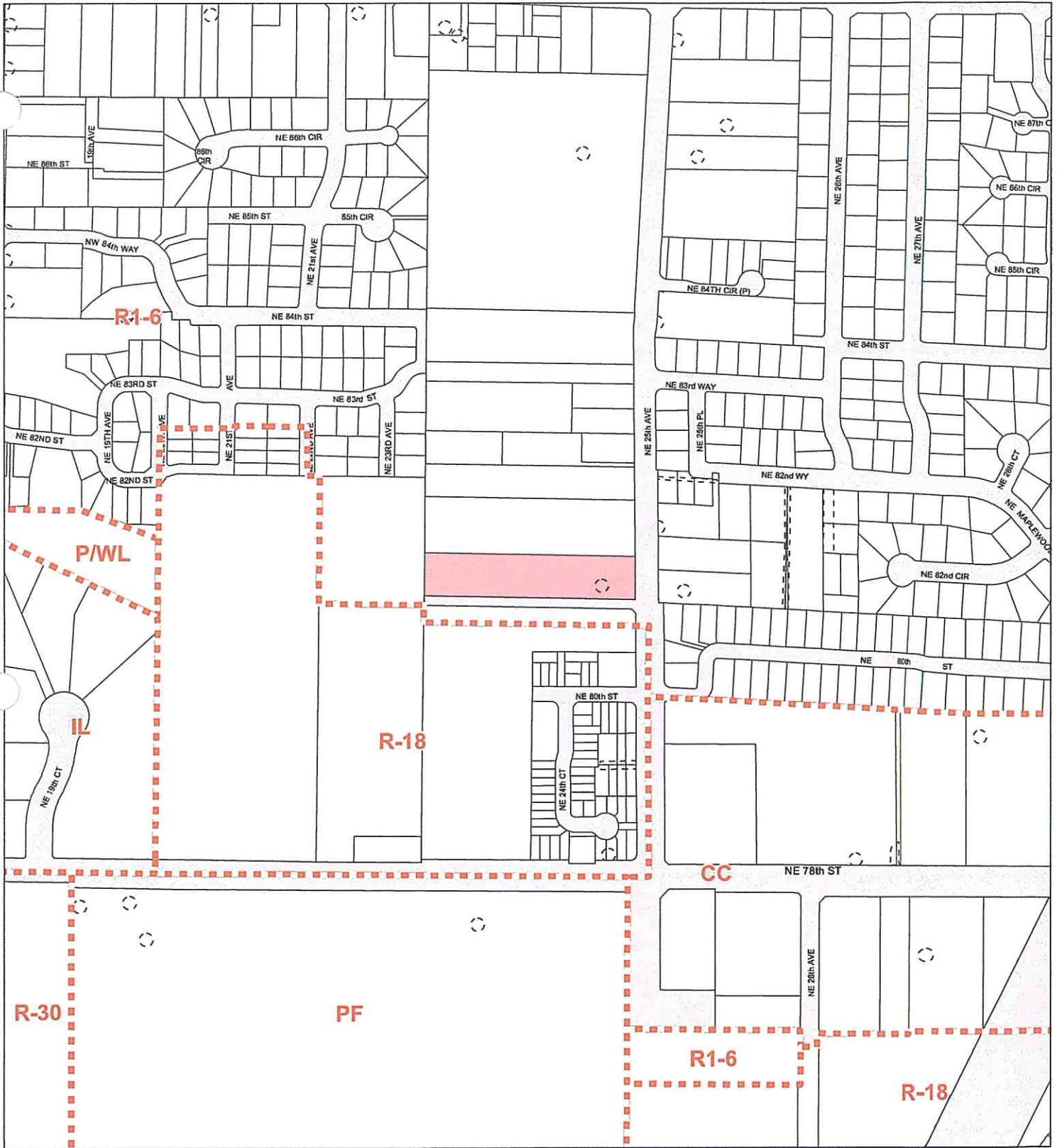


0 100 200 Feet

 Subject Property(s)  
 2' Elevation Contours

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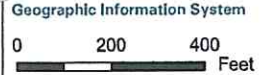




### Zoning Designations

Account: 145032000  
 Owner: SADRI ASGHAR R  
 Address: 203 E RESERVE ST  
 C/S/Z: VANCOUVER, WA 98661

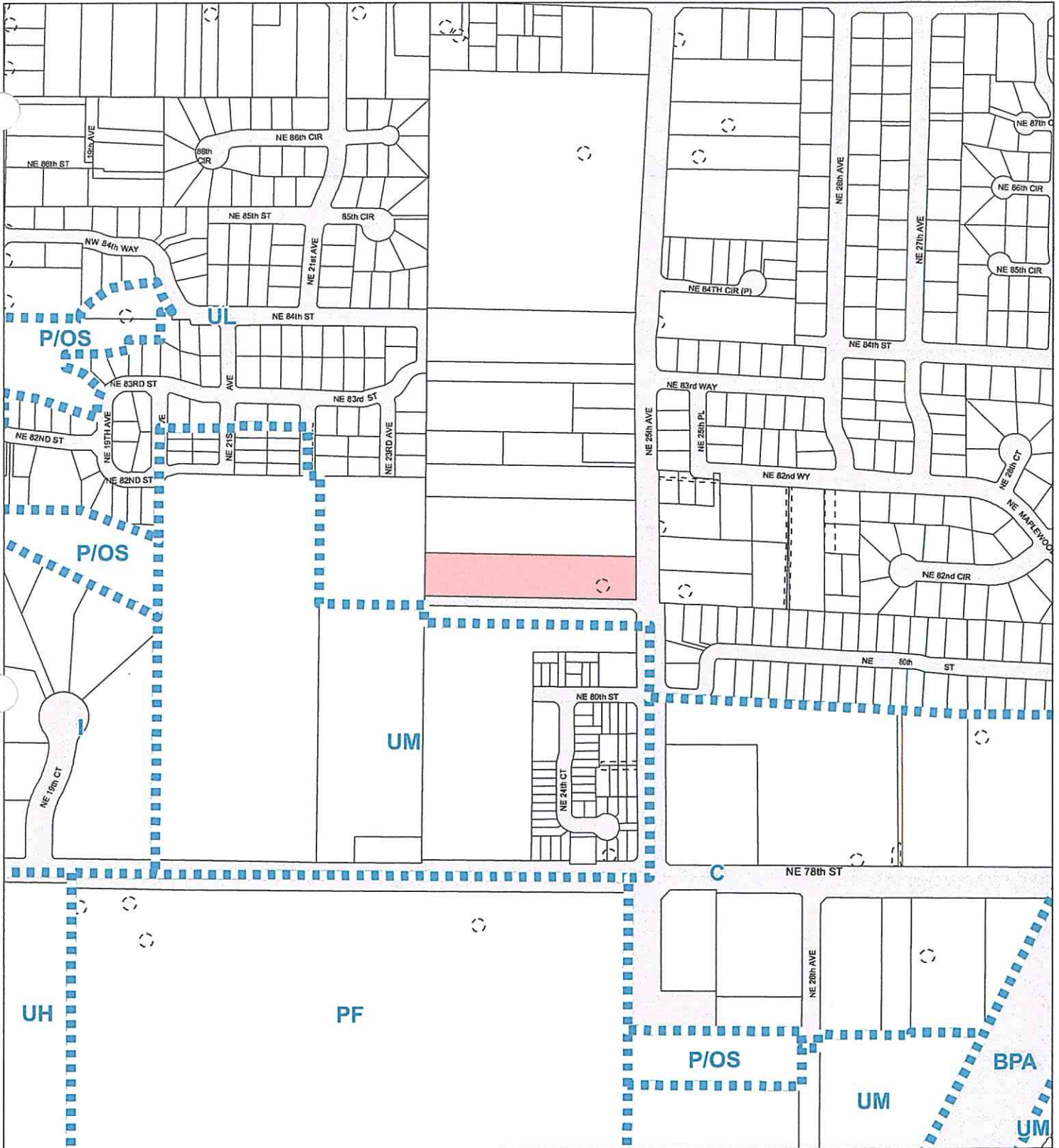
Printed on: November 26, 2018



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- 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

31134	31135	31136
21103	21109 	21101
21110	21111	21112



### Comprehensive Plan Designations

Account: 145032000  
 Owner: SADRI ASGHAR R  
 Address: 203 E RESERVE ST  
 C/SIZ: VANCOUVER, WA 98661

Printed on: November 26, 2018

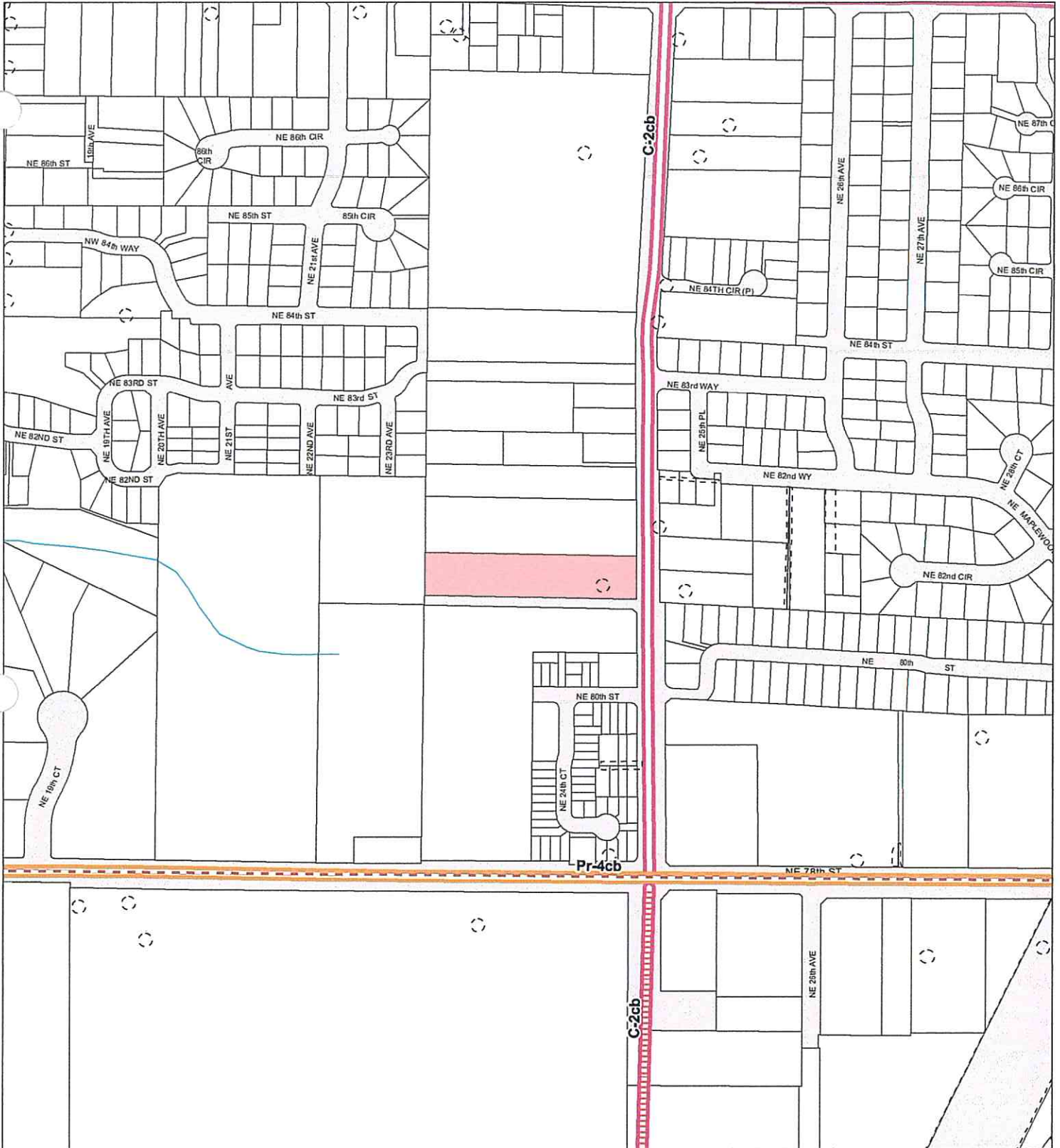


Geographic Information System  
 0 200 400 Feet

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
- Comprehensive Plan Boundary
- Urban Reserve
- Industrial Reserve
- Railroad Industrial Reserve
- Mining
- Rural Center Mixed Use
- Columbia River Gorge Scenic Area

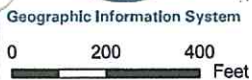
31134	31135	31136
21103	21109	21101
21110	21111	21112



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

Account: 145032000  
 Owner: SADRI ASGHAR R  
 Address: 203 E RESERVE ST  
 C/S/Z: VANCOUVER, WA 98661

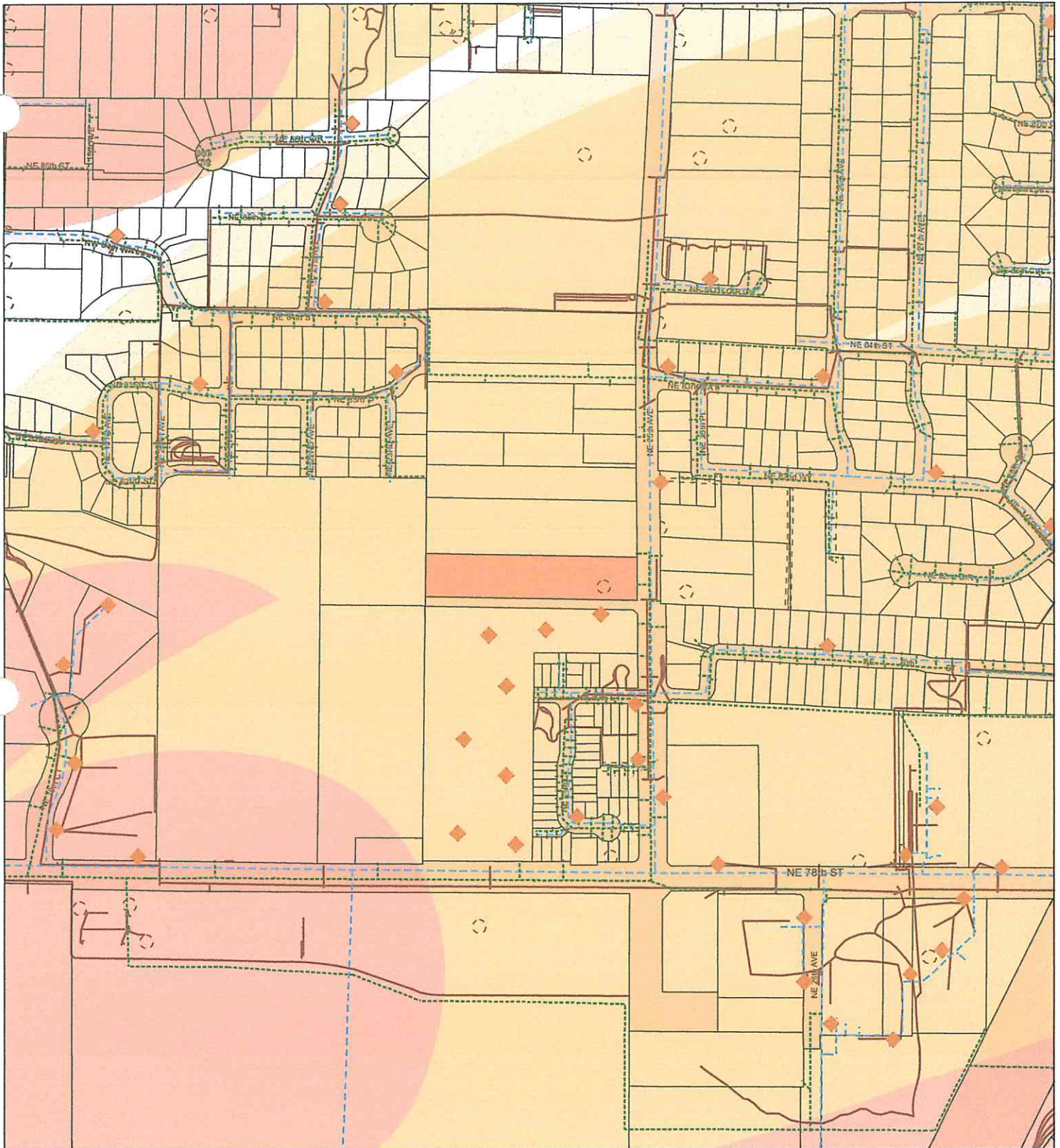
Printed on: November 26, 2016



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

31134	31135	31136
21103	21102	21101
21110	21111	21112



## Water, Sewer, and Storm Systems

Account: 145032000  
 Owner: SADRI ASGHAR R  
 Address: 203 E RESERVE ST  
 C/S/Z: VANCOUVER, WA 98661

- 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: November 26, 2018

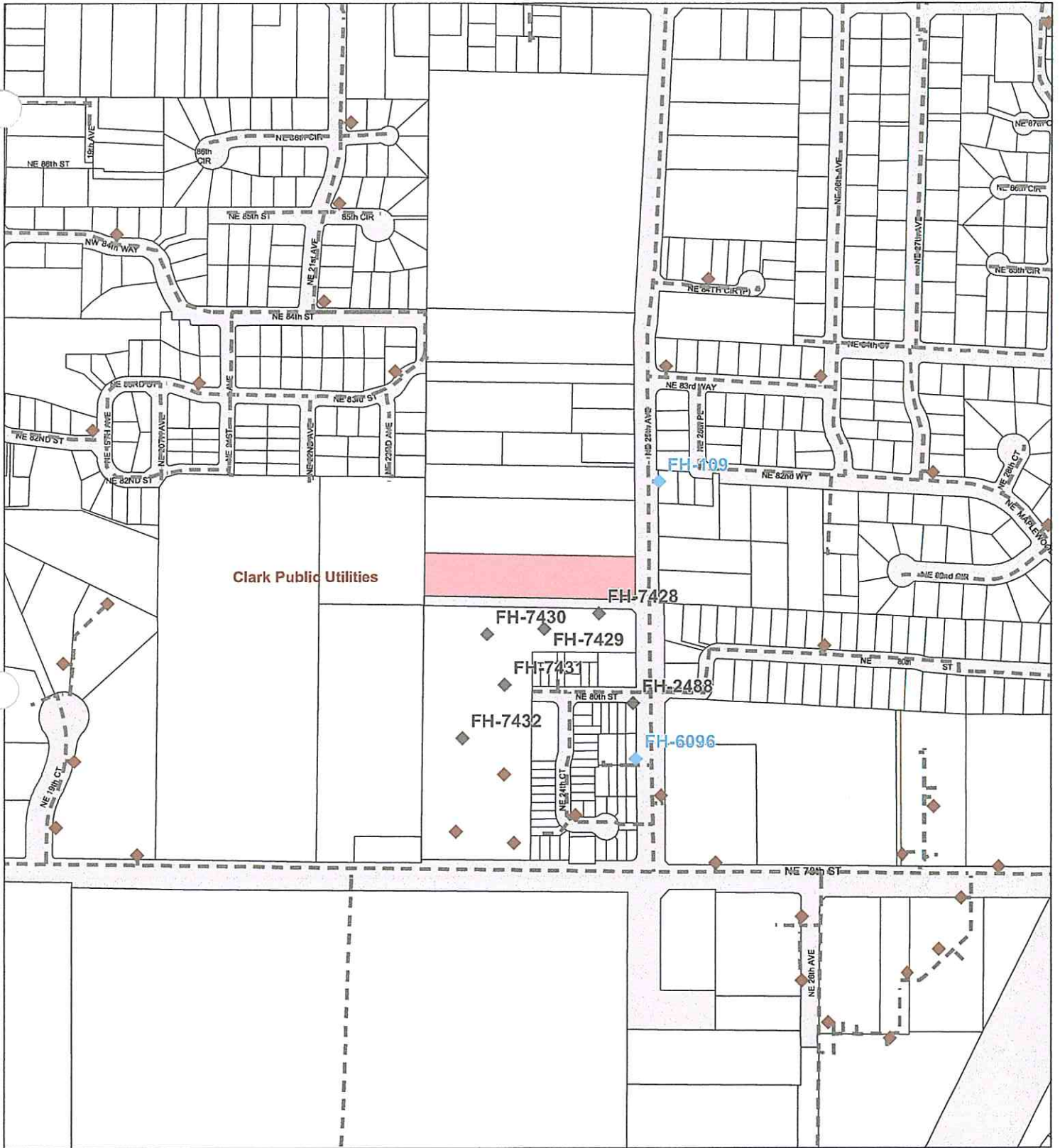
31134	31135	31136
21103	21109	21101
21110	21111	21112



Geographic Information System

0 200 400 Feet

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Clark Public Utilities

### Water Systems

Account: 145032000  
 Owner: SADRI ASGHAR R  
 Address: 203 E RESERVE ST  
 C/S/SZ: VANCOUVER, WA 98661

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- 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)

31134	31135	31136
21103	21102	21101
21110	21111	21112



0 200 400 Feet

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# Hydrant Fire Flow Details

Account No.: 145032000  
Owner: SADRI ASGHAR R  
Address: 203 E RESERVE ST  
C/S/Z: VANCOUVER, WA 98661

---

Water District(s)	Hydrant Data Update	Project Site Provider
Clark Public Utilities	January 1, 2017	Service Provider

## HYDRANT INFORMATION:

Hydrant ID	Hydrant Owner	Main Diameter	Flow at 20 PSI	Test Date	Distance to site
FH-7428	Clark Public Utilities	0.0"	No Data	None	43 ft
FH-7429	Clark Public Utilities	0.0"	No Data	None	93 ft
FH-7430	Clark Public Utilities	0.0"	No Data	None	112 ft
FH-109	Clark Public Utilities	12.0"	3662 GPM	August 30, 2012	236 ft
FH-7431	Clark Public Utilities	0.0"	No Data	None	264 ft
FH-2488	Clark Public Utilities	8.0"	No Data	None	313 ft
FH-7432	Clark Public Utilities	0.0"	No Data	None	428 ft
FH-6096	Clark Public Utilities	8.0"	3678 GPM	June 21, 2017	482 ft



### Soil Types

Account: 145032000  
 Owner: SADRI ASGHAR R  
 Address: 203 E RESERVE ST  
 C/S/Z: VANCOUVER, WA 98661

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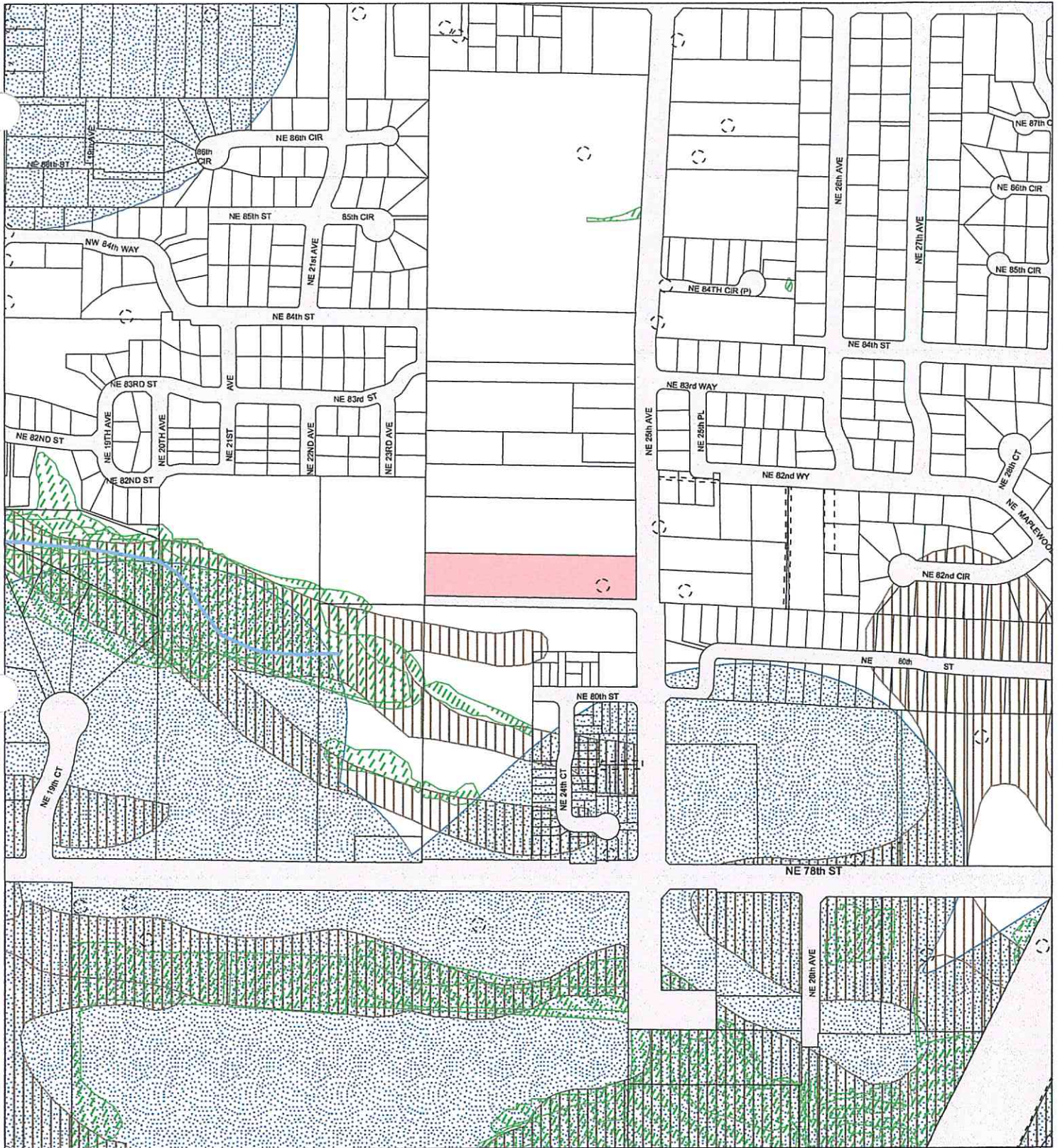
- Subject Property(s)
- Public Road
- Transportation or Major Utility Easement
- Soil Type Boundary

31134	31135	31136
21103	21102	21101
21110	21111	21112

Geographic Information System

0 200 400 Feet

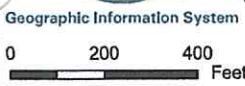
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### Environmental Constraints I

Account: 145032000  
 Owner: SADRI ASGHAR R  
 Address: 203 E RESERVE ST  
 C/S/Z: VANCOUVER, WA 98661

Printed on: November 26, 2018

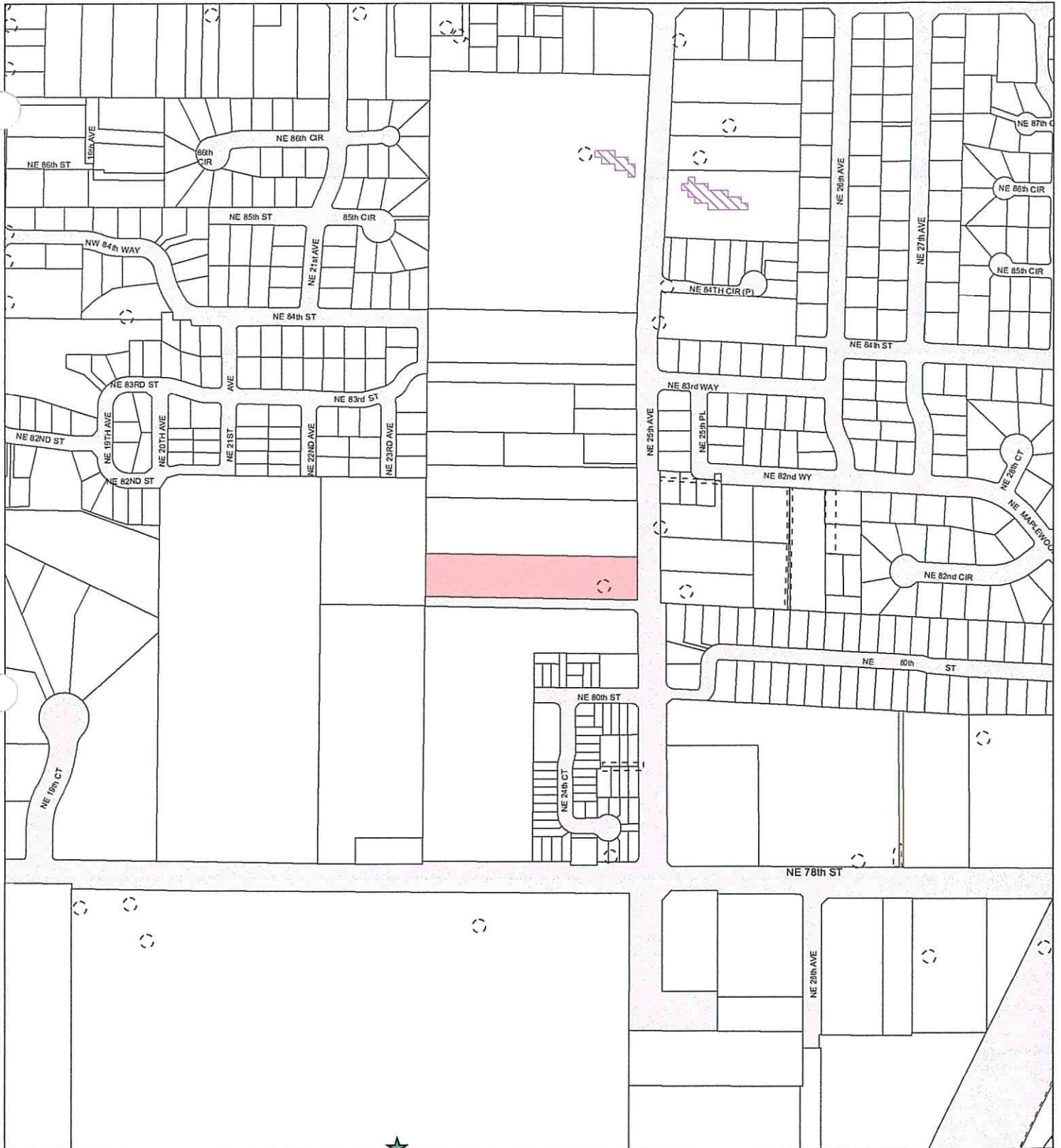


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- Subject Property(s)
- Riparian Habitat or Species Area
- Public Road
- Non-Riparian Habitat or Species Area
- Transportation or Major Utility Easement
- 100 year Floodplains
- Hydric Soils
- Floodway
- Wetland Inventory
- Shorelines
- CARA Category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

31134	31135	31136
21103	21102	21101
21110	21111	21112





### Environmental Constraints II

Account: 145032000  
 Owner: SADRI ASGHAR R  
 Address: 203 E RESERVE ST  
 C/S/Z: VANCOUVER, WA 98661

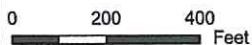
Printed on: November 26, 2018

- 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

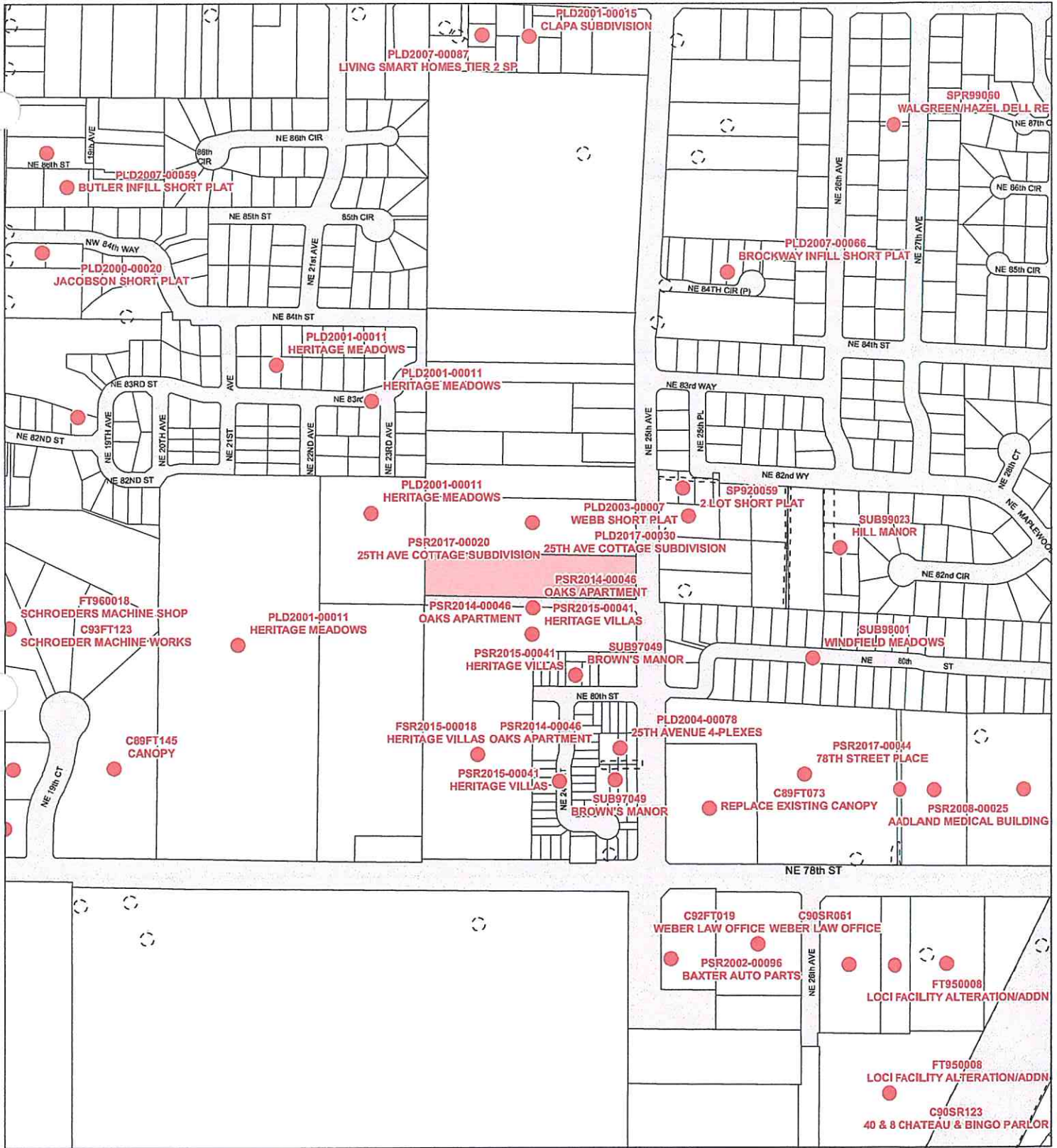
31134	31135	31136
21103	21102	21101
21110	21111	21112



Geographic Information System



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### Adjacent Development

Account: 145032000  
 Owner: SADRI ASGHAR R  
 Address: 203 E RESERVE ST  
 C/S/Z: VANCOUVER, WA 98661

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

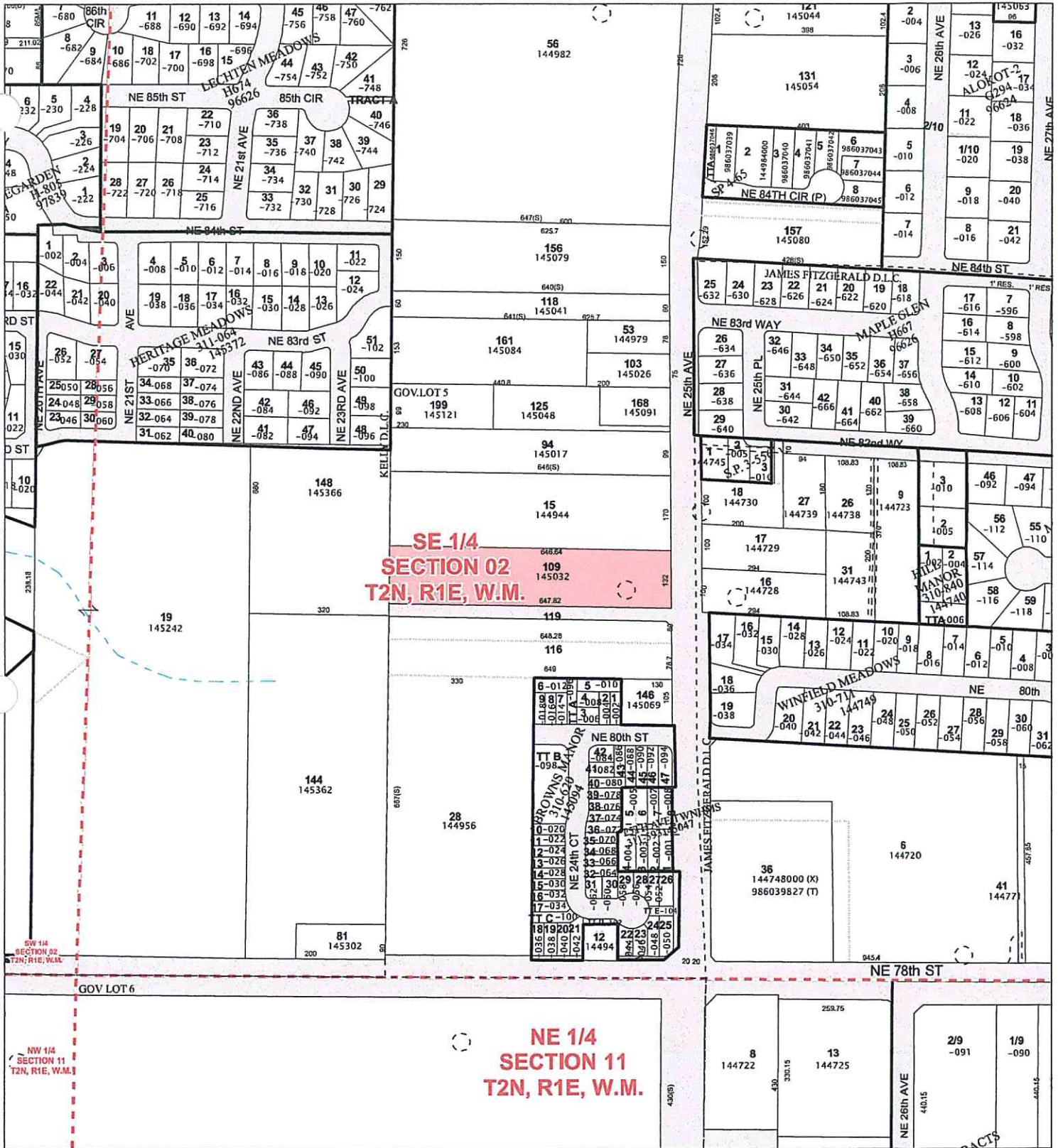
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Geographic Information System  
 0 200 400 Feet

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31134	31135	31136
21103	21102	21101
21110	21111	21112



### Quarter Section Parcels

Printed on: November 26, 2018

Account: 145032000  
 Owner: SADRI ASGHAR R  
 Address: 203 E RESERVE ST  
 C/S/Z: VANCOUVER, WA 98661

- 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

31134	31135	31136
21103	21102	21101
21110	21111	21112



Geographic Information System  
 0 150 300 Feet

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1 Application Narrative

2 Background

3 The applicant, Delta Management LLC, is requesting preliminary approval to amend the Comprehensive Plan  
4 and Zoning Designation for one parcel totaling 1.99 acres from Urban Low Density Residential (R1-6) to  
5 Urban Medium Density Residential (R-18). The property immediately south of the above-mentioned parcel  
6 (TI# 145032000) is zoned R-18 Urban Medium Density as well as several other properties surrounding said  
7 parcel. Since the planned site is currently a R1-6 zoning an amendment is being requested  
8

9 Existing Physical Conditions

10 The site is legally located in the SE Quarter of Section 02, Township 2N, Range 1E of the Willamette  
11 Meridian. Parcel 145032-000 is predominantly vacant and is dominated by grass, small trees and brush. The  
12 parcel currently contains a single-family residence (approximately 2,294 sq. ft.) and a General-Purpose  
13 building (approximately 600 sq. ft.) which will be demolished for the purposes of this development.  
14

15 According to Clark County GIS mapping the site is composed of 100% non-hydric HoA soils. 75.9% of the  
16 parcel has slopes between 0-5% while 24.1% has slopes between 5-10%. The map did not indicate that the  
17 parcels contained any wetlands priority habitat or protected species areas  
18

19 The parcel planned for development is zoned R1-6 or low-density Single-Family Residential. The adjacent  
20 plot to the north (144944-000) is zoned Residential (R1-6) and is currently used as single-family residential  
21 house. The neighboring plot to the west (145366-000) is also zoned R1-6 or low-density Single-Family  
22 Residential and is currently vacant land. The plot to the east (144728-000) is zoned R-16 and is currently has  
23 one single family home residing on the parcel. The parcel to the south of the development (144956-000) is  
24 zoned R-18 and has been developed as an apartment complex.  
25

26 Existing Land Uses and Land Use Planning

27 The property is part of a larger area of approximately 2,400 acres, identified by the County as the “Highway  
28 99 Sub-Area Plan” (HWY99 Plan), for which a subarea plan was prepared in 2008. The Highway 99 Sub-Area  
29 Plan was amended in August of 2010 under Ord. 2010-7-07. The HWY99 Plan is separated into four  
30 different kinds of planning areas, each with distinct character and existing conditions. This property is located  
31 in the “Residential Overlay”.  
32

33 Approval Criteria

34 The following narrative details how this requested amendment meets the approval criteria of CCC 40.560.010  
35 and how this requested amendment advances the intentions of the HWY 99 Subarea Plan, as a component of  
36 Clark County’s Comprehensive Plan:  
37

38 Comprehensive Plan designation changes may only be approved if all the following criteria are met  
39 (40.560.010G):  
40

- 41 1. *The proponent shall demonstrate that the proposed amendment is consistent with the Growth Management Act (RCW*  
42 *36.70.A) and requirements, the Countywide Planning Policies, the Community Framework Plan, the Comprehensive Plan,*  
43 *applicable city comprehensive plans, applicable capital facilities plans and official population growth forecast; and*  
44

45 *A. The Growth Management Act*  
46

47 *The GMA goals set the general direction for the county in adopting its framework plan and comprehensive plan; policies;*  
48 *The GMA lists thirteen overall goals in RCVV 36.70.A.020 plus the shoreline goal added in RCVV 36.70.A.480(1).*  
49 *The goals are not listed in order of priority. The GMA goals that apply to the proposed action are Goals 1, 2, 3, and 4.*  
50

51 *(1) Urban growth. Encourage development in urban areas where adequate public facilities and services exist or can be*  
52 *provided in an efficient manner.*  
53

54 Urban growth is proposed as part of this plan/ zone change. This project is proposing growth that is  
55 consistent with urban development and land use policies. Adequate public services can be provided  
56 for water and sewer service (See Clark Regional Wastewater District Utility Review and CPU's  
57 RUR). The existing public road system provides adequate transportation service to the site as  
58 described in the traffic report provided by H. Lee and Associates attached with the application. The  
59 change from UL R1-6 zoning to UM R-18 zoning does increase the number of average daily trips  
60 from 95 to 247. This is an increase of 152 average daily trips. The increase in trips generated by the  
61 build out of the proposed rezone is negligible compared to the existing zoning impacts.  
62

63 *(2) Reduce sprawl. Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.*  
64

65 This Proposal will help reduce urban sprawl. The proposal to change the zoning from R1-6 to R-18  
66 encourages medium-density residential uses and better utilizes the 2-acre site.  
67

68 *(3) Transportation. Encourage efficient multimodal transportation systems that are based on regional priorities and*  
69 *coordinated with county and city comprehensive plans.*  
70

71 This proposal would permit up to 35 new apartments. The existing urban road system provides  
72 adequate access and transportation service to the site as shown in the traffic report included in the  
73 application that was prepared by H. Lee and Associates. Road improvements, as required, will  
74 enhance public circulation in the surrounding area.  
75

76 *(4) Housing. Encourage the availability of affordable housing to all economic segments of the population of this state,*  
77 *promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.*  
78

79 This proposal will increase the existing housing stock. Housing types are also limited to medium-  
80 density residential which will reduce urban sprawl. The demand for affordable housing is high in  
81 Clark County. There are very few opportunities for low income renters to establish necessary  
82 residency close to places of employment. This proposal will provide an opportunity for renters to live  
83 very close to large employers, reduce transportation costs, and provide a higher standard of living.  
84 Development of this site for Urban Medium Density residential use can help address a significant  
85 need for added multi-family and affordable housing in Clark County in a manner that is compatible  
86 with and supports other nearby land uses.  
87

88 *(5) Economic development. Encourage economic development throughout the state that is consistent with adopted*  
89 *comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for*  
90 *disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses,*  
91 *recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing*  
92 *insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.*  
93

94 This project would provide economic development opportunities in the construction sector of the  
95 County's economy on an underutilized piece of property.

96  
97 *B. Countywide Planning Policies*

98  
99 Countywide Planning Policies are discussed in Chapter 1, Section 1 of the Comprehensive Plan. The  
100 parcel is located in an urban area with all necessary infrastructure adjacent to the site. This proposal  
101 is compatible with Countywide Planning Policies.

102  
103 *C. The Community Framework Plan*

104  
105 In the Comprehensive Plan, under the Community Framework Planning Process, a primary goal of  
106 the plan is to provide housing in close proximity to jobs resulting in shorter vehicle trips and allow  
107 densities along public transit corridors that support high capacity transit, either bus or light rail. The  
108 proposal will provide much needed housing adjacent to Commercial, Light Industrial, and Business  
109 Park properties. The proposed zone change requests infill development that enhances the existing  
110 community character and provides a mix of housing types. Framework Plan Policy 2.1.6 states that  
111 all cities and towns are to encourage infill housing as the first priority for meeting the housing needs  
112 of the community. There is considerable latent demand from the recession that has yet to be fully  
113 addressed. And resident choices have changed -favoring more rental and multi-family housing  
114 opportunities than historically has been the case. This proposal is compatible with the other policies  
115 listed in the Community Framework Plan.

116  
117 *D. The Comprehensive Growth Management Plan*

118  
119 *The Clark County Comprehensive Plan contains many policies that guide urban form and efficient land use patterns. The most*  
120 *relevant goals and policies applicable to this application are as follows:*

121  
122 *"Goal: Encourage more compact and efficiently served urban forms and reduce the inappropriate conversion of land to*  
123 *sprawling, low density development."*

124  
125 *1.3.1 "Urban densities and uses may occur throughout the urban growth area if it is provided with adequate*  
126 *services. Development and redevelopment in the UGA should be strongly encouraged to occur in greater*  
127 *intensity in major centers, transit routes and other areas characterized by both existing higher density urban*  
128 *development and existing urban services. Development and redevelopment should be encouraged to occur with*  
129 *less intensity in areas where urban development is of lower density or has not yet occurred, or in areas where*  
130 *urban services do not yet exist."*

131  
132 The proposed rezone of this land is consistent with the type and intensity of uses expected in the  
133 Urban Growth Area. The anticipated use of this site for the development of multifamily housing is  
134 consistent with the type and intensity of uses expected in the Urban Growth Area. Water and sewer  
135 service in this area are provided by Clark Public Utilities and Clark Regional Wastewater District.  
136 The site is located off NE 78th Street, and is served by CTRAN bus route #78 and by Fire District 6.  
137 The proposed amendment is-consistent with polices in the 2016 Plan.

138  
139 *2. The proponent shall demonstrate that the designation is in conformance with the appropriate locational criteria identified in*  
140 *the plan; and*

141

142 This designation is in conformance with the appropriate locational criteria identified in the plan. It  
143 meets the intent and the criteria of the Urban Medium Density (R-18) zone. With respect to the  
144 proposed comprehensive designation and zoning, this parcel can and will meet the intent and  
145 criteria of the Urban Medium Density (R-18) zoning.  
146

147 Per Clark County Code 40.210.020.A (1):

148 (1) *The residential (R-12, R-18, R-22, R-30 and R-43) districts are intended to provide for medium and higher density*  
149 *residential development based upon consistency with the comprehensive plan and compatibility with surrounding land*  
150 *uses. The following factors will be considered in the application of one (1) of these districts to a particular site:*

- 151
- 152 a) *Properties designated urban medium density residential on the comprehensive plan should not exceed a density of*  
153 *R-22. Urban high-density residential areas are appropriate for densities in the R-30 and R-43 districts.*
- 154
- 155 b) *Proximity to major streets and the available capacity of these streets, adequacy of public water and sewer, vehicular*  
156 *and pedestrian traffic circulation in the area, proximity to commercial services and proximity to public open space*  
157 *and recreation opportunities. Development within these districts will be reviewed to ensure compatibility with*  
158 *adjacent uses including such considerations as privacy, noise, lighting and design.*  
159

160 This site meets the intent and all of the applicable criteria for Urban Medium Density zoning  
161 districts.

- 162 a) The proposed zoning is Urban Medium Density (R-18) zoning not exceeding the Urban  
163 High-Density zoning, meeting this criterion.  
164
- 165 b) The site is located off NE 78th street, a major four-lane principal arterial, which based off the  
166 traffic study supplied with this application, has plenty of capacity to handle the anticipated  
167 new daily trips. The site has the availability of public water and sewer. The existing road  
168 infrastructure and pedestrian circulation is available and is more than adequate to serve the  
169 site. The site is in close proximity to commercial services. NE Highway 99 is 2 miles to the  
170 west and provides a significant amount of commercial services. Additionally, 2.25 miles to  
171 the east Costco and other commercial venues are readily available to this site. The site is  
172 adjacent to Luke Jensen Sports Park and close NE Padden Parkway Trail east of the site.  
173

174 3. *The map amendment or site is suitable for the proposed designation and there is a lack of appropriately designated*  
175 *alternative sites within the vicinity; and*  
176

177 The map amendment is suitable for the proposed designation. It meets the intent and the criteria of  
178 the Urban Medium Density (R-18) zone. There is R-18 zoning directly south of the site. The adjacent  
179 Heritage Villas/ Oaks Apartments is now built out; this project in conjunction with the one  
180 proposed could be suitable for integration.  
181

182 There is strong demand for more multi-family housing in Clark County. This is the case for the 78th  
183 Street corridor which has experienced newer single-family attached and detached housing  
184 development but remains underserved with multi-family development  
185

186 Based on U.S. Census data from the American Community Survey (ACS), about one-half of all  
187 renters in Clark County are currently paying 30% or more of their income for housing.<sup>1</sup> While a

---

<sup>1</sup> Source is the U.S. Census, American Community Survey, "Housing Cost as a % of Income by "Tenure" (2011-15), table DP04.

188 determination of unit mix and pricing has yet to be determined for the site, the property and location  
189 present a unique opportunity to improve housing affordability for Clark County residents. Location  
190 on the 78th Street corridor should provide opportunity to deliver a more price-conscious and cost-  
191 effective multi-family residential product than would be the case at other higher cost sites elsewhere  
192 in Clark County that are similarly zoned as proposed here.  
193

194 This proposal will allow for the creation of medium-density residential buildouts in an area where  
195 currently zoned R-18 parcels are unable to develop due to environmental restraints or already  
196 developed land with no foreseeable redevelopment in the near future.  
197

198 4. *The plan map amendment either:*

199 *(a) responds to a substantial change in conditions applicable to the area within which the subject property lies;*

200 *(b) better implements applicable comprehensive plan policies than the current map designation; or*

201 *(c) corrects an obvious mapping error; and*  
202

203 The proposed amendment addresses this requirement by b) better implementing applicable  
204 comprehensive plan policies than the current map designation. The site is located in an area lacking  
205 in developable medium density parcels. The R-18 parcels to the South are being utilized by an  
206 already built out apartment complex as well as a subdivision. If this site is rezoned to an R-18 zoning  
207 designation, it will provide the opportunity to develop future multifamily housing. This will assist in  
208 supplying the high demand for affordable multifamily housing. The demand for affordable housing  
209 is high in Clark County. The change in comprehensive plan designation and zoning designation will  
210 help alleviate this demand more effectively than keeping the current zoning designation.  
211

212 5. *Where applicable, the proponent shall demonstrate that the full range of urban public facilities and services can be adequately*  
213 *provided in an efficient and timely manner to serve the proposed designation. Such services may include water, sewage, storm*  
214 *drainage, transportation, fire protection and schools. Adequacy of services applies only to the specific change site*  
215

216 All public facilities are available and adequate to serve the site. This proposal will not materially  
217 affect any of the services required for R-18 residential development. The site is located in an urban  
218 area, which has all of those services readily available.  
219

#### 220 Zoning Map Change

221 *The concurrent Zone change may only be approved if all of the following criteria are met (40.560.020G):*  
222

223 1. *Requested zone change is consistent with the comprehensive plan map designation.*  
224

225  
226 A comprehensive plan map designation change is requested with the zone change proposal. If the  
227 map designation change is approved; the corresponding zone change will be consistent with the  
228 new designation.  
229

230 2. *The requested zone change is consistent with the plan policies, locational criteria, and the purpose statement of the*  
231 *zoning district;*  
232

233 The zone change is consistent with these criterion as discussed previously in this narrative.  
234

235 3. *The zone change, either:*



- *Responds to a substantial change in conditions applicable to the area within which the subject property lies;*
- *Better implements applicable comprehensive plan policies than the current map designation; or*
- *Corrects an obvious mapping error.*

The zone change responds to a substantial change in conditions applicable to the area within which the subject property lies due to a change in market conditions. The site is located in an area lacking in developable medium density parcels. The R-18 parcels to the South are being utilized by an already built out apartment complex as well as a subdivision. If this site is rezoned to an R-18 zoning designation, it will provide the opportunity to develop future multifamily housing. This will assist in supplying the high demand for affordable multifamily housing. The demand for affordable housing is high in Clark County. The change in comprehensive plan designation and zoning designation will help alleviate this demand more effectively than keeping the current zoning designation.

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

All public facilities are available and adequate to serve the site. This proposal will not materially affect any of the services required for R-18 residential development. The site is located in an urban area, which has all of those services readily available. Water and sewer service in this area are provided by Clark Public Utilities and Clark Regional Wastewater District. The site is located off NE 78th Street, and is served by CTRAN bus route #78 and by Fire District 6. The existing road infrastructure and pedestrian circulation is available and is more than adequate to serve the site. The site is in close proximity to commercial services. NE Highway 99 is 2 miles to the west and provides a significant amount of commercial services. Additionally, 2.25 miles to the east Costco and other commercial venues are readily available to this site. The site is adjacent to Luke Jensen Sports Park and close NE Padden Parkway Trail east of the site.

Additional Discussion and Summary

This request meets the current needs of Clark County by allowing the opportunity to construct multi-family dwellings in a time of need. The R-18 designation is a desirable zoning for this type of location. The applicant plans on submitting a market study, even though not required, prior to issuance of the staff report on this application.

Additionally, the county is experiencing a drastic upward change in home and rental pricing which is leaving many struggling to find affordable housing. This site, if zoned R-18, could provide this much needed affordable housing.

Furthermore, the proposed rezone still meets the intentions and applicability of the Highway 99 Sub-Area Plan and Highway 99 Overlay. If the Comprehensive plan and zoning designation were to change to an R-18 Zone then consequentially the overlay standards for this property would change as well. The new Overlay standard would be changed to a Mixed Residential Overlay rather than single-family. While no plan has yet been prepared by the applicant, all approval criteria relating to the Overlay would still need to be met.

The request for a zone-change approval for this project has been shown to be consistent with the applicable standards of Clark County, with the adopted policies of the Comprehensive Plan, and

283 with the Urban Growth Area Guidelines. The applicant respectfully requests approval of this  
284 application.

# **REPORT**

## **NE 25<sup>th</sup> Avenue Subdivision Annual Review Rezone Traffic Impact Study**

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January 25, 2019

**H. Lee & Associates, PLLC**

**NE 25<sup>th</sup> AVENUE SUBDIVISION ANNUAL REVIEW REZONE  
TRAFFIC IMPACT STUDY**



Prepared for:

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January 25, 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 145032-000 in Clark County, Washington. The project site is located at 8106 NE 25<sup>th</sup> Avenue. The existing parcel is approximately 1.99 acres and is currently zoned R1-6. The rezone proposal is to change the existing zoning from R1-6 to R-18. There is one existing single-family detached home on-site that will be demolished upon construction of the development of the property. Figure 1 shows the project vicinity.

#### Project Description

The build out of the existing R1-6 zoning was based on Clark County Code (CCC) Table 40.210.020-2. Based on CCC Table 40.220.010-4., the maximum density for the R1-6 zoning is 5.8 dwelling unit per acre. Applying the maximum density for the R1-6 zoning to the size of the project site yields a build out of 11 single-family detached dwelling units.

The build out of the proposed R-18 zoning was based on Clark County Code (CCC) Table 40.210.020-2. Based on CCC Table 40.220.020-5., the maximum density for the R-18 zoning is 18 dwelling unit per acre. Applying the maximum density for the proposed R-18 zoning to the size of the project site yields a build out of 35 single-family attached 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:

- NE 25<sup>th</sup> Avenue/NE 88<sup>th</sup> Street
- NE 25<sup>th</sup> Avenue/NE 78<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 95 daily, 7 A.M. peak hour (2 in, 5 out), and 10 P.M. peak hour (6 in, 4 out) net new trips.

The “Proposed Zoning Build Out” is expected to generate 247 daily, 15 A.M. peak hour (4 in, 11 out), and 19 P.M. peak hour (12 in, 7 out) net new trips.

The “Proposed Zoning Build Out” is expected to generate 152 more daily, 8 more A.M. peak hour (2 in, 6 out), and 9 more P.M. peak hour (6 in, 3 out) net new trips. The increase in trips generated by the build out of the proposed rezone is negligible compared to the existing zoning impacts.

- The study area intersections are projected to operate at acceptable levels of service in the 2039 “Existing Zoning Build Out” and 2039 “Proposed Zoning Build Out” conditions.
- All of the study area roadway segment v/c ratios are all within the acceptable standard 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 NE 25<sup>th</sup> Avenue property will not result in any significant degradation in traffic conditions nearby the project site.

NE 25th Avenue Subdivision Annual Review Rezone TIA  
Clark County, WA

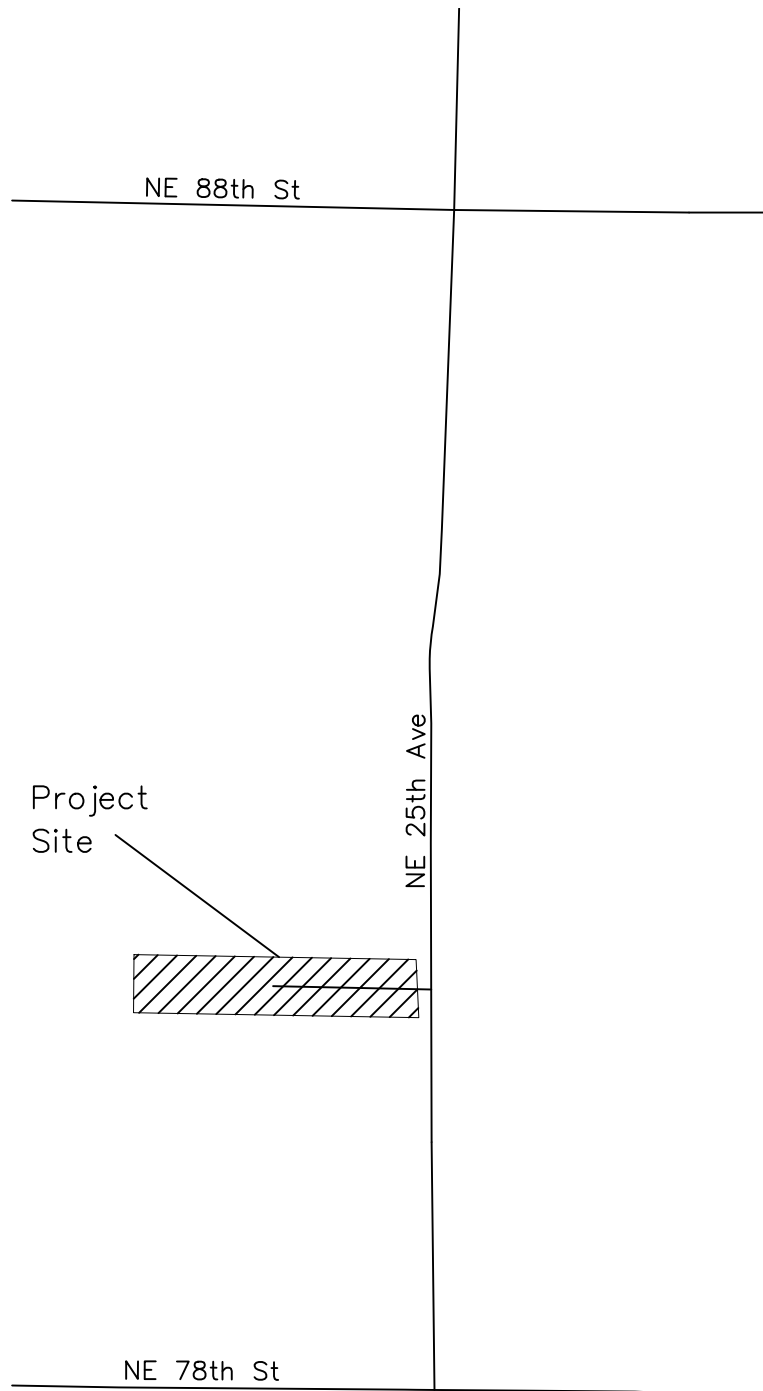


FIGURE 1  
Site Vicinity Map



## SECTION II EXISTING CONDITIONS

### SITE CONDITION AND ADJACENT LAND USE

There is one existing single-family detached home on-site that will be demolished upon construction of the development. Vacant land exists immediately to the west. Residential uses surround the remainder of 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.

**NE 25<sup>th</sup> Avenue:** NE 25<sup>th</sup> Avenue is a two-to-three lane collector (C-2cb) roadway. Sidewalks and bike lanes exist along both sides of the roadway. The posted speed limit is 30 mph.

**NE 78<sup>th</sup> Street:** NE 78<sup>th</sup> Street west of NE 18<sup>th</sup> Avenue is a four-lane principal arterial (Pr-4cb) with a center left turn lane/median and additional turn lanes at major intersections. This section of NE 78<sup>th</sup> Street has sidewalks and bike lanes along both sides of the roadway and a posted speed limit of 35 mph. NE 78<sup>th</sup> Street between NE 18<sup>th</sup> Avenue and NE 52<sup>nd</sup> Court is a four-lane principal arterial (Pr-4cb) with a center left turn lane and additional turn lanes at major intersections. This section of NE 78<sup>th</sup> Street has sidewalks and bike lanes along both sides of the roadway and a posted speed limit of 45 mph. NE 78<sup>th</sup> Street east of NE 52<sup>nd</sup> Court is a two-to-three lane minor arterial (M-2cb) with additional turn lanes at major intersections. This section of NE 78<sup>th</sup> Street has intermittent sidewalks and bike lanes along both sides of the roadway and posted speed limit of 40 mph.

**NE 88<sup>th</sup> Street:** NE 88<sup>th</sup> Street is a two-lane collector (C-2cb) with additional turn lanes at major intersections. Sidewalks and bike lanes exist on both sides of the roadway. The posted speed limit is 35 mph.

As part of this study, levels of service analyses were performed for the following intersections:

- NE 25<sup>th</sup> Avenue/NE 88<sup>th</sup> Street
- NE 25<sup>th</sup> Avenue/NE 78<sup>th</sup> Street

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 intersections by H. Lee & Associates, PLLC (HLA) in January 2019. 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 3. The existing traffic counts can be referenced in Appendix A.

## 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 intersections 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 intersections are summarized in Table 1a. As shown in Table 1a, all of the signalized intersection individual movements are projected to operate within Clark County's concurrency standard of an average delay of less than two (2) cycle lengths or two hundred forty (240) seconds (whichever is less) in the existing

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

condition. Appendix B contains the levels of service worksheets for the existing condition.

Part of the traffic study requirements is to calculate v/c ratios of the roadway segments identified in the pre-application conference report per CCC 40.350.020.G.1.a and Table 40.350.020-1. Table 1b summarizes the v/c ratios for the study area roadway segments for the existing condition. The peak hour traffic volumes were taken from Figure 3 and the capacities were based on the roadway functional classifications and CCC Table 40.350.020-1. Per CCC 40.350.020.G.1.a, the study area roadway segment v/c ratio standard is 0.90. As shown in Table 1b, all of the study area roadway segment v/c ratios are all within the acceptable standard in the existing condition.

**Table 1a. Existing Levels of Service**

Signalized Intersection	P.M. Peak Hour	
	LOS	Average Delay (sec)
NE 88 <sup>th</sup> Street/NE 25 <sup>th</sup> Avenue		
Eastbound Left	A	7.9
Eastbound Through/Right	B	10.3
Westbound Left	A	7.8
Westbound Through/Right	B	11.0
Northbound Left	B	11.3
Northbound Through/Right	B	11.4
Southbound Left	B	13.0
Southbound Through/Right	B	10.4
Overall	B	10.8
NE 78 <sup>th</sup> Street/NE 25 <sup>th</sup> Avenue		
Eastbound Left	A	4.4
Eastbound Through	A	3.2
Westbound Through/Right	A	7.5
Southbound Left	C	20.8
Southbound Right	B	15.5
Overall	A	6.3

**Table 1b. Existing V/C Ratios for Study Area Roadway Segment**

Roadway Segment	P.M. Peak Hour Volume	Capacity	P.M. V/C Ratio
NE 88 <sup>th</sup> Street			
West of NE 25 <sup>th</sup> Avenue – EB	344	900	0.38
West of NE 25 <sup>th</sup> Avenue – WB	316	900	0.35
East of NE 25 <sup>th</sup> Avenue – EB	392	900	0.44
East of NE 25 <sup>th</sup> Avenue – WB	372	900	0.41

<sup>1</sup>The traffic volume is the average of the upstream and downstream traffic volumes of the roadway segment.

**Table 1b. Existing V/C Ratios for Study Area Roadway Segment Continued**

Roadway Segment	P.M. Peak Hour Volume	Capacity	P.M. V/C Ratio
NE 78 <sup>th</sup> Street			
West of NE 25 <sup>th</sup> Avenue – EB	1,096	1,800	0.61
West of NE 25 <sup>th</sup> Avenue – WB	700	1,800	0.39
East of NE 25 <sup>th</sup> Avenue – EB	1,096	1,800	0.61
East of NE 25 <sup>th</sup> Avenue – WB	764	1,800	0.42
NE 25 <sup>th</sup> Avenue			
North of NE 88 <sup>th</sup> Street – NB	272	900	0.30
North of NE 88 <sup>th</sup> Street – SB	180	900	0.20
NE 88 <sup>th</sup> Street to NE 78 <sup>th</sup> Street – NB <sup>1</sup>	256	900	0.28
NE 88 <sup>th</sup> Street to NE 78 <sup>th</sup> Street – SB <sup>1</sup>	182	900	0.20

<sup>1</sup>The traffic volume is the average of the upstream and downstream traffic volumes of the roadway segment.

## ACCIDENT HISTORY

Accident data was obtained from the Washington State Department of Transportation (WSDOT) for the five year period between January 1, 2014 and January 1, 2019. 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 intersections. Appendix C contains the accident data.

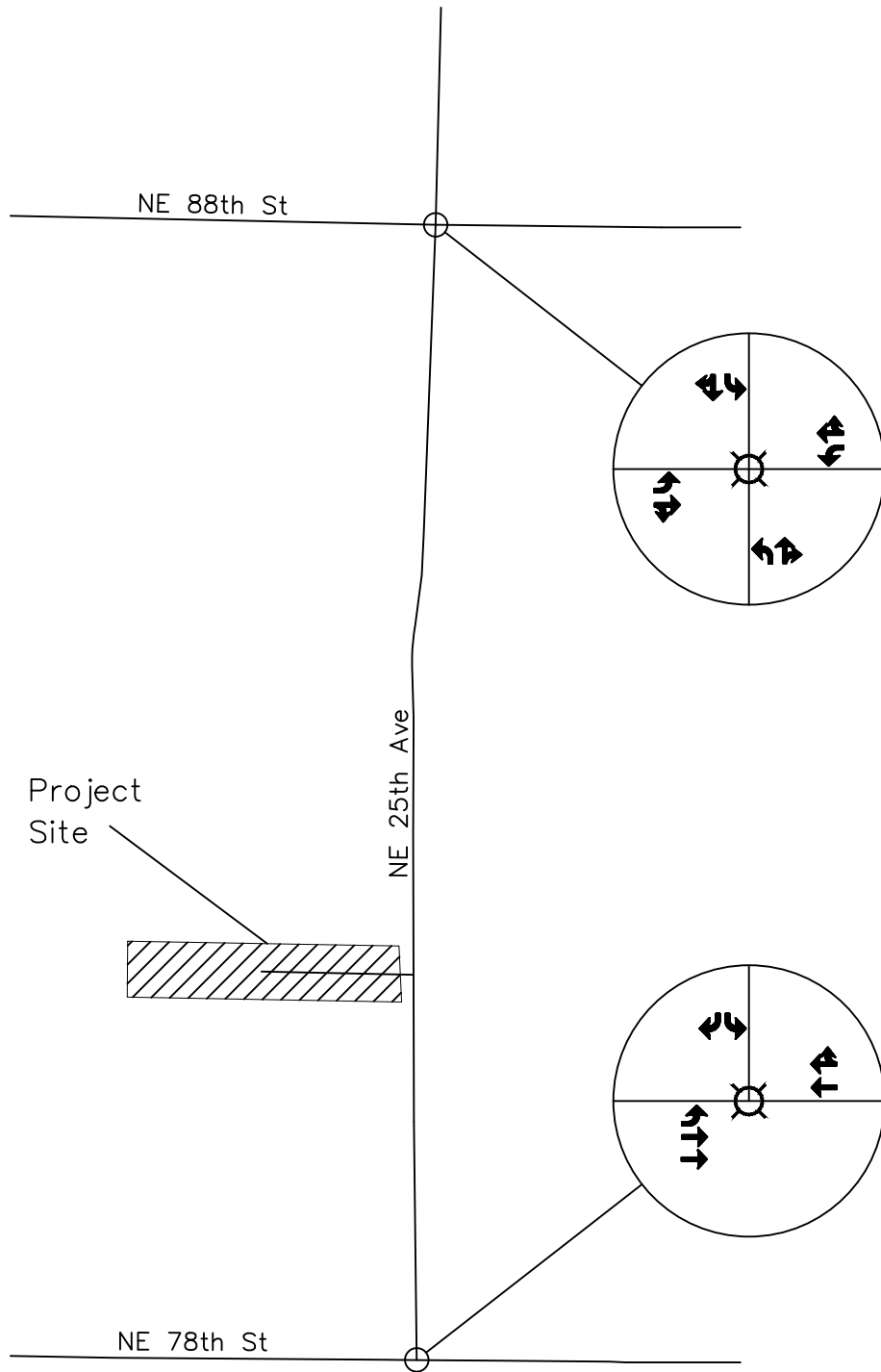
Generally, an accident rate of less than 1.00 accidents per million entering vehicles is considered acceptable and no further analysis is necessary. As shown in Table 2, all of the accident rates at the study area intersections are below 1.00 accidents per million entering vehicles, so no further analysis 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	
NE 25 <sup>th</sup> Avenue/NE 88 <sup>th</sup> Street	0.6	2.0	0.0	2.6	0.49
NE 25 <sup>th</sup> Avenue/NE 88 <sup>th</sup> Street	0.6	1.4	0.0	2.0	0.21

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

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



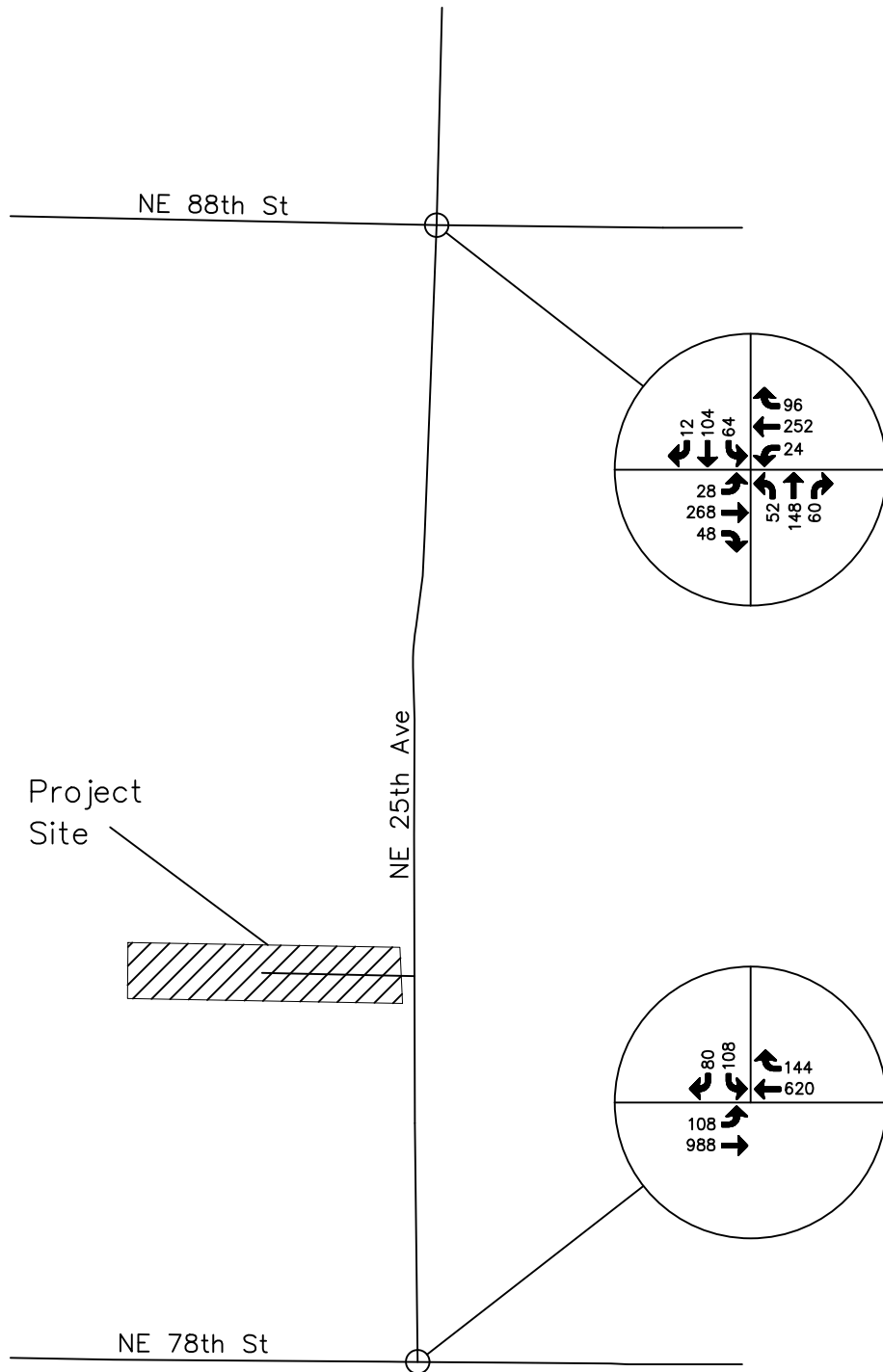
**LEGEND**

NOT TO SCALE

-  Lane Usage
-  Traffic Signal
-  Stop Sign

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

NE 25th Avenue Subdivision Annual Review Rezone TIA  
Clark County, WA



**LEGEND**

200 P.M. Peak Hour  
Traffic Volume

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



## **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. The closest route to the project site is Route #78 – 78<sup>th</sup> Street, which provides service approximately 0.12 miles south of the project site at the NE 25<sup>th</sup> Avenue/NE 78<sup>th</sup> Street intersection.

## **NON-MOTORIZED TRANSPORTATION**

Sidewalks and bike lanes exist immediately adjacent to the project site along NE 25<sup>th</sup> Avenue.

## **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 NE 25<sup>th</sup> Avenue 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 intersections with the 2039 “Without Project” traffic volumes shown in Figure 4 and the lane configurations shown earlier in Figure 2. Appendix E contains the levels of service worksheets for the 2039 “Without Project” condition.

The 2039 “Without Project” P.M. peak hour levels of service at the study area intersections are summarized in Table 3a. As shown in Table 3a, all of the signalized intersection individual movements are projected to operate within Clark County’s concurrency standard of an average delay of less than two (2) cycle lengths or two hundred forty (240) seconds (whichever is less) in the 2039 “Without Project” condition.

Part of the traffic study requirements is to calculate v/c ratios of the roadway segments identified in the pre-application conference report per CCC 40.350.020.G.1.a and Table 40.350.020-1. Table 3b summarizes the v/c ratios for the study area roadway segments for the 2039 “Without Project” condition. The peak hour traffic volumes were taken from Figure 4 and the capacities were based on the roadway functional classifications and CCC Table 40.350.020-1. Per CCC 40.350.020.G.1.a, the study area roadway segment v/c ratio standard is 0.90. As shown in Table 2b, all of the study area roadway segment v/c ratios are all within the acceptable standard in the 2039 “Without Project” condition.

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

Signalized Intersection	P.M. Peak Hour	
	LOS	Average Delay (sec)
NE 88 <sup>th</sup> Street/NE 25 <sup>th</sup> Avenue		
Eastbound Left	A	9.2
Eastbound Through/Right	A	8.6
Westbound Left	B	10.3
Westbound Through/Right	B	15.6
Northbound Left	B	12.6
Northbound Through/Right	B	12.2
Southbound Left	B	15.5
Southbound Through/Right	B	11.9
Overall	B	12.9
NE 78 <sup>th</sup> Street/NE 25 <sup>th</sup> Avenue		
Eastbound Left	A	5.7
Eastbound Through	A	2.7
Westbound Through/Right	A	7.4
Southbound Left	C	30.1
Southbound Right	C	24.5
Overall	A	6.3

**Table 3b. 2039 “Without Project” V/C Ratios for Study Area Roadway Segment**

Roadway Segment	P.M. Peak Hour Volume	Capacity	P.M. V/C Ratio
NE 88 <sup>th</sup> Street			
West of NE 25 <sup>th</sup> Avenue – EB	297	900	0.33
West of NE 25 <sup>th</sup> Avenue – WB	132	900	0.15
East of NE 25 <sup>th</sup> Avenue – EB	309	900	0.34
East of NE 25 <sup>th</sup> Avenue – WB	374	900	0.42
NE 78 <sup>th</sup> Street			
West of NE 25 <sup>th</sup> Avenue – EB	1,419	1,800	0.79
West of NE 25 <sup>th</sup> Avenue – WB	1,335	1,800	0.74
East of NE 25 <sup>th</sup> Avenue – EB	1,391	1,800	0.77
East of NE 25 <sup>th</sup> Avenue – WB	1,400	1,800	0.78
NE 25 <sup>th</sup> Avenue			
North of NE 88 <sup>th</sup> Street – NB	594	900	0.66
North of NE 88 <sup>th</sup> Street – SB	296	900	0.33
NE 88 <sup>th</sup> Street to NE 78 <sup>th</sup> Street – NB <sup>1</sup>	211	900	0.23
NE 88 <sup>th</sup> Street to NE 78 <sup>th</sup> Street – SB <sup>1</sup>	131	900	0.15

<sup>1</sup>The traffic volume is the average of the upstream and downstream traffic volumes of the roadway segment.

## DEVELOPMENT PLANS

As previously stated, the proposed project site is approximately 1.99 acres. The build out of the existing R1-6 zoning was based on Clark County Code (CCC) Table 40.210.020-2. Based on CCC Table 40.220.010-4., the maximum density for the R1-6 zoning is 5.8 dwelling unit per every acre. Applying the maximum density for the R1-6 zoning to the size of the project site yields a build out of 11 single-family detached dwelling units.

The build out of the proposed R-18 zoning was based on Clark County Code (CCC) Table 40.210.020-2. Based on CCC Table 40.220.020-5., the maximum density for the R-18 zoning is 18 dwelling unit per every acre. Applying the maximum density for the proposed R-18 zoning to the size of the project site yields a build out of 35 single-family attached 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 95 daily, 7 A.M. peak hour (2 in, 5 out), and 10 P.M. peak hour (6 in, 4 out) net new trips. The build out of the proposed zoning is expected to generate 247 daily, 15 A.M.

peak hour (4 in, 11 out), and 19 P.M. peak hour (12 in, 7 out) net new trips. The proposed zoning is expected to generate 152 more daily, 8 more A.M. peak hour (2 in, 6 out), and 9 more P.M. peak hour (6 in, 3 out) net new trips. The increase in trips generated by the build out of the proposed rezone is negligible compared to the existing zoning impacts and is summarized in Table 4.

There is an existing home on-site that is predominately served by auto, but because of the existing sidewalks and bike lanes along NE 25<sup>th</sup> Avenue, a minor amount of non-motorized pedestrian and bike trips may occur. Upon assessing the types of uses that could be developed under R-18 & R1-6 zones and the fact that both zones are consistent with the zoning of the surrounding vicinity, it is expected that the multi-modal splits between the two zone and the overall multi-modal splits of the surrounding area will not vary significantly between existing and future conditions.

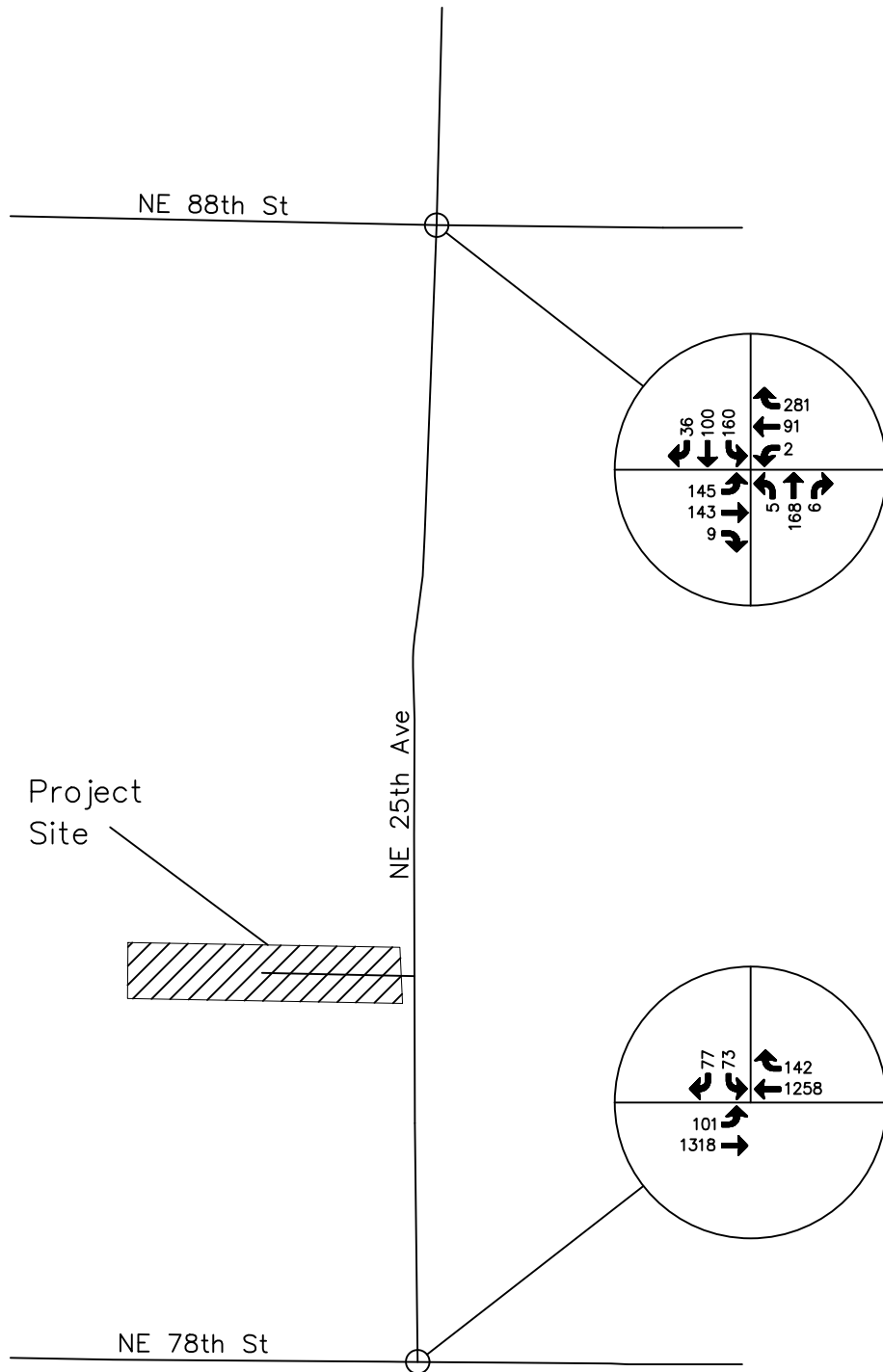
**Table 4. Trip Generation for NE 25<sup>th</sup> Avenue Annual Review Rezone**

Land Use	Amount	Average Daily	A.M. Peak			P.M. Peak		
			In	Out	Total	In	Out	Total
<b>Existing Zoning (R1-6) – 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	11 units	104	2	6	8	7	4	11
<b>Existing 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	1 unit	(9)	(0)	(1)	(1)	(1)	(0)	(1)
Net Total for Existing Zoning		95	2	5	7	6	4	10
<b>Proposed Zoning (R-18) – Multifamily Housing (Low Rise) - (ITE Code 210)</b>								
Rate per dwelling unit		7.32	0.11	0.35	0.46	0.35	0.21	0.56
Trips	35 units	256	4	12	16	13	7	20
<b>Existing 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	1 unit	(9)	(0)	(1)	(1)	(1)	(0)	(1)
Net Total for Proposed Zoning		247	4	11	15	12	7	19
<b>Proposed Zoning Trip Increase</b>		<b>152</b>	<b>2</b>	<b>6</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>9</b>

## TRIP DISTRIBUTION AND ASSIGNMENT

A generalized peak hour trip distribution was developed from the select zone assignment from RTC’s regional model which can be referenced in Appendix D. 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.

NE 25th Avenue Subdivision Annual Review Rezone TIA  
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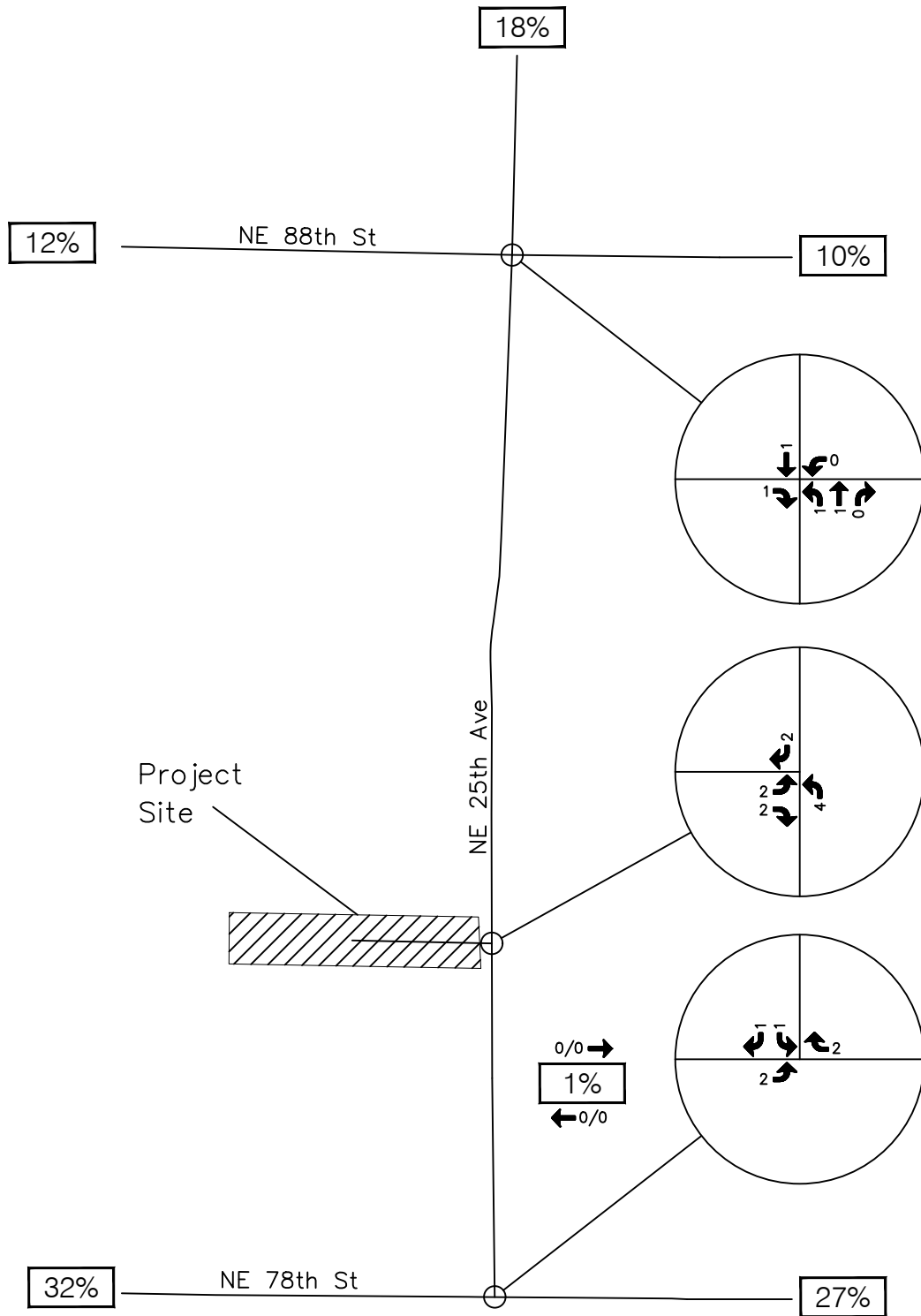


LEGEND

200 P.M. Peak Hour  
Traffic Volume

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

NE 25th Avenue Subdivision Annual Review Rezone TIA  
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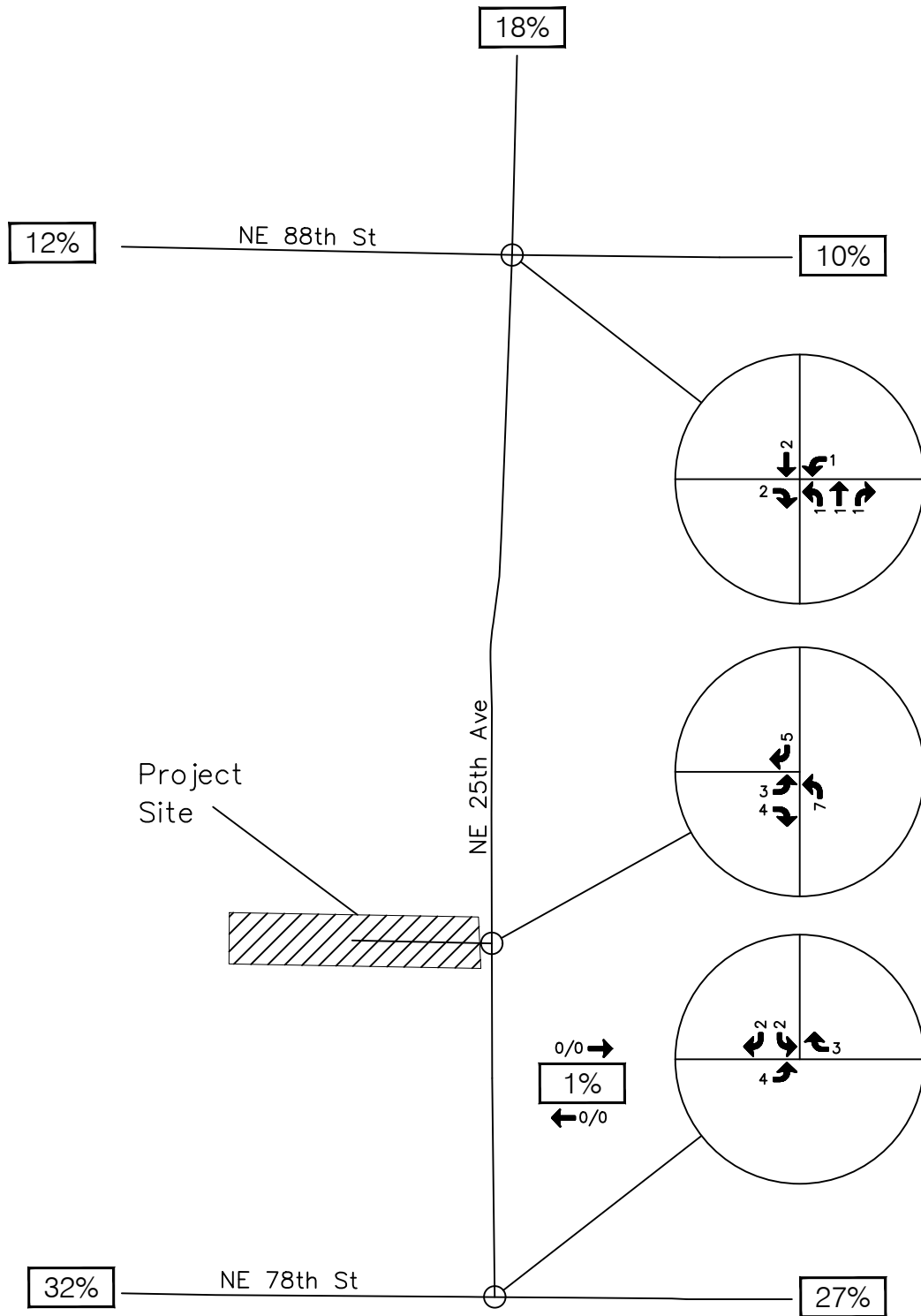
**LEGEND**

- 200 A.M./P.M. Peak Hour Traffic Volume
- 10% Peak Hour Trip Distribution

FIGURE 5a  
Existing Zoning (R1-6)  
Trip Distribution and Assignment  
Traffic Volumes

NOT TO SCALE

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**LEGEND**

- 200 A.M./P.M. Peak Hour Traffic Volume
- 10% Peak Hour Trip Distribution

FIGURE 5b  
Proposed Zoning (R-18)  
Trip Distribution and Assignment  
Traffic Volumes

NOT TO SCALE



## 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 intersections 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 levels 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 intersections are summarized in Table 5a. As shown in Table 5a, all of the signalized intersection individual movements are projected to operate within Clark County’s concurrency standard of an average delay of less than two (2) cycle lengths or two hundred forty (240) seconds (whichever is less) in the 2039 “Existing Zoning Build Out” condition.

Part of the traffic study requirements is to calculate v/c ratios of the roadway segments identified in the pre-application conference report per CCC 40.350.020.G.1.a and Table 40.350.020-1. Table 5b summarizes the v/c ratios for the study area roadway segments for the 2039 "Existing Zoning Build Out" condition. The peak hour traffic volumes were taken from Figure 6 and the capacities were based on the roadway functional classifications and CCC Table 40.350.020-1. Per CCC 40.350.020.G.1.a, the study area roadway segment v/c ratio standard is 0.90. As shown in Table 4b, all of the study area roadway segment v/c ratios are all within the acceptable standard in the 2039 "Existing Zoning Build Out" condition.

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

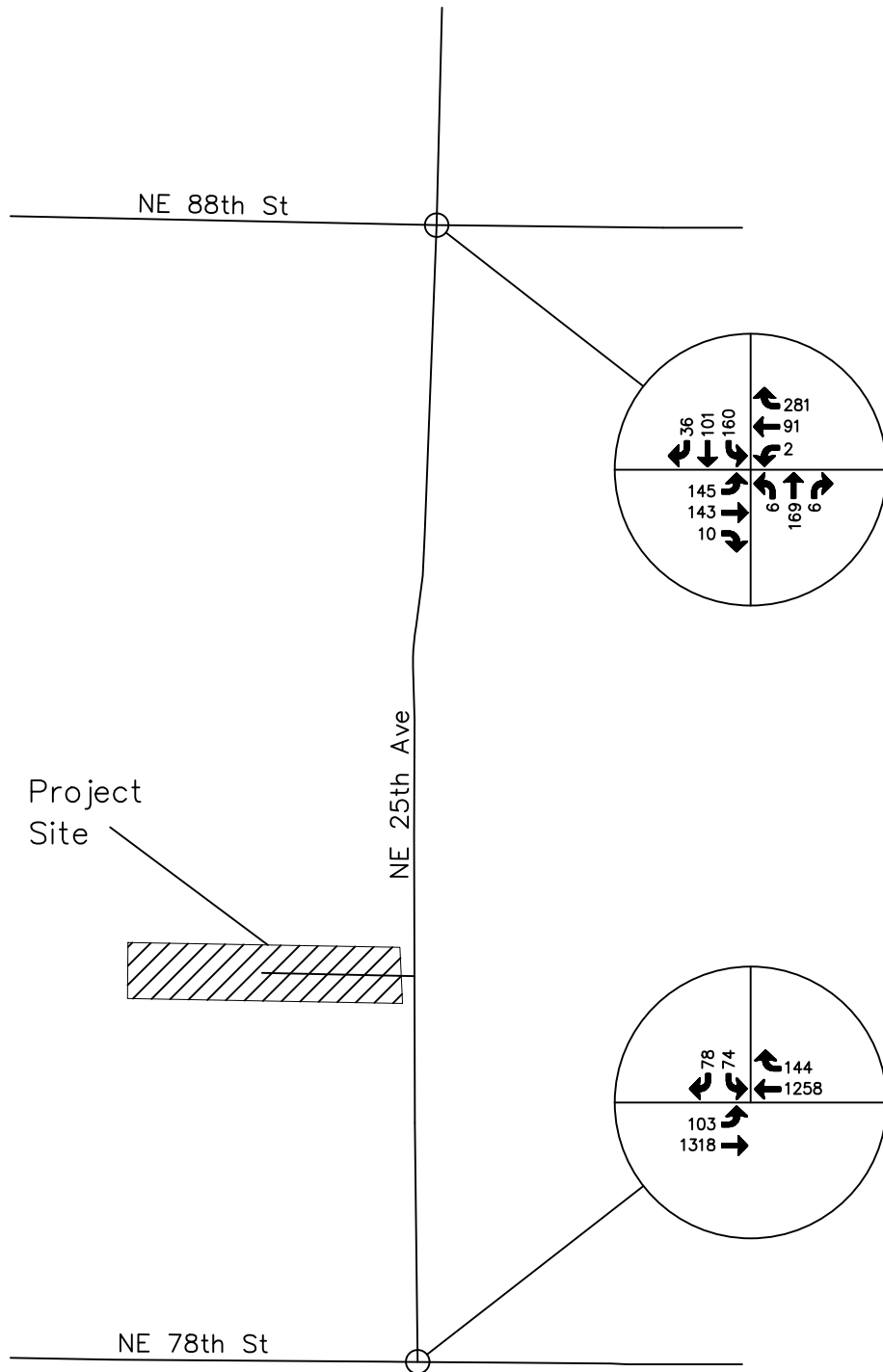
Signalized Intersection	P.M. Peak Hour	
	LOS	Average Delay (sec)
NE 88 <sup>th</sup> Street/NE 25 <sup>th</sup> Avenue		
Eastbound Left	A	9.2
Eastbound Through/Right	A	8.6
Westbound Left	B	10.3
Westbound Through/Right	B	15.6
Northbound Left	B	12.6
Northbound Through/Right	B	12.2
Southbound Left	B	15.5
Southbound Through/Right	B	11.9
Overall	B	12.9
NE 78 <sup>th</sup> Street/NE 25 <sup>th</sup> Avenue		
Eastbound Left	A	5.8
Eastbound Through	A	2.7
Westbound Through/Right	A	7.5
Southbound Left	C	30.1
Southbound Right	C	24.5
Overall	A	6.3

**Table 5b. 2039 "Existing Zoning Build Out V/C Ratios for Study Area Roadway Segment**

Roadway Segment	P.M. Peak Hour Volume	Capacity	P.M. V/C Ratio
NE 88 <sup>th</sup> Street			
West of NE 25 <sup>th</sup> Avenue – EB	298	900	0.33
West of NE 25 <sup>th</sup> Avenue – WB	133	900	0.15
East of NE 25 <sup>th</sup> Avenue – EB	309	900	0.34
East of NE 25 <sup>th</sup> Avenue – WB	374	900	0.42
NE 78 <sup>th</sup> Street			
West of NE 25 <sup>th</sup> Avenue – EB	1,421	1,800	0.79
West of NE 25 <sup>th</sup> Avenue – WB	1,336	1,800	0.74
East of NE 25 <sup>th</sup> Avenue – EB	1,392	1,800	0.77
East of NE 25 <sup>th</sup> Avenue – WB	1,402	1,800	0.78
NE 25 <sup>th</sup> Avenue			
North of NE 88 <sup>th</sup> Street – NB	595	900	0.66
North of NE 88 <sup>th</sup> Street – SB	297	900	0.33
NE 88 <sup>th</sup> Street to NE 78 <sup>th</sup> Street – NB <sup>1</sup>	214	900	0.24
NE 88 <sup>th</sup> Street to NE 78 <sup>th</sup> Street – SB <sup>1</sup>	133	900	0.15

<sup>1</sup>The traffic volume is the average of the upstream and downstream traffic volumes of the roadway segment.

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**LEGEND**

200 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 levels 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 6a. As shown in Table 6a, all of the signalized intersection individual movements are projected to operate within Clark County’s concurrency standard of an average delay of less than two (2) cycle lengths or two hundred forty (240) seconds (whichever is less) in the 2039 “Proposed Zoning Build Out” condition.

Part of the traffic study requirements is to calculate v/c ratios of the roadway segments identified in the pre-application conference report per CCC 40.350.020.G.1.a and Table 40.350.020-1. Table 6b summarizes the v/c ratios for the study area roadway segments for the 2039 "Proposed Zoning Build Out" condition. The peak hour traffic volumes were taken from Figure 7 and the capacities were based on the roadway functional classifications and CCC Table 40.350.020-1. Per CCC 40.350.020.G.1.a, the study area roadway segment v/c ratio standard is 0.90. As shown in Table 6b, all of the study area roadway segment v/c ratios are all within the acceptable standard in the 2039 "Proposed Zoning Build Out" condition.

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

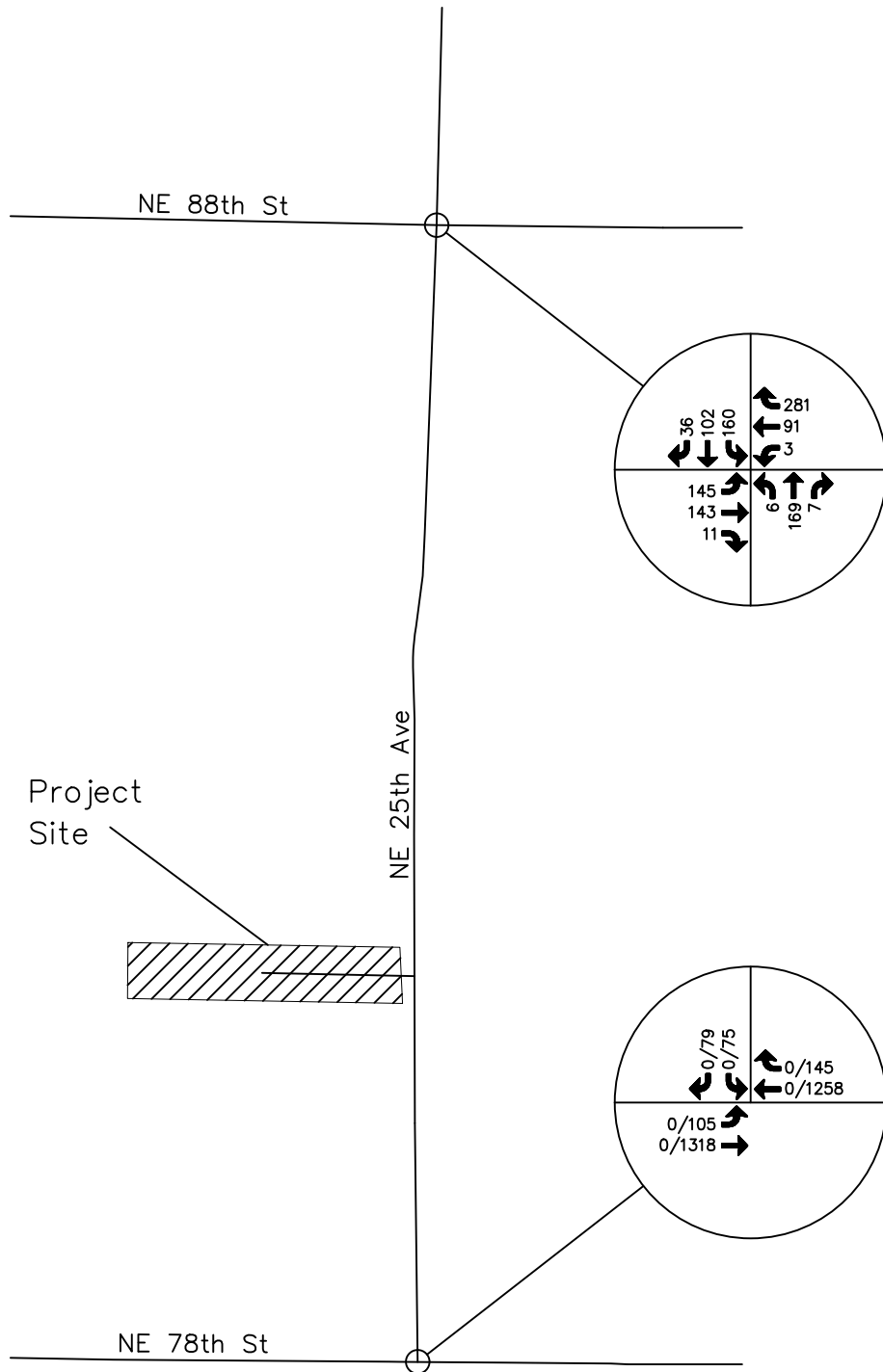
Signalized Intersection	P.M. Peak Hour	
	LOS	Average Delay (sec)
NE 88 <sup>th</sup> Street/NE 25 <sup>th</sup> Avenue		
Eastbound Left	A	9.2
Eastbound Through/Right	A	8.6
Westbound Left	B	10.3
Westbound Through/Right	B	15.7
Northbound Left	B	12.6
Northbound Through/Right	B	12.2
Southbound Left	B	15.5
Southbound Through/Right	B	11.9
Overall	B	12.9
NE 78 <sup>th</sup> Street/NE 25 <sup>th</sup> Avenue		
Eastbound Left	A	5.8
Eastbound Through	A	2.7
Westbound Through/Right	A	7.5
Southbound Left	C	30.2
Southbound Right	C	24.5
Overall	A	6.4

**Table 6b. 2039 "Proposed Zoning Build Out V/C Ratios for Study Area Roadway Segment**

Roadway Segment	P.M. Peak Hour Volume	Capacity	P.M. V/C Ratio
NE 88 <sup>th</sup> Street			
West of NE 25 <sup>th</sup> Avenue – EB	299	900	0.33
West of NE 25 <sup>th</sup> Avenue – WB	133	900	0.15
East of NE 25 <sup>th</sup> Avenue – EB	310	900	0.34
East of NE 25 <sup>th</sup> Avenue – WB	375	900	0.42
NE 78 <sup>th</sup> Street			
West of NE 25 <sup>th</sup> Avenue – EB	1,423	1,800	0.79
West of NE 25 <sup>th</sup> Avenue – WB	1,337	1,800	0.74
East of NE 25 <sup>th</sup> Avenue – EB	1,393	1,800	0.77
East of NE 25 <sup>th</sup> Avenue – WB	1,403	1,800	0.78
NE 25 <sup>th</sup> Avenue			
North of NE 88 <sup>th</sup> Street – NB	595	900	0.66
North of NE 88 <sup>th</sup> Street – SB	298	900	0.33
NE 88 <sup>th</sup> Street to NE 78 <sup>th</sup> Street – NB <sup>1</sup>	216	900	0.24
NE 88 <sup>th</sup> Street to NE 78 <sup>th</sup> Street – SB <sup>1</sup>	135	900	0.15

<sup>1</sup>The traffic volume is the average of the upstream and downstream traffic volumes of the roadway segment.

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LEGEND

200 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 95 daily, 7 A.M. peak hour (2 in, 5 out), and 10 P.M. peak hour (6 in, 4 out) net new trips.

The “Proposed Zoning Build Out” is expected to generate 247 daily, 15 A.M. peak hour (4 in, 11 out), and 19 P.M. peak hour (12 in, 7 out) net new trips.

The “Proposed Zoning Build Out” is expected to generate 152 more daily, 8 more A.M. peak hour (2 in, 6 out), and 9 more P.M. peak hour (6 in, 3 out) net new trips. The increase in trips generated by the build out of the proposed rezone is negligible compared to the existing zoning impacts.

- The study area intersections are projected to operate at acceptable levels of service in the 2039 “Existing Zoning Build Out” and 2039 “Proposed Zoning Build Out” conditions.
- All of the study area roadway segment v/c ratios are all within the acceptable standard 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 NE 25<sup>th</sup> Avenue property will not result in any significant degradation in traffic conditions nearby the project site.

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



Intersection: NE 25th Avenue/NE 88th Street  
 PM Peak Hour Turning Movement Volumes

Date: 01/09/19

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	2	23	35	2	28	70	5	2	7	18	11	1	12	37	6	1	254	
4:15 - 4:30 PM	5	27	17	2	31	59	5	3	3	28	9	0	8	48	5	1	245	
4:30 - 4:45 PM	4	27	21	3	23	58	5	0	9	22	9	1	8	54	6	0	246	
4:45 - 5:00 PM	1	34	25	1	25	68	5	3	9	25	14	0	1	55	2	1	264	
5:00 - 5:15 PM	3	26	16	0	24	63	6	0	15	37	13	0	12	67	7	0	289	
5:15 - 5:30 PM	8	30	25	1	19	60	2	0	3	32	6	0	9	53	0	1	247	
5:30 - 5:45 PM	1	24	26	0	17	55	3	1	14	29	8	1	10	49	8	2	244	
5:45 - 6:00 PM	6	28	20	0	29	56	6	0	10	28	13	1	11	40	5	1	252	
																	Peak 15 Total	289
<u>Hourly Total by 15 minutes</u>																		
4:00 - 5:00 PM	12	111	98	8	107	255	20	8	28	93	43	2	29	194	19	3	1,009	
4:15 - 5:15 PM	13	114	79	6	103	248	21	6	36	112	45	1	29	224	20	2	1,044	
4:30 - 5:30 PM	16	117	87	5	91	249	18	3	36	116	42	1	30	229	15	2	1,046	
4:45 - 5:45 PM	13	114	92	2	85	246	16	4	41	123	41	1	32	224	17	4	1,044	
5:00 - 6:00 PM	18	108	87	1	89	234	17	1	42	126	40	2	42	209	20	4	1,032	
Peak Hour 4:30 - 5:30 PM	16	117	87	5	91	249	18	3	36	116	42	1	30	229	15	2	1,046	
Peak Hour Factor		0.87				0.91				0.75				0.80			0.90	
Peak Hour % Trucks		2%				1%				1%				1%				
Peak 15 Min % Trucks		0%				0%				0%				0%				

Intersection: NE 25th Avenue/NE 78th Street  
 PM Peak Hour Turning Movement Volumes

Date: 01/09/19

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	7	0	27	3	26	171	0	4	0	0	0	0	0	186	31	6	448
4:15 - 4:30 PM	10	0	29	2	34	166	0	1	0	0	0	0	0	178	22	7	439
4:30 - 4:45 PM	20	0	29	2	24	176	0	1	0	0	0	0	0	181	25	8	455
4:45 - 5:00 PM	20	0	27	2	36	155	0	2	0	0	0	0	0	247	27	9	512
5:00 - 5:15 PM	17	0	29	1	36	177	0	1	0	0	0	0	0	193	37	6	489
5:15 - 5:30 PM	17	0	30	1	39	171	0	4	0	0	0	0	0	197	26	4	480
5:30 - 5:45 PM	26	0	19	0	30	195	0	4	0	0	0	0	0	179	27	6	476
5:45 - 6:00 PM	26	0	23	1	43	158	0	2	0	0	0	0	0	178	43	6	471
																Peak 15 Total	512
<u>Hourly Total by 15 minutes</u>																	
4:00 - 5:00 PM	57	0	112	9	120	668	0	8	0	0	0	0	0	792	105	30	1,854
4:15 - 5:15 PM	67	0	114	7	130	674	0	5	0	0	0	0	0	799	111	30	1,895
4:30 - 5:30 PM	74	0	115	6	135	679	0	8	0	0	0	0	0	818	115	27	1,936
4:45 - 5:45 PM	80	0	105	4	141	698	0	11	0	0	0	0	0	816	117	25	1,957
5:00 - 6:00 PM	86	0	101	3	148	701	0	11	0	0	0	0	0	747	133	22	1,916
Peak Hour 4:45 - 5:45 PM	80	0	105	4	141	698	0	11	0	0	0	0	0	816	117	25	1,957
Peak Hour Factor	0.98				0.93				0.00				0.85				0.96
Peak Hour % Trucks	2%				1%				0%				3%				
Peak 15 Min % Trucks	4%				1%				0%				3%				

**APPENDIX B**

**EXISTING LEVELS OF SERVICE**

Lanes, Volumes, Timings  
 1: NE 25th Avenue & NE 88th Street

01/14/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	268	48	24	252	96	52	148	60	64	104	12
Future Volume (vph)	28	268	48	24	252	96	52	148	60	64	104	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		0	190		0	330		0	270		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.977			0.959			0.957				0.984
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1856	0	1805	1822	0	1805	1818	0	1805	1870	0
Flt Permitted	0.497			0.543			0.682			0.628		
Satd. Flow (perm)	944	1856	0	1032	1822	0	1296	1818	0	1193	1870	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			35			37				11
Link Speed (mph)		35			35			30				30
Link Distance (ft)		1035			1166			2682				832
Travel Time (s)		20.2			22.7			61.0				18.9
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	28	268	48	24	252	96	52	148	60	64	104	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	316	0	24	348	0	52	208	0	64	116	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2				6

Lanes, Volumes, Timings  
 1: NE 25th Avenue & NE 88th Street

01/14/2019

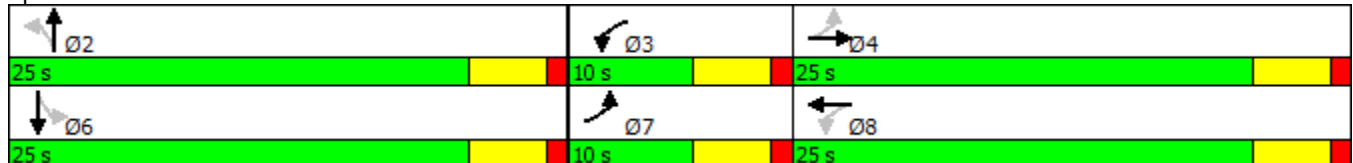


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		8		2		6		6			
Detector Phase	7	4		3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	10.0	25.0		10.0	25.0		25.0	25.0		25.0	25.0	
Total Split (%)	16.7%	41.7%		16.7%	41.7%		41.7%	41.7%		41.7%	41.7%	
Maximum Green (s)	5.5	20.5		5.5	20.5		20.5	20.5		20.5	20.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effect Green (s)	12.5	11.9		12.5	11.9		9.5	9.5		9.5	9.5	
Actuated g/C Ratio	0.38	0.37		0.38	0.37		0.29	0.29		0.29	0.29	
v/c Ratio	0.05	0.46		0.04	0.51		0.14	0.37		0.18	0.21	
Control Delay	6.0	11.0		6.0	11.2		12.1	11.5		12.7	11.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	6.0	11.0		6.0	11.2		12.1	11.5		12.7	11.2	
LOS	A	B		A	B		B	B		B	B	
Approach Delay		10.6			10.8			11.6			11.7	
Approach LOS		B			B			B			B	

Intersection Summary

Area Type: Other  
 Cycle Length: 60  
 Actuated Cycle Length: 32.6  
 Natural Cycle: 55  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.51  
 Intersection Signal Delay: 11.1  
 Intersection LOS: B  
 Intersection Capacity Utilization 50.1%  
 ICU Level of Service A  
 Analysis Period (min) 15

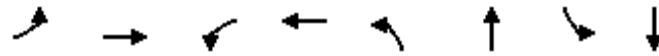
Splits and Phases: 1: NE 25th Avenue & NE 88th Street



# Queues

## 1: NE 25th Avenue & NE 88th Street

01/14/2019
























Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	28	316	24	348	52	208	64	116
v/c Ratio	0.05	0.46	0.04	0.51	0.14	0.37	0.18	0.21
Control Delay	6.0	11.0	6.0	11.2	12.1	11.5	12.7	11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.0	11.0	6.0	11.2	12.1	11.5	12.7	11.2
Queue Length 50th (ft)	2	28	2	29	5	17	6	10
Queue Length 95th (ft)	12	129	11	138	35	92	41	59
Internal Link Dist (ft)		955		1086		2602		752
Turn Bay Length (ft)	210		190		330		270	
Base Capacity (vph)	525	1304	542	1285	907	1284	835	1312
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.24	0.04	0.27	0.06	0.16	0.08	0.09

### Intersection Summary

HCM 2010 Signalized Intersection Summary  
 1: NE 25th Avenue & NE 88th Street

01/14/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	268	48	24	252	96	52	148	60	64	104	12
Future Volume (veh/h)	28	268	48	24	252	96	52	148	60	64	104	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	28	268	48	24	252	96	52	148	60	64	104	12
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	432	502	90	458	414	158	480	332	135	402	431	50
Arrive On Green	0.03	0.32	0.32	0.03	0.32	0.32	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1810	1569	281	1810	1312	500	1296	1286	522	1192	1673	193
Grp Volume(v), veh/h	28	0	316	24	0	348	52	0	208	64	0	116
Grp Sat Flow(s),veh/h/ln	1810	0	1850	1810	0	1812	1296	0	1808	1192	0	1866
Q Serve(g_s), s	0.4	0.0	4.8	0.3	0.0	5.6	1.1	0.0	3.3	1.6	0.0	1.7
Cycle Q Clear(g_c), s	0.4	0.0	4.8	0.3	0.0	5.6	2.8	0.0	3.3	5.0	0.0	1.7
Prop In Lane	1.00		0.15	1.00		0.28	1.00		0.29	1.00		0.10
Lane Grp Cap(c), veh/h	432	0	592	458	0	572	480	0	466	402	0	481
V/C Ratio(X)	0.06	0.00	0.53	0.05	0.00	0.61	0.11	0.00	0.45	0.16	0.00	0.24
Avail Cap(c_a), veh/h	659	0	1102	693	0	1079	917	0	1077	804	0	1111
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.9	0.0	9.6	7.8	0.0	10.0	11.2	0.0	10.7	12.8	0.0	10.1
Incr Delay (d2), s/veh	0.1	0.0	0.7	0.0	0.0	1.0	0.1	0.0	0.7	0.2	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	2.6	0.2	0.0	2.9	0.4	0.0	1.7	0.6	0.0	0.9
LnGrp Delay(d),s/veh	7.9	0.0	10.3	7.8	0.0	11.0	11.3	0.0	11.4	13.0	0.0	10.4
LnGrp LOS	A		B	A		B	B		B	B		B
Approach Vol, veh/h		344			372			260				180
Approach Delay, s/veh		10.1			10.8			11.4				11.3
Approach LOS		B			B			B				B
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		13.4	5.5	15.5		13.4	5.7	15.4				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		20.5	5.5	20.5		20.5	5.5	20.5				
Max Q Clear Time (g_c+I1), s		5.3	2.3	6.8		7.0	2.4	7.6				
Green Ext Time (p_c), s		2.0	0.0	3.4		1.9	0.0	3.3				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			10.8									
HCM 2010 LOS			B									

Lanes, Volumes, Timings  
2: NE 78th Street & NE 25th Avenue

01/14/2019



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗↗	↖↗		↘	↘↘
Traffic Volume (vph)	108	988	620	144	108	80
Future Volume (vph)	108	988	620	144	108	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	370			0	210	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.972			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	3505	3474	0	1736	1553
Flt Permitted	0.222				0.950	
Satd. Flow (perm)	410	3505	3474	0	1736	1553
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			40			80
Link Speed (mph)		45	45		30	
Link Distance (ft)		1139	1186		2682	
Travel Time (s)		17.3	18.0		61.0	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	3%	3%	1%	1%	4%	4%
Adj. Flow (vph)	108	988	620	144	108	80
Shared Lane Traffic (%)						
Lane Group Flow (vph)	108	988	764	0	108	80
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
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	15	9
Number of Detectors	1	2	2		1	1
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (ft)	20	100	100		20	20
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	6	6		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA		Prot	pm+ov
Protected Phases	7	4	8		6	7



Lanes, Volumes, Timings  
 2: NE 78th Street & NE 25th Avenue

01/14/2019

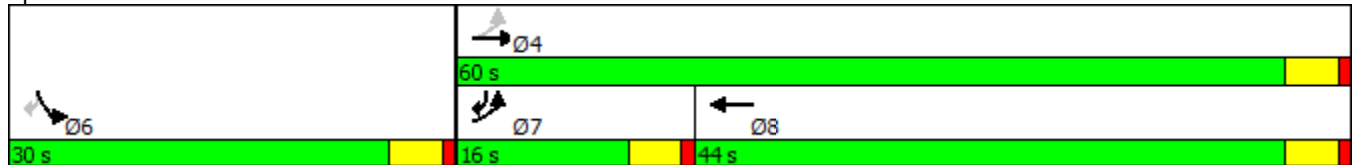


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	4					6
Detector Phase	7	4	8		6	7
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	9.5	22.5	22.5		22.5	9.5
Total Split (s)	16.0	60.0	44.0		30.0	16.0
Total Split (%)	17.8%	66.7%	48.9%		33.3%	17.8%
Maximum Green (s)	11.5	55.5	39.5		25.5	11.5
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead		Lag			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	None		Min	None
Walk Time (s)		7.0	7.0		7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	
Act Effct Green (s)	26.0	26.0	16.6		8.7	21.6
Actuated g/C Ratio	0.59	0.59	0.37		0.20	0.49
v/c Ratio	0.22	0.48	0.58		0.32	0.10
Control Delay	4.9	5.9	13.6		21.0	3.0
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	4.9	5.9	13.6		21.0	3.0
LOS	A	A	B		C	A
Approach Delay		5.8	13.6		13.4	
Approach LOS		A	B		B	

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 44.4  
 Natural Cycle: 55  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.58  
 Intersection Signal Delay: 9.4  
 Intersection LOS: A  
 Intersection Capacity Utilization 45.0%  
 ICU Level of Service A  
 Analysis Period (min) 15

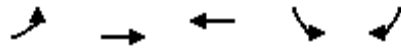
Splits and Phases: 2: NE 78th Street & NE 25th Avenue



## Queues

### 2: NE 78th Street & NE 25th Avenue

01/14/2019



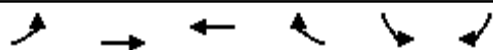
Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	108	988	764	108	80
v/c Ratio	0.22	0.48	0.58	0.32	0.10
Control Delay	4.9	5.9	13.6	21.0	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	4.9	5.9	13.6	21.0	3.0
Queue Length 50th (ft)	9	57	78	25	0
Queue Length 95th (ft)	26	106	147	71	19
Internal Link Dist (ft)		1059	1106	2602	
Turn Bay Length (ft)	370			210	
Base Capacity (vph)	616	3464	2981	1076	941
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.18	0.29	0.26	0.10	0.09

### Intersection Summary

# HCM 2010 Signalized Intersection Summary

## 2: NE 78th Street & NE 25th Avenue

01/14/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	108	988	620	144	108	80		
Future Volume (veh/h)	108	988	620	144	108	80		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1845	1845	1881	1900	1827	1827		
Adj Flow Rate, veh/h	108	988	620	144	108	80		
Adj No. of Lanes	1	2	2	0	1	1		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Percent Heavy Veh, %	3	3	1	1	4	4		
Cap, veh/h	557	2390	1434	332	200	308		
Arrive On Green	0.08	0.68	0.50	0.50	0.12	0.12		
Sat Flow, veh/h	1757	3597	2976	668	1740	1553		
Grp Volume(v), veh/h	108	988	384	380	108	80		
Grp Sat Flow(s),veh/h/ln	1757	1752	1787	1763	1740	1553		
Q Serve(g_s), s	1.1	5.5	6.1	6.1	2.6	1.9		
Cycle Q Clear(g_c), s	1.1	5.5	6.1	6.1	2.6	1.9		
Prop In Lane	1.00			0.38	1.00	1.00		
Lane Grp Cap(c), veh/h	557	2390	889	877	200	308		
V/C Ratio(X)	0.19	0.41	0.43	0.43	0.54	0.26		
Avail Cap(c_a), veh/h	867	4386	1592	1570	1000	1022		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	4.2	3.1	7.1	7.1	18.5	15.0		
Incr Delay (d2), s/veh	0.2	0.1	0.3	0.3	2.2	0.4		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.5	2.6	3.1	3.0	1.4	1.8		
LnGrp Delay(d),s/veh	4.4	3.2	7.5	7.5	20.8	15.5		
LnGrp LOS	A	A	A	A	C	B		
Approach Vol, veh/h		1096	764		188			
Approach Delay, s/veh		3.3	7.5		18.5			
Approach LOS		A	A		B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				34.7		9.6	8.2	26.6
Change Period (Y+Rc), s				4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s				55.5		25.5	11.5	39.5
Max Q Clear Time (g_c+I1), s				7.5		4.6	3.1	8.1
Green Ext Time (p_c), s				16.1		0.5	0.1	13.9
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			6.3					
HCM 2010 LOS			A					

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

OFFICER REPORTED CRASHES THAT OCCURRED AT THE FOLLOWING INTERSECTIONS IN CLARK COUNTY  
 25th AVE (CO RD #19390, MP 0.000 - 0.020) @ 78th ST (CO RD #91300, MP 4.910 - 4.950)  
 25th AVE (CO RD #19390, MP 0.480 - 0.520) @ 88th ST (CO RD #19100, MP 0.980 - 1.020)

01/01/2014 - available 2018

Under 23 U.S. Code § 409 and 23 U.S. Code § 148, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

JURISDICTION	COUNTY	CITY	PRIMARY TRAFFICWAY	MILEPOST	A/B	BLOCK NUMBER	INTERSECTING TRAFFICWAY	CO ONLY INTERSECTING COUNTY ROAD MILEPOST	DIST FROM REF POINT	MI or FT	COMP DIR FROM REF POINT	REFERENCE POINT NAME	SR ONLY HISTORY / SUSPENSE IND	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	# INJURY	# FATALS	# BLKED	VEHICLE 1 TYPE	VEHICLE 2 TYPE	JUNCTION RELATIONSHIP	WEATHER	ROADWAY SURFACE CONDITION	LIGHTING CONDITION	FIRST COLLISION TYPE / OBJECT STRUCK	VEHICLE 1 ACTION	VEHICLE 2 ACTION	VEHICLE 1 COMPASS DIRECTION FROM	VEHICLE 1 COMPASS DIRECTION TO	VEHICLE 2 COMPASS DIRECTION FROM	VEHICLE 2 COMPASS DIRECTION TO	MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 2 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 2)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 2 (UNIT 2)	BICYCLIST CONTRIBUTING CIRCUMSTANCE 1 (UNIT 1)	BICYCLIST CONTRIBUTING CIRCUMSTANCE 1 (UNIT 2)	FIRST IMPACT LOCATION (City, County & Misc Trafficways - 2010 forward)	WA STATE PLANE SOUTH - X 2010 - FORWARD	WA STATE PLANE SOUTH - Y 2010 - FORWARD								
County Road	Clark		19100	1.000			19390	0.500					No	E362255	#####	17:36	Possible Injury	2	0	3	0	0	0	0	0	0	Passenger Car	Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Going Straight Ahead	Going Straight Ahead	East	West	South	North	Did Not Grant RW to Vehicle		None					Lane of Primary Trafficway	1091923.76	136061.23	
County Road	Clark		19100	1.000			19390	0.500					No	E380812	#####	20:00	Possible Injury	1	0	2	0	0	0	0	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On	Entering at angle	Going Straight Ahead	Going Straight Ahead	South	North	West	East	Disregard Stop and Go Light		None					Lane of Primary Trafficway	1091962.59	136057.76	
County Road	Clark		19100	1.000			19390	0.500					No	E534445	#####	15:38	No Apparent Injury	0	0	2	0	0	0	0	0	0	Passenger Car	Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Making Left Turn	Going Straight Ahead	East	South	West	East	Did Not Grant RW to Vehicle		None					Lane of Primary Trafficway	1091923.75	136061.25	
County Road	Clark		19100	1.000			19390	0.500					No	E566221	#####	09:07	Possible Injury	2	0	2	0	0	0	0	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Going Straight Ahead	Going Straight Ahead	North	South	West	East	Disregard Stop and Go Light		None					Lane of Primary Trafficway	1091923.75	136061.25	
County Road	Clark		19100	1.000			19390	0.500					No	E670539	#####	14:43	Possible Injury	1	0	2	0	0	0	0	0	0	Passenger Car	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Raining	Wet	Daylight	Entering at angle	Going Straight Ahead	Going Straight Ahead	South	North	East	West	Operating Defective Equipment	Unknown Driver Distraction	None						Lane of Primary Trafficway	1091923.77	136061.25
County Road	Clark		19390	0.500			19100	1.000					No	E415498	#####	11:35	Suspected Minor Injury	1	0	2	0	0	0	0	0	0	Passenger Car	Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	North	East	South	North	Inattention	Did Not Grant RW to Vehicle	None					Lane of Primary Trafficway	#####	136030.75	
County Road	Clark		19390	0.500			19100	1.000					No	E424047	#####	19:28	Possible Injury	1	0	2	0	0	0	0	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Raining	Wet	Dusk	Entering at angle	Going Straight Ahead	Going Straight Ahead	South	North	East	West	Inattention		None					Lane of Primary Trafficway	#####	136030.75	
County Road	Clark		19390	0.500			19100	1.000					No	E568295	#####	00:25	Possible Injury	2	0	2	0	0	0	0	0	0	Passenger Car	Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On	Entering at angle	Going Straight Ahead	Going Straight Ahead	South	West	East	West	Disregard Stop and Go Light		Driver Not Distracted					Lane of Primary Trafficway	1091923.75	136061.25	
County Road	Clark		19390	0.500			19100	1.000					No	E595939	#####	11:33	Possible Injury	1	0	2	0	0	0	0	0	0	Passenger Car	Passenger Car	At Intersection and Related	Overcast	Dry	Daylight	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	North	East	South	North	Did Not Grant RW to Vehicle		None					Lane of Primary Trafficway	1091923.75	136061.25	
County Road	Clark		19390	0.500			19100	1.000					No	E758479	#####	10:26	Possible Injury	2	0	3	0	0	0	0	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Passenger Car	At Intersection and Related	Overcast	Wet	Daylight	Entering at angle	Going Straight Ahead	Going Straight Ahead	East	West	South	North	Disregard Stop and Go Light		None					Lane of Primary Trafficway	1091923.77	136061.25	
County Road	Clark		19390	0.500			19100	1.000					No	E860271	#####	09:58	No Apparent Injury	0	0	2	0	0	0	0	0	0	Passenger Car	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Making Right Turn	Making Left Turn	West	South	South	West	Inattention		None					Intersecting Trafficway	1091923.77	136061.25	
County Road	Clark		19390	0.510			19100	1.000					No	E315499	#####	10:03	Possible Injury	2	0	2	0	0	0	0	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Overcast	Wet	Daylight	Entering at angle	Going Straight Ahead	Going Straight Ahead	North	South	East	West	Disregard Stop and Go Light	Inattention	None					Lane of Primary Trafficway	1091923.75	136061.25	
County Road	Clark		19390	0.510			19100	1.000					No	E374805	#####	20:22	No Apparent Injury	0	0	2	0	0	0	0	0	0	Passenger Car	Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights	From same direction - both going straight - both moving - rear-end	Going Straight Ahead	Starting From Parked Position	West	East	West	East	Inattention		None					Lane of Primary Trafficway	1091923.76	136061.23	
County Road	Clark		91300	4.930			19390	0.000					No	E315212	#####	17:28	Possible Injury	1	0	2	0	0	0	0	0	0	Passenger Car	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	From opposite direction - one left turn - one straight	Going Straight Ahead	Making Left Turn	East	West	East	Vehicle Stopped	Exceeding Reas. Safe Speed		Did Not Grant RW to Vehicle					Lane of Primary Trafficway	#####	#####	
County Road	Clark		91300	4.930			19390	0.000					No	E326715	#####	21:25	No Apparent Injury	0	0	2	0	0	0	0	0	0	Passenger Car	Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	West	North	East	West	Under Influence of Alcohol		None					Lane of Primary Trafficway	#####	#####	
County Road	Clark		91300	4.930			19390	0.000					No	E352241	#####	16:56	Possible Injury	1	0	2	0	0	0	0	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	West	North	East	West	Did Not Grant RW to Vehicle		None					Lane of Primary Trafficway	1091772.82	133406.75	
County Road	Clark		91300	4.930			19390	0.000					No	E375894	#####	10:19	Possible Injury	2	0	2	0	0	0	0	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Going Straight Ahead	Making Right Turn	East	West	North	West	Disregard Stop and Go Light	Driver Adjusting Audio or Entertainment	None						Lane of Primary Trafficway	1091772.82	133406.75

OFFICER REPORTED CRASHES THAT OCCURRED AT THE FOLLOWING INTERSECTIONS IN CLARK COUNTY  
 25th AVE (CO RD #19390, MP 0.000 - 0.020) @ 78th ST (CO RD #91300, MP 4.910 - 4.950)  
 25th AVE (CO RD #19390, MP 0.480 - 0.520) @ 88th ST (CO RD #19100, MP 0.980 - 1.020)

01/01/2014 - available 2018

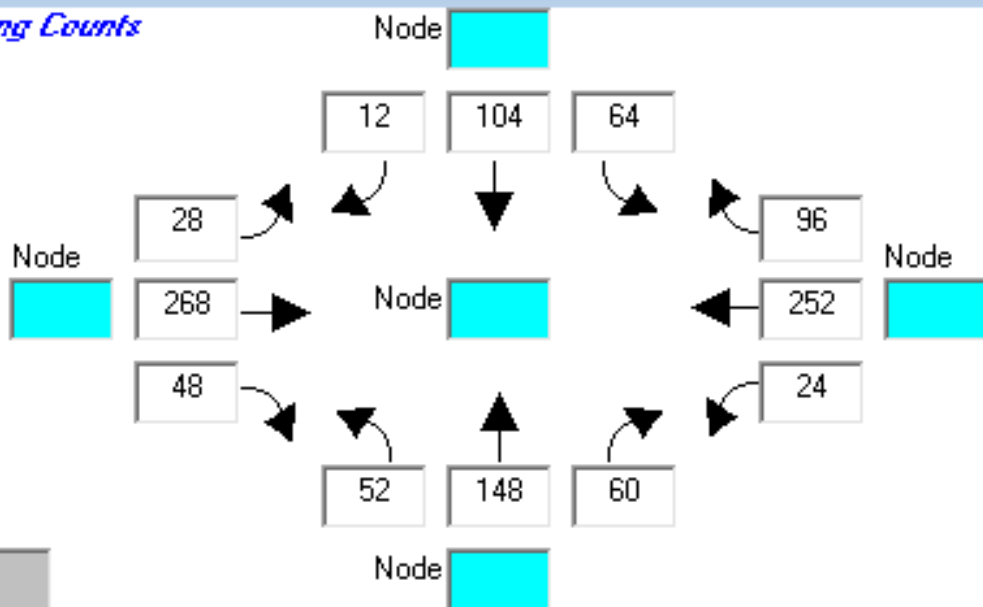
Under 23 U.S. Code § 409 and 23 U.S. Code § 148, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

JURISDICTION	COUNTY	CITY	PRIMARY TRAFFICWAY	MILEPOST	A/B BLOCK NUMBER	INTERSECTING TRAFFICWAY	CO ONLY INTERSECTING COUNTY ROAD MILEPOST	DIST FROM REF POINT	M or FT	COMP DIR FROM REF POINT	REFERENCE POINT NAME	SR ONLY HISTORY / SUSPENSE IND	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	# I N J U R I E S	# F V E H I C L E S	# B I K E S	VEHICLE 1 TYPE	VEHICLE 2 TYPE	JUNCTION RELATIONSHIP	WEATHER	ROADWAY SURFACE CONDITION	LIGHTING CONDITION	FIRST COLLISION TYPE / OBJECT STRUCK	VEHICLE 1 ACTION	VEHICLE 2 ACTION	VEHICLE 1 COMPASS DIRECTION FROM	VEHICLE 1 COMPASS DIRECTION TO	VEHICLE 2 COMPASS DIRECTION FROM	VEHICLE 2 COMPASS DIRECTION TO	MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 2 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 2)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 2 (UNIT 2)	BICYCLIST CONTRIBUTING CIRCUMSTANCE 1 (UNIT 1)	BICYCLIST CONTRIBUTING CIRCUMSTANCE 1 (UNIT 2)	FIRST IMPACT LOCATION (City, County & Misc Trafficways - 2010 forward)	WA STATE PLANE SOUTH - X 2010 - FORWARD	WA STATE PLANE SOUTH - Y 2010 - FORWARD						
County Road	Clark		91300	4.930		19390	0.000					No	E389082	#####	11:56	Possible Injury	1	0	2	0	0	Passenger Car	Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	West	North	East	West	Did Not Grant RW to Vehicle		None						Lane of Primary Trafficway	1091772.82	133406.75		
County Road	Clark		91300	4.930		19390	0.000					No	E398485	#####	17:43	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	West	North	East	West	Did Not Grant RW to Vehicle		None						Lane of Primary Trafficway	#####	#####		
County Road	Clark		91300	4.930		19390	0.000					No	E649904	#####	13:01	Suspected Minor Injury	2	0	3	0	0	Passenger Car	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Overcast	Wet	Daylight	Entering at angle	Going Straight Ahead	Going Straight Ahead	North	South	East	West	Disregard Stop and Go Light	Under Influence of Drugs	None						Lane of Primary Trafficway	1091879.52	133401.98		
County Road	Clark		91300	4.930		19390	0.000					No	E725512	#####	12:16	Possible Injury	2	0	2	0	0	Passenger Car	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Overcast	Wet	Daylight	Entering at angle	Making Left Turn	Going Straight Ahead	North	East	East	West	Disregard Stop and Go Light		None						Lane of Primary Trafficway	1091879.52	133401.98		
County Road	Clark		91300	4.930		19390	0.000					No	E734797	#####	13:28	Unknown	0	0	2	0	0	Passenger Car	Passenger Car	At Intersection and Related	Overcast	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Stopped at Signal or Stop Sign	Going Straight Ahead	West	Vehicle Stopped					None		Other						Lane of Primary Trafficway	1091879.52	133401.98
County Road	Clark		91300	4.930		19390	0.000					No	E803208	#####	15:12	Suspected Minor Injury	1	0	1	0	1	Pickup,Panel Truck or Vanette under 10,000 lb		At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Vehicle Strikes Pedalcyclist	Making Right Turn		North	West					Inattention						Inattention	Lane of Primary Trafficway	1091879.52	133401.98	

**APPENDIX D**

**RTC MODEL VOLUMES AND TURNSW32 WORKSHEETS**

*Enter Turning Counts*

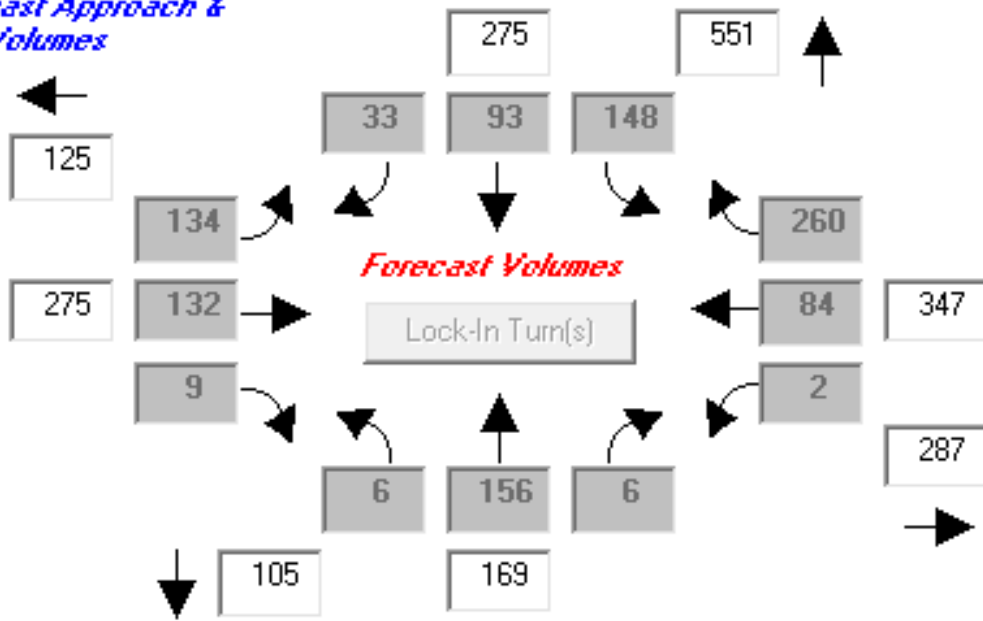


- Count data
- Turn %-ages

Previous  
Next

1 of 1

*Enter Forecast Approach & Departure Volumes*



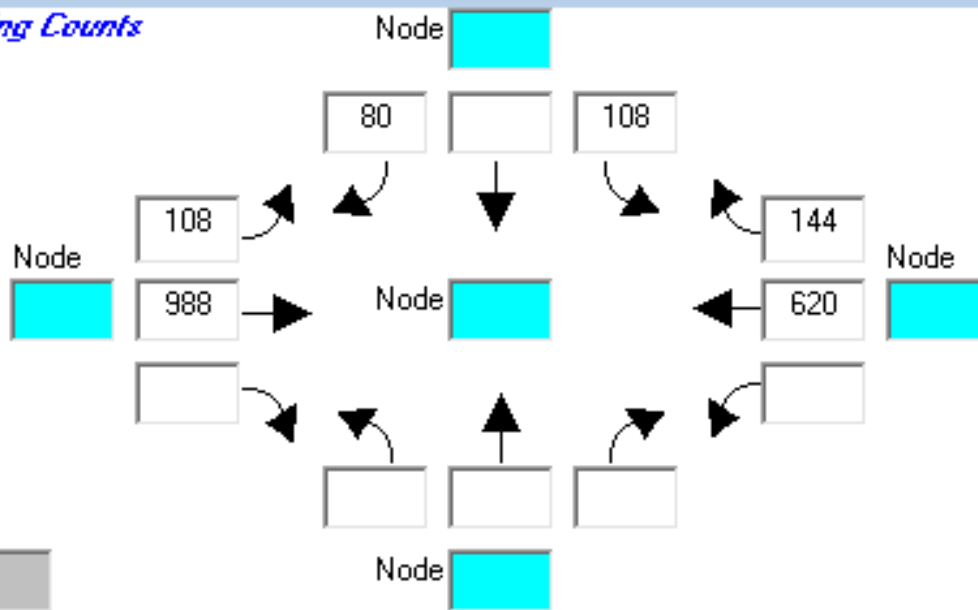
0 % Convergence  
12 Iterations

Reset  
Iterate  
Print  
Close





*Enter Turning Counts*

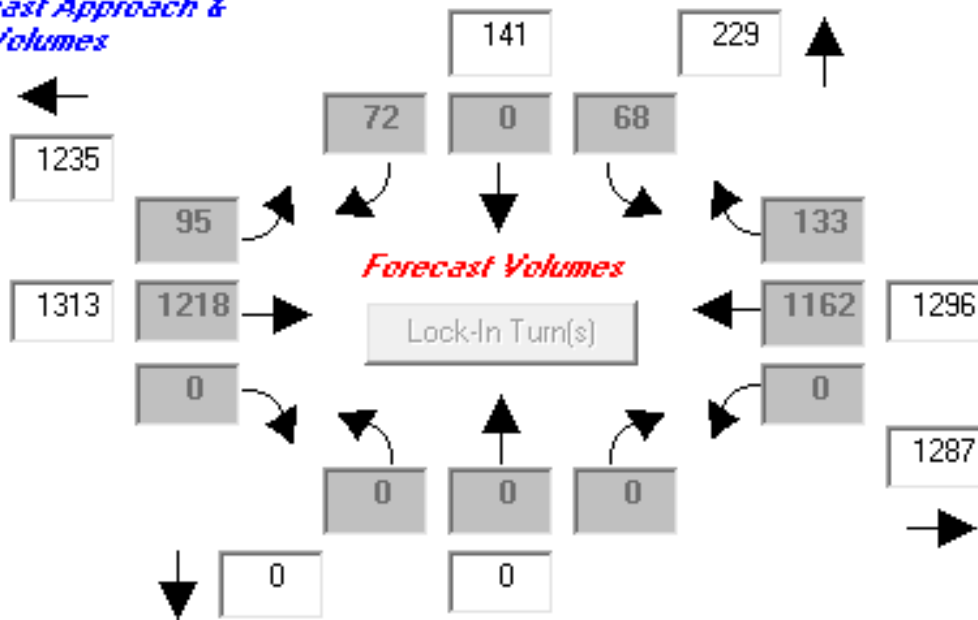


- Count data
- Turn %-ages

Previous  
Next

1 of 1

*Enter Forecast Approach & Departure Volumes*



0 % Convergence  
14 Iterations

Reset  
Iterate  
Print  
Close



**MEMORANDUM**

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

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

**DATE:** January 10, 2019

**SUBJECT:** Select Zone Assignment for TAZ 216

---

Enclosed are plots, showing auto volumes and OD flows during the PM Peak 1 hour for the year 2010 and 2035. TAZ 216 was selected for the assignments.

- 2010 Base Auto Volumes and OD Flows (4 plots)
- 2035 RTP Updates Auto Volumes and OD Flows (4 plots)
- TAZ Map
- Land Use

TAZ	2010 Base Land Use				2035 MTP Land Use			
	HH	Retail	Other	Total	HH	Retail	Other	Total
216	389	1	243	244	576	90	271	361

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

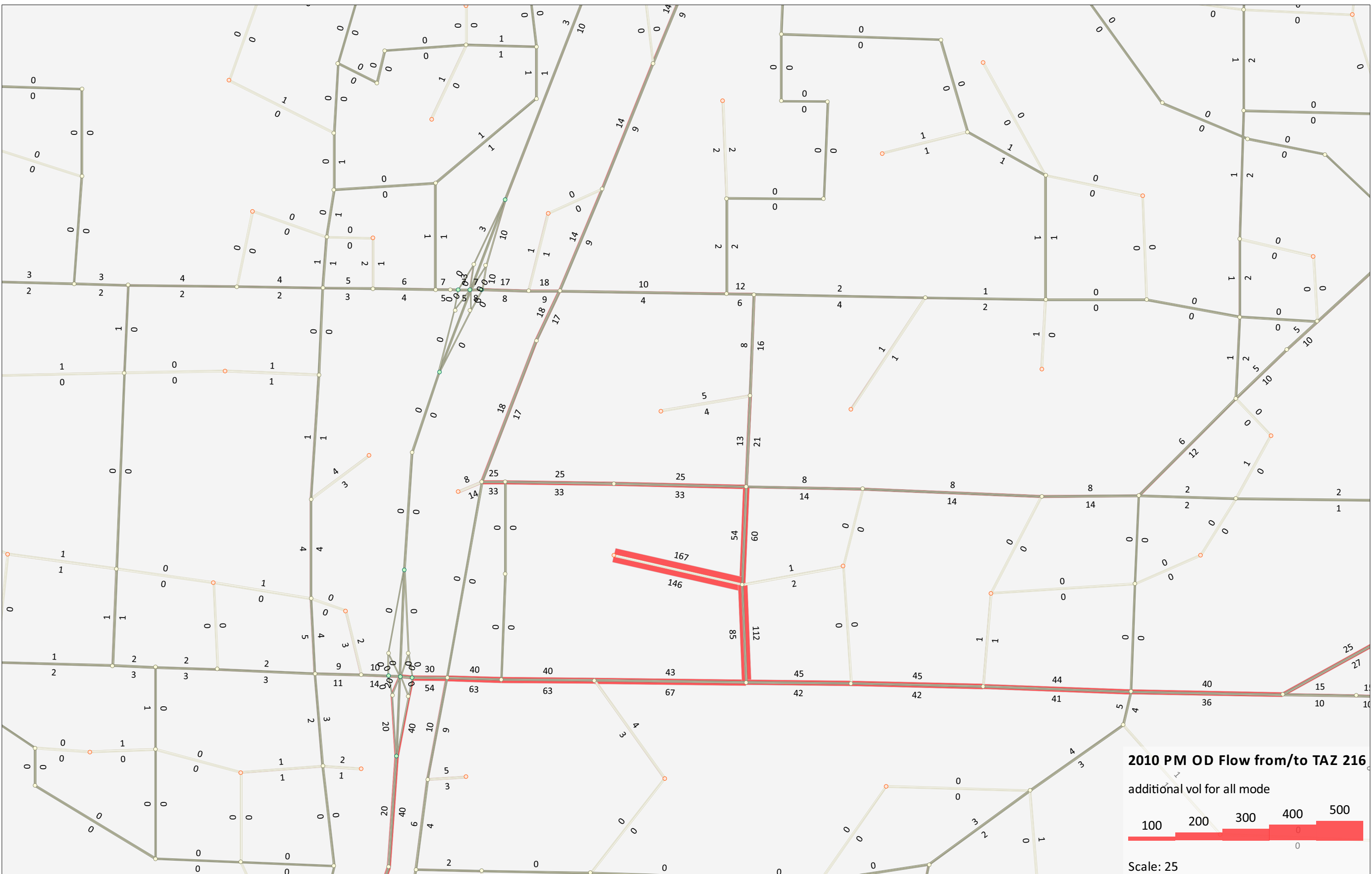
An invoice will be sent to you under separate cover for 2-hour staff time and other cost.

If you have any questions, please let me know.

Enclosures:

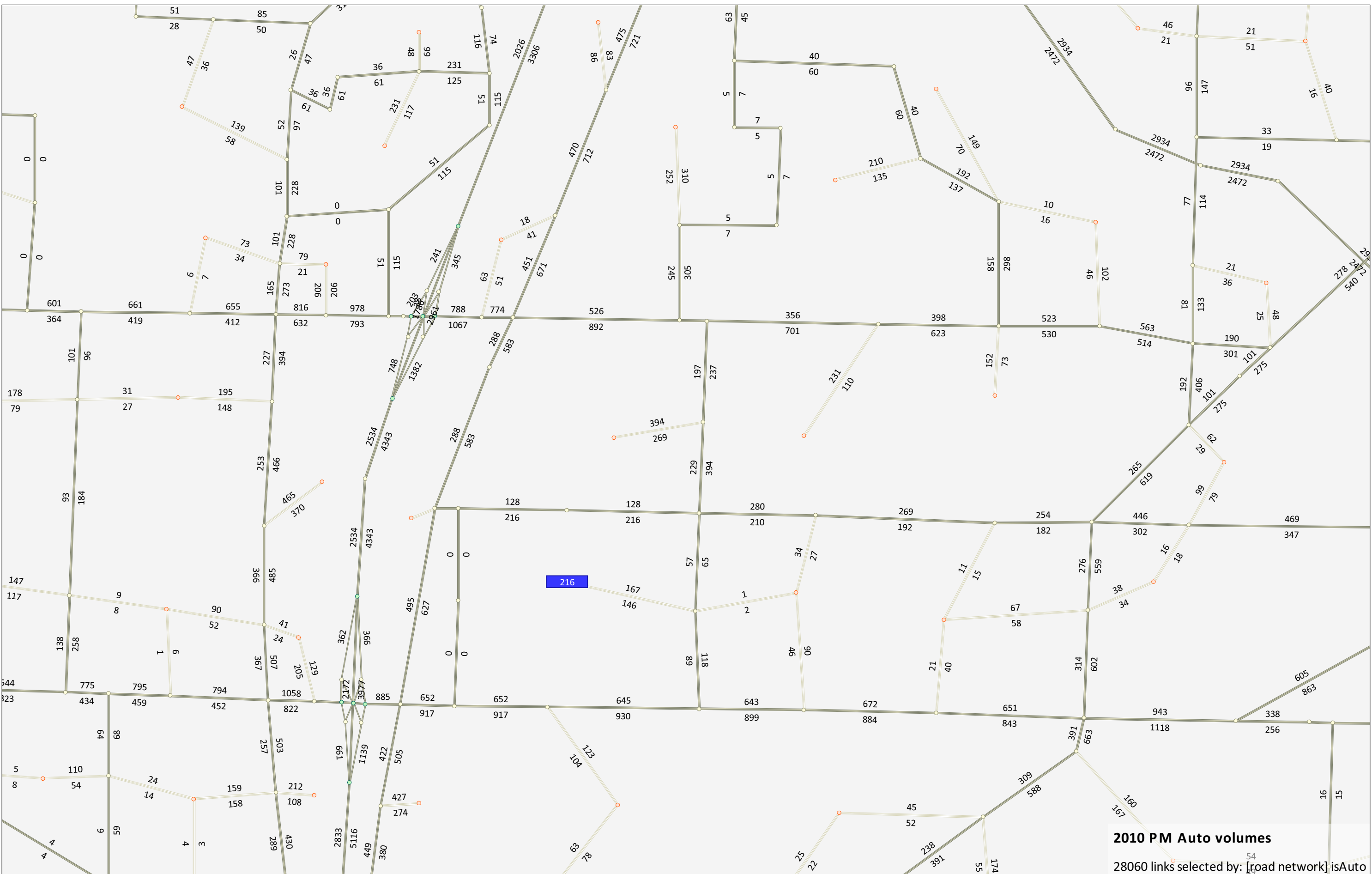
cc: Shari Harer, RTC



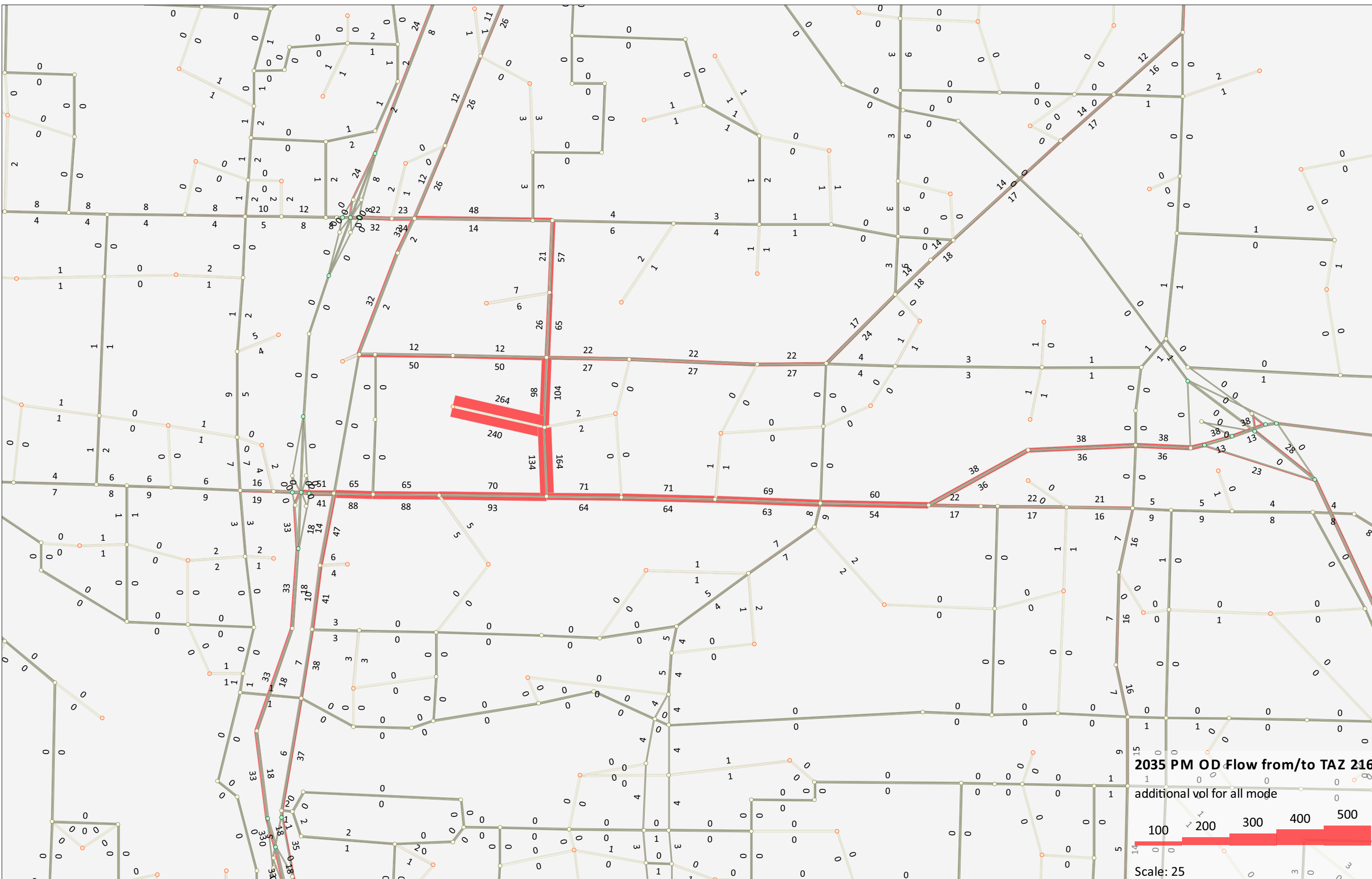


**2010 PM OD Flow from/to TAZ 216**  
 additional vol for all mode  
 100 200 300 400 500  
 Scale: 25





**2010 PM Auto volumes**  
 28060 links selected by: [road network] isAuto



2035 PM OD Flow from/to TAZ 216

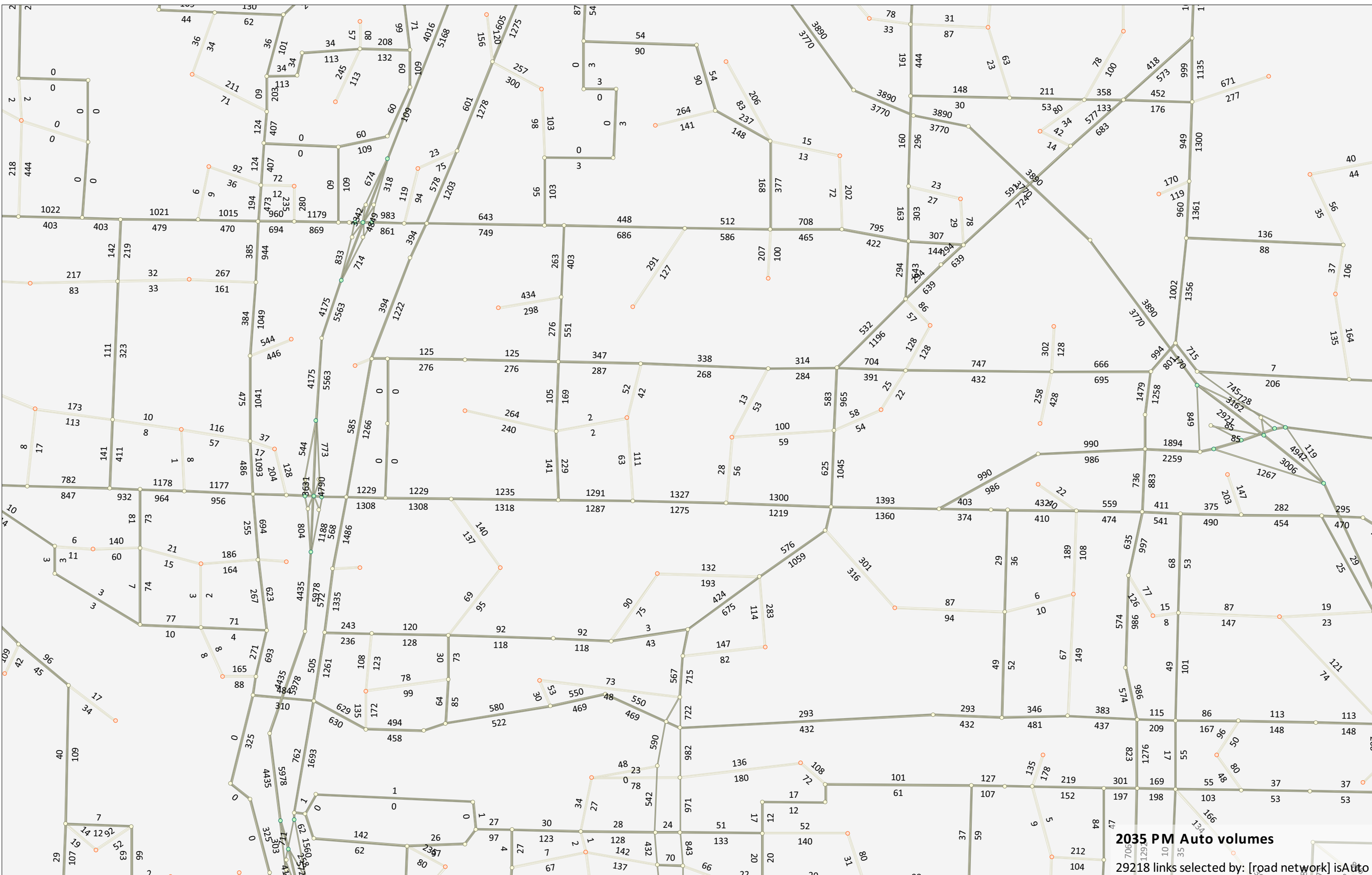
additional vol for all mode



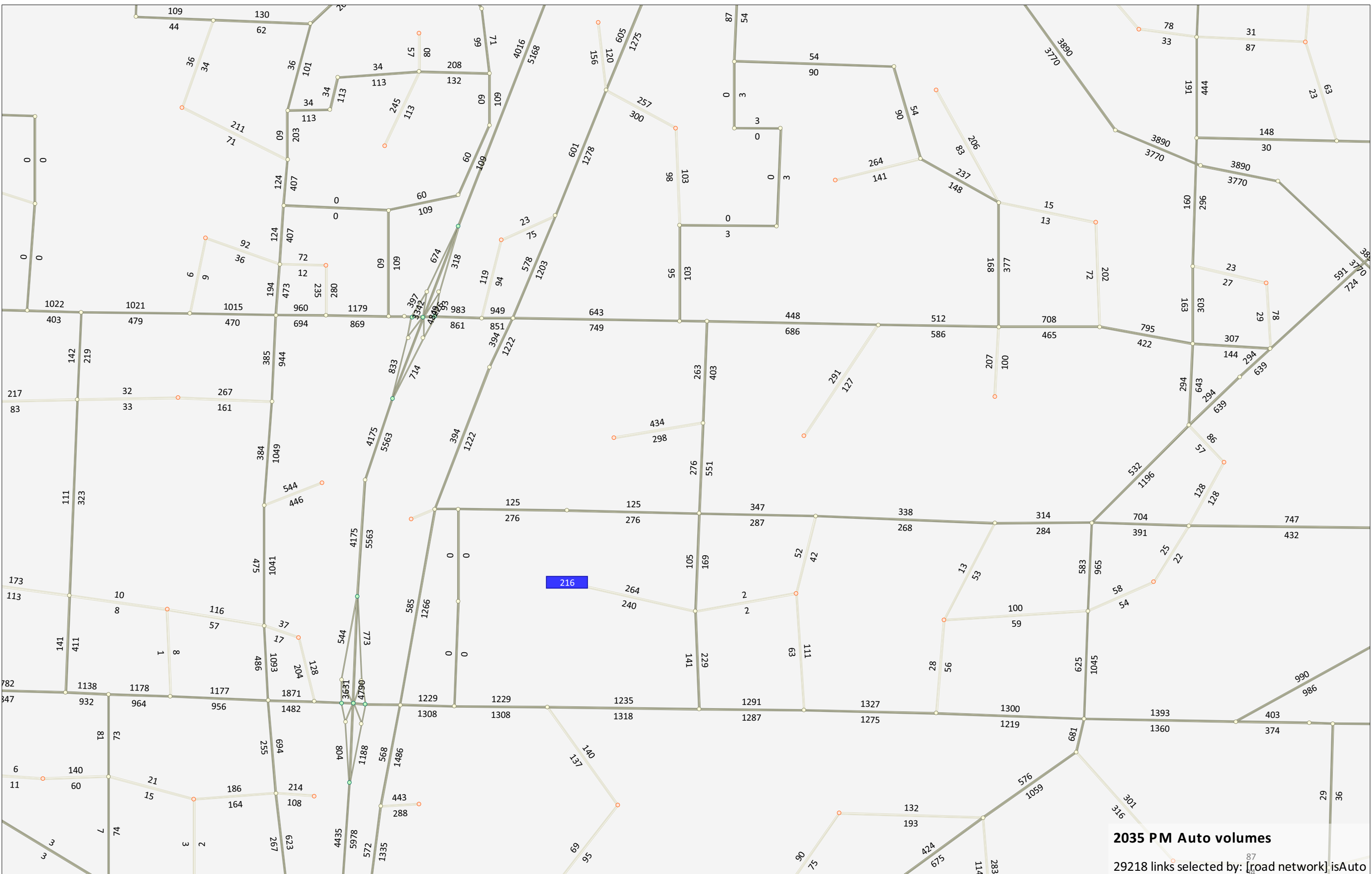
Scale: 25







**2025 PM Auto volumes**  
29218 links selected by: [road network] isAuto



**2035 PM Auto volumes**  
 29218 links selected by: [road network] isAuto

# TAZ 216



**APPENDIX E**

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

Lanes, Volumes, Timings  
1: NE 25th Avenue & NE 88th Street

01/14/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	145	143	9	2	91	281	5	168	6	160	100	36
Future Volume (vph)	145	143	9	2	91	281	5	168	6	160	100	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		0	190		0	330		0	270		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991			0.887			0.995			0.960	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1883	0	1805	1685	0	1805	1890	0	1805	1824	0
Flt Permitted	0.294			0.660			0.670			0.647		
Satd. Flow (perm)	559	1883	0	1254	1685	0	1273	1890	0	1229	1824	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			268			3			33	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1035			1166			2682			832	
Travel Time (s)		20.2			22.7			61.0			18.9	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	145	143	9	2	91	281	5	168	6	160	100	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	145	152	0	2	372	0	5	174	0	160	136	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	

Lanes, Volumes, Timings  
 1: NE 25th Avenue & NE 88th Street

01/14/2019

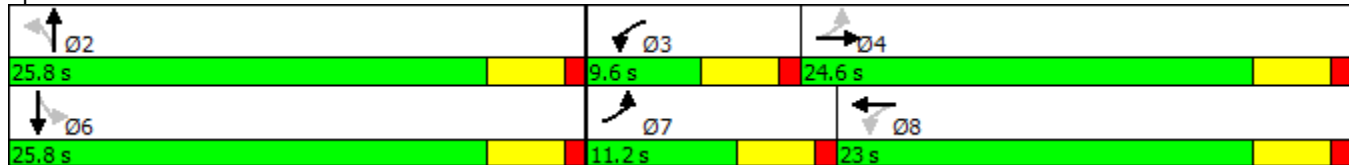


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	11.2	24.6		9.6	23.0		25.8	25.8		25.8	25.8	
Total Split (%)	18.7%	41.0%		16.0%	38.3%		43.0%	43.0%		43.0%	43.0%	
Maximum Green (s)	6.7	20.1		5.1	18.5		21.3	21.3		21.3	21.3	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effect Green (s)	17.4	16.5		13.3	9.5		11.0	11.0		11.0	11.0	
Actuated g/C Ratio	0.45	0.43		0.34	0.24		0.28	0.28		0.28	0.28	
v/c Ratio	0.30	0.19		0.00	0.61		0.01	0.32		0.46	0.25	
Control Delay	8.1	9.1		6.5	9.6		12.0	14.3		18.2	11.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	8.1	9.1		6.5	9.6		12.0	14.3		18.2	11.3	
LOS	A	A		A	A		B	B		B	B	
Approach Delay		8.6			9.6			14.2			15.0	
Approach LOS		A			A			B			B	

Intersection Summary

Area Type: Other  
 Cycle Length: 60  
 Actuated Cycle Length: 38.8  
 Natural Cycle: 55  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.61  
 Intersection Signal Delay: 11.5  
 Intersection LOS: B  
 Intersection Capacity Utilization 63.2%  
 ICU Level of Service B  
 Analysis Period (min) 15

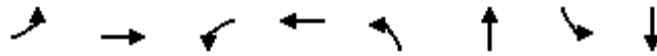
Splits and Phases: 1: NE 25th Avenue & NE 88th Street



Queues

1: NE 25th Avenue & NE 88th Street

01/14/2019
























Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	145	152	2	372	5	174	160	136
v/c Ratio	0.30	0.19	0.00	0.61	0.01	0.32	0.46	0.25
Control Delay	8.1	9.1	6.5	9.6	12.0	14.3	18.2	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.1	9.1	6.5	9.6	12.0	14.3	18.2	11.3
Queue Length 50th (ft)	14	15	0	19	1	29	29	17
Queue Length 95th (ft)	49	71	3	85	7	81	85	57
Internal Link Dist (ft)		955		1086		2602		752
Turn Bay Length (ft)	210		190		330		270	
Base Capacity (vph)	496	1110	509	1023	772	1148	746	1119
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.14	0.00	0.36	0.01	0.15	0.21	0.12

Intersection Summary

HCM 2010 Signalized Intersection Summary  
 1: NE 25th Avenue & NE 88th Street

01/14/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	143	9	2	91	281	5	168	6	160	100	36
Future Volume (veh/h)	145	143	9	2	91	281	5	168	6	160	100	36
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	145	143	9	2	91	281	5	168	6	160	100	36
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	447	692	44	549	122	375	459	516	18	431	378	136
Arrive On Green	0.10	0.39	0.39	0.00	0.30	0.30	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1810	1769	111	1810	410	1266	1273	1823	65	1230	1335	480
Grp Volume(v), veh/h	145	0	152	2	0	372	5	0	174	160	0	136
Grp Sat Flow(s),veh/h/ln	1810	0	1880	1810	0	1677	1273	0	1889	1230	0	1815
Q Serve(g_s), s	2.1	0.0	2.2	0.0	0.0	8.4	0.1	0.0	3.0	4.9	0.0	2.4
Cycle Q Clear(g_c), s	2.1	0.0	2.2	0.0	0.0	8.4	2.6	0.0	3.0	8.0	0.0	2.4
Prop In Lane	1.00		0.06	1.00		0.76	1.00		0.03	1.00		0.26
Lane Grp Cap(c), veh/h	447	0	735	549	0	497	459	0	534	431	0	513
V/C Ratio(X)	0.32	0.00	0.21	0.00	0.00	0.75	0.01	0.00	0.33	0.37	0.00	0.26
Avail Cap(c_a), veh/h	561	0	905	765	0	743	748	0	963	710	0	926
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.8	0.0	8.4	10.3	0.0	13.3	12.6	0.0	11.8	15.0	0.0	11.6
Incr Delay (d2), s/veh	0.4	0.0	0.1	0.0	0.0	2.3	0.0	0.0	0.4	0.5	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	1.2	0.0	0.0	4.1	0.0	0.0	1.6	1.7	0.0	1.2
LnGrp Delay(d),s/veh	9.2	0.0	8.6	10.3	0.0	15.6	12.6	0.0	12.2	15.5	0.0	11.9
LnGrp LOS	A		A	B		B	B		B	B		B
Approach Vol, veh/h		297			374			179			296	
Approach Delay, s/veh		8.9			15.6			12.2			13.8	
Approach LOS		A			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		16.3	4.6	20.8		16.3	8.6	16.9				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		21.3	5.1	20.1		21.3	6.7	18.5				
Max Q Clear Time (g_c+I1), s		5.0	2.0	4.2		10.0	4.1	10.4				
Green Ext Time (p_c), s		2.2	0.0	2.9		1.8	0.1	2.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			12.9									
HCM 2010 LOS			B									



Lanes, Volumes, Timings  
2: NE 78th Street & NE 25th Avenue

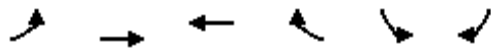
01/14/2019



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	101	1318	1258	142	73	77
Future Volume (vph)	101	1318	1258	142	73	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	370			0	210	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.985			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	3505	3521	0	1736	1553
Flt Permitted	0.109				0.950	
Satd. Flow (perm)	201	3505	3521	0	1736	1553
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			20			41
Link Speed (mph)		45	45		30	
Link Distance (ft)		1139	1186		2682	
Travel Time (s)		17.3	18.0		61.0	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	3%	3%	1%	1%	4%	4%
Adj. Flow (vph)	101	1318	1258	142	73	77
Shared Lane Traffic (%)						
Lane Group Flow (vph)	101	1318	1400	0	73	77
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
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	15	9
Number of Detectors	1	2	2		1	1
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (ft)	20	100	100		20	20
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	6	6		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA		Prot	pm+ov
Protected Phases	7	4	8		6	7

Lanes, Volumes, Timings  
2: NE 78th Street & NE 25th Avenue

01/14/2019

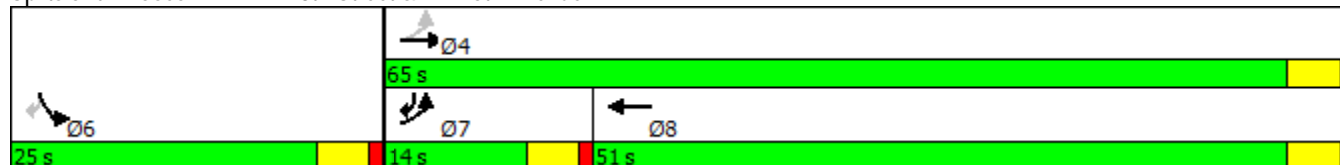


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	4					6
Detector Phase	7	4	8		6	7
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	9.5	22.5	22.5		22.5	9.5
Total Split (s)	14.0	65.0	51.0		25.0	14.0
Total Split (%)	15.6%	72.2%	56.7%		27.8%	15.6%
Maximum Green (s)	9.5	60.5	46.5		20.5	9.5
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead		Lag			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	None		Min	None
Walk Time (s)		7.0	7.0		7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	
Act Effct Green (s)	41.6	41.6	32.1		8.7	22.1
Actuated g/C Ratio	0.69	0.69	0.53		0.14	0.37
v/c Ratio	0.28	0.54	0.74		0.29	0.13
Control Delay	4.7	5.1	14.2		31.4	10.8
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	4.7	5.1	14.2		31.4	10.8
LOS	A	A	B		C	B
Approach Delay		5.1	14.2		20.8	
Approach LOS		A	B		C	

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 60.3  
 Natural Cycle: 65  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.74  
 Intersection Signal Delay: 10.2  
 Intersection Capacity Utilization 60.3%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

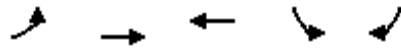
Splits and Phases: 2: NE 78th Street & NE 25th Avenue



## Queues

### 2: NE 78th Street & NE 25th Avenue

01/14/2019



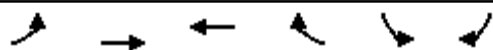
Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	101	1318	1400	73	77
v/c Ratio	0.28	0.54	0.74	0.29	0.13
Control Delay	4.7	5.1	14.2	31.4	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	4.7	5.1	14.2	31.4	10.8
Queue Length 50th (ft)	8	87	201	26	9
Queue Length 95th (ft)	22	150	315	72	43
Internal Link Dist (ft)		1059	1106	2602	
Turn Bay Length (ft)	370			210	
Base Capacity (vph)	410	3196	2693	657	649
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.25	0.41	0.52	0.11	0.12

### Intersection Summary

# HCM 2010 Signalized Intersection Summary

## 2: NE 78th Street & NE 25th Avenue

01/14/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	101	1318	1258	142	73	77		
Future Volume (veh/h)	101	1318	1258	142	73	77		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1845	1845	1881	1900	1827	1827		
Adj Flow Rate, veh/h	101	1318	1258	142	73	77		
Adj No. of Lanes	1	2	2	0	1	1		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Percent Heavy Veh, %	3	3	1	1	4	4		
Cap, veh/h	385	2708	2054	231	143	231		
Arrive On Green	0.07	0.77	0.63	0.63	0.08	0.08		
Sat Flow, veh/h	1757	3597	3334	364	1740	1553		
Grp Volume(v), veh/h	101	1318	692	708	73	77		
Grp Sat Flow(s),veh/h/ln	1757	1752	1787	1817	1740	1553		
Q Serve(g_s), s	1.0	8.5	14.4	14.5	2.5	2.8		
Cycle Q Clear(g_c), s	1.0	8.5	14.4	14.5	2.5	2.8		
Prop In Lane	1.00			0.20	1.00	1.00		
Lane Grp Cap(c), veh/h	385	2708	1133	1152	143	231		
V/C Ratio(X)	0.26	0.49	0.61	0.61	0.51	0.33		
Avail Cap(c_a), veh/h	537	3415	1339	1361	575	616		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	5.3	2.6	6.8	6.8	27.3	23.7		
Incr Delay (d2), s/veh	0.4	0.1	0.6	0.6	2.8	0.8		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.7	4.1	7.1	7.3	1.3	2.5		
LnGrp Delay(d),s/veh	5.7	2.7	7.4	7.4	30.1	24.5		
LnGrp LOS	A	A	A	A	C	C		
Approach Vol, veh/h		1419	1400		150			
Approach Delay, s/veh		2.9	7.4		27.2			
Approach LOS		A	A		C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				52.5		9.6	8.6	43.9
Change Period (Y+Rc), s				4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s				60.5		20.5	9.5	46.5
Max Q Clear Time (g_c+I1), s				10.5		4.8	3.0	16.5
Green Ext Time (p_c), s				32.8		0.3	0.1	22.8
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			6.3					
HCM 2010 LOS			A					

**APPENDIX F**

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

Lanes, Volumes, Timings  
1: NE 25th Avenue & NE 88th Street

01/14/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	145	143	10	2	91	281	6	169	6	160	101	36
Future Volume (vph)	145	143	10	2	91	281	6	169	6	160	101	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		0	190		0	330		0	270		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.887			0.995				0.961
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1881	0	1805	1685	0	1805	1890	0	1805	1826	0
Flt Permitted	0.294			0.660			0.669			0.647		
Satd. Flow (perm)	559	1881	0	1254	1685	0	1271	1890	0	1229	1826	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			268			3				33
Link Speed (mph)		35			35			30				30
Link Distance (ft)		1035			1166			2682				832
Travel Time (s)		20.2			22.7			61.0				18.9
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	145	143	10	2	91	281	6	169	6	160	101	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	145	153	0	2	372	0	6	175	0	160	137	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2				6

Lanes, Volumes, Timings  
 1: NE 25th Avenue & NE 88th Street

01/14/2019

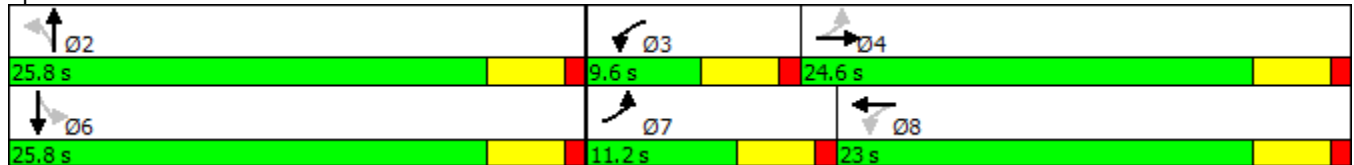


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	11.2	24.6		9.6	23.0		25.8	25.8		25.8	25.8	
Total Split (%)	18.7%	41.0%		16.0%	38.3%		43.0%	43.0%		43.0%	43.0%	
Maximum Green (s)	6.7	20.1		5.1	18.5		21.3	21.3		21.3	21.3	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effect Green (s)	17.4	16.5		13.3	9.5		11.0	11.0		11.0	11.0	
Actuated g/C Ratio	0.45	0.43		0.34	0.24		0.28	0.28		0.28	0.28	
v/c Ratio	0.30	0.19		0.00	0.61		0.02	0.33		0.46	0.25	
Control Delay	8.1	9.1		6.5	9.6		12.2	14.3		18.2	11.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	8.1	9.1		6.5	9.6		12.2	14.3		18.2	11.3	
LOS	A	A		A	A		B	B		B	B	
Approach Delay		8.6			9.6			14.2			15.0	
Approach LOS		A			A			B			B	

Intersection Summary

Area Type: Other  
 Cycle Length: 60  
 Actuated Cycle Length: 38.8  
 Natural Cycle: 55  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.61  
 Intersection Signal Delay: 11.5  
 Intersection LOS: B  
 Intersection Capacity Utilization 63.2%  
 ICU Level of Service B  
 Analysis Period (min) 15

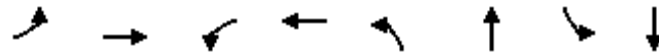
Splits and Phases: 1: NE 25th Avenue & NE 88th Street



# Queues

## 1: NE 25th Avenue & NE 88th Street

01/14/2019























Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	145	153	2	372	6	175	160	137
v/c Ratio	0.30	0.19	0.00	0.61	0.02	0.33	0.46	0.25
Control Delay	8.1	9.1	6.5	9.6	12.2	14.3	18.2	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.1	9.1	6.5	9.6	12.2	14.3	18.2	11.3
Queue Length 50th (ft)	14	15	0	19	1	29	29	17
Queue Length 95th (ft)	49	71	3	85	8	82	85	58
Internal Link Dist (ft)		955		1086		2602		752
Turn Bay Length (ft)	210		190		330		270	
Base Capacity (vph)	496	1109	509	1023	771	1148	746	1121
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.14	0.00	0.36	0.01	0.15	0.21	0.12

### Intersection Summary



HCM 2010 Signalized Intersection Summary  
 1: NE 25th Avenue & NE 88th Street

01/14/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	143	10	2	91	281	6	169	6	160	101	36
Future Volume (veh/h)	145	143	10	2	91	281	6	169	6	160	101	36
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	145	143	10	2	91	281	6	169	6	160	101	36
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	447	686	48	549	122	375	458	517	18	431	379	135
Arrive On Green	0.10	0.39	0.39	0.00	0.30	0.30	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1810	1756	123	1810	410	1266	1272	1824	65	1229	1339	477
Grp Volume(v), veh/h	145	0	153	2	0	372	6	0	175	160	0	137
Grp Sat Flow(s),veh/h/ln	1810	0	1878	1810	0	1677	1272	0	1889	1229	0	1816
Q Serve(g_s), s	2.1	0.0	2.3	0.0	0.0	8.4	0.2	0.0	3.1	4.9	0.0	2.4
Cycle Q Clear(g_c), s	2.1	0.0	2.3	0.0	0.0	8.4	2.6	0.0	3.1	8.0	0.0	2.4
Prop In Lane	1.00		0.07	1.00		0.76	1.00		0.03	1.00		0.26
Lane Grp Cap(c), veh/h	447	0	734	549	0	497	458	0	535	431	0	515
V/C Ratio(X)	0.32	0.00	0.21	0.00	0.00	0.75	0.01	0.00	0.33	0.37	0.00	0.27
Avail Cap(c_a), veh/h	560	0	903	764	0	742	746	0	962	708	0	925
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.8	0.0	8.4	10.3	0.0	13.3	12.6	0.0	11.8	15.0	0.0	11.6
Incr Delay (d2), s/veh	0.4	0.0	0.1	0.0	0.0	2.3	0.0	0.0	0.4	0.5	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	1.2	0.0	0.0	4.1	0.1	0.0	1.6	1.7	0.0	1.3
LnGrp Delay(d),s/veh	9.2	0.0	8.6	10.3	0.0	15.6	12.6	0.0	12.2	15.5	0.0	11.9
LnGrp LOS	A		A	B		B	B		B	B		B
Approach Vol, veh/h		298			374			181			297	
Approach Delay, s/veh		8.9			15.6			12.2			13.8	
Approach LOS		A			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		16.4	4.6	20.8		16.4	8.6	16.9				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		21.3	5.1	20.1		21.3	6.7	18.5				
Max Q Clear Time (g_c+I1), s		5.1	2.0	4.3		10.0	4.1	10.4				
Green Ext Time (p_c), s		2.2	0.0	2.9		1.9	0.1	2.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			12.9									
HCM 2010 LOS			B									

Lanes, Volumes, Timings  
2: NE 78th Street & NE 25th Avenue

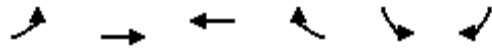
01/14/2019



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗↗	↖↗		↘	↘↘
Traffic Volume (vph)	103	1318	1258	144	74	78
Future Volume (vph)	103	1318	1258	144	74	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	370			0	210	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.985			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	3505	3521	0	1736	1553
Flt Permitted	0.109				0.950	
Satd. Flow (perm)	201	3505	3521	0	1736	1553
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			20			41
Link Speed (mph)		45	45		30	
Link Distance (ft)		1139	1186		2682	
Travel Time (s)		17.3	18.0		61.0	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	3%	3%	1%	1%	4%	4%
Adj. Flow (vph)	103	1318	1258	144	74	78
Shared Lane Traffic (%)						
Lane Group Flow (vph)	103	1318	1402	0	74	78
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
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	15	9
Number of Detectors	1	2	2		1	1
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (ft)	20	100	100		20	20
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	6	6		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA		Prot	pm+ov
Protected Phases	7	4	8		6	7

Lanes, Volumes, Timings  
2: NE 78th Street & NE 25th Avenue

01/14/2019

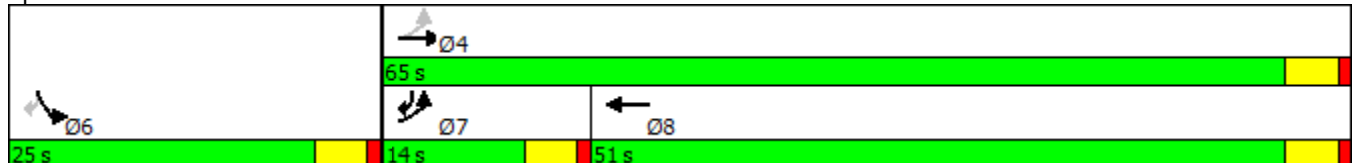


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	4					6
Detector Phase	7	4	8		6	7
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	9.5	22.5	22.5		22.5	9.5
Total Split (s)	14.0	65.0	51.0		25.0	14.0
Total Split (%)	15.6%	72.2%	56.7%		27.8%	15.6%
Maximum Green (s)	9.5	60.5	46.5		20.5	9.5
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead		Lag			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	None		Min	None
Walk Time (s)		7.0	7.0		7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	
Act Effct Green (s)	41.7	41.7	32.2		8.7	22.1
Actuated g/C Ratio	0.69	0.69	0.53		0.14	0.37
v/c Ratio	0.29	0.54	0.74		0.30	0.13
Control Delay	4.8	5.1	14.2		31.5	10.8
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	4.8	5.1	14.2		31.5	10.8
LOS	A	A	B		C	B
Approach Delay		5.1	14.2		20.9	
Approach LOS		A	B		C	

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 60.4  
 Natural Cycle: 65  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.74  
 Intersection Signal Delay: 10.2  
 Intersection LOS: B  
 Intersection Capacity Utilization 60.5%  
 ICU Level of Service B  
 Analysis Period (min) 15

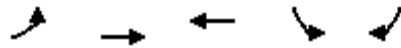
Splits and Phases: 2: NE 78th Street & NE 25th Avenue



## Queues

### 2: NE 78th Street & NE 25th Avenue

01/14/2019

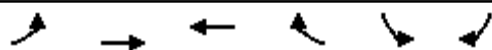


Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	103	1318	1402	74	78
v/c Ratio	0.29	0.54	0.74	0.30	0.13
Control Delay	4.8	5.1	14.2	31.5	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	4.8	5.1	14.2	31.5	10.8
Queue Length 50th (ft)	9	87	202	26	10
Queue Length 95th (ft)	23	151	316	73	44
Internal Link Dist (ft)		1059	1106	2602	
Turn Bay Length (ft)	370			210	
Base Capacity (vph)	410	3190	2688	655	648
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.25	0.41	0.52	0.11	0.12

### Intersection Summary

HCM 2010 Signalized Intersection Summary  
 2: NE 78th Street & NE 25th Avenue

01/14/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	103	1318	1258	144	74	78		
Future Volume (veh/h)	103	1318	1258	144	74	78		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1845	1845	1881	1900	1827	1827		
Adj Flow Rate, veh/h	103	1318	1258	144	74	78		
Adj No. of Lanes	1	2	2	0	1	1		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Percent Heavy Veh, %	3	3	1	1	4	4		
Cap, veh/h	384	2708	2049	234	144	232		
Arrive On Green	0.07	0.77	0.63	0.63	0.08	0.08		
Sat Flow, veh/h	1757	3597	3328	369	1740	1553		
Grp Volume(v), veh/h	103	1318	693	709	74	78		
Grp Sat Flow(s),veh/h/ln	1757	1752	1787	1816	1740	1553		
Q Serve(g_s), s	1.0	8.5	14.4	14.6	2.5	2.8		
Cycle Q Clear(g_c), s	1.0	8.5	14.4	14.6	2.5	2.8		
Prop In Lane	1.00			0.20	1.00	1.00		
Lane Grp Cap(c), veh/h	384	2708	1132	1150	144	232		
V/C Ratio(X)	0.27	0.49	0.61	0.62	0.51	0.34		
Avail Cap(c_a), veh/h	535	3408	1336	1357	573	615		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	5.4	2.6	6.8	6.9	27.3	23.7		
Incr Delay (d2), s/veh	0.4	0.1	0.6	0.6	2.8	0.8		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.7	4.1	7.1	7.3	1.3	2.5		
LnGrp Delay(d),s/veh	5.8	2.7	7.4	7.5	30.1	24.5		
LnGrp LOS	A	A	A	A	C	C		
Approach Vol, veh/h		1421	1402		152			
Approach Delay, s/veh		2.9	7.5		27.3			
Approach LOS		A	A		C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				52.6		9.7	8.7	43.9
Change Period (Y+Rc), s				4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s				60.5		20.5	9.5	46.5
Max Q Clear Time (g_c+I1), s				10.5		4.8	3.0	16.6
Green Ext Time (p_c), s				32.9		0.4	0.1	22.8
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			6.3					
HCM 2010 LOS			A					

**APPENDIX G**

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

Lanes, Volumes, Timings  
1: NE 25th Avenue & NE 88th Street

01/15/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	145	143	11	3	91	281	6	169	7	160	102	36
Future Volume (vph)	145	143	11	3	91	281	6	169	7	160	102	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		0	190		0	330		0	270		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.887			0.994				0.961
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1879	0	1805	1685	0	1805	1889	0	1805	1826	0
Flt Permitted	0.295			0.659			0.669			0.646		
Satd. Flow (perm)	560	1879	0	1252	1685	0	1271	1889	0	1227	1826	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			268			4				33
Link Speed (mph)		35			35			30				30
Link Distance (ft)		1035			1166			2682				832
Travel Time (s)		20.2			22.7			61.0				18.9
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	145	143	11	3	91	281	6	169	7	160	102	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	145	154	0	3	372	0	6	176	0	160	138	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2				6

Lanes, Volumes, Timings  
 1: NE 25th Avenue & NE 88th Street

01/15/2019

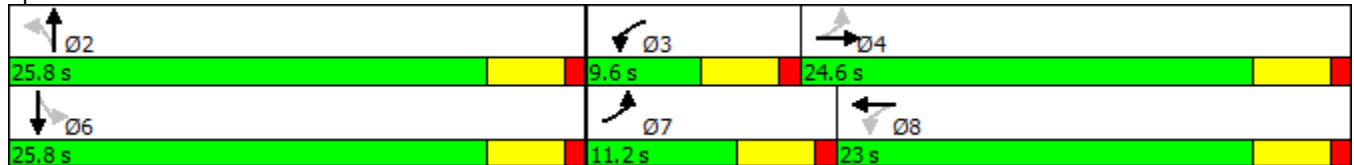


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	11.2	24.6		9.6	23.0		25.8	25.8		25.8	25.8	
Total Split (%)	18.7%	41.0%		16.0%	38.3%		43.0%	43.0%		43.0%	43.0%	
Maximum Green (s)	6.7	20.1		5.1	18.5		21.3	21.3		21.3	21.3	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effect Green (s)	17.4	16.5		13.3	9.5		11.0	11.0		11.0	11.0	
Actuated g/C Ratio	0.45	0.43		0.34	0.24		0.28	0.28		0.28	0.28	
v/c Ratio	0.30	0.19		0.01	0.61		0.02	0.33		0.46	0.26	
Control Delay	8.1	9.1		6.7	9.6		12.2	14.2		18.2	11.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	8.1	9.1		6.7	9.6		12.2	14.2		18.2	11.3	
LOS	A	A		A	A		B	B		B	B	
Approach Delay		8.6			9.5			14.2			15.0	
Approach LOS		A			A			B			B	

Intersection Summary

Area Type: Other  
 Cycle Length: 60  
 Actuated Cycle Length: 38.8  
 Natural Cycle: 55  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.61  
 Intersection Signal Delay: 11.5  
 Intersection LOS: B  
 Intersection Capacity Utilization 63.3%  
 ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 1: NE 25th Avenue & NE 88th Street

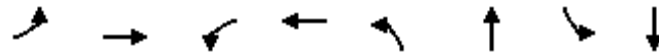




# Queues

## 1: NE 25th Avenue & NE 88th Street

01/15/2019
























Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	145	154	3	372	6	176	160	138
v/c Ratio	0.30	0.19	0.01	0.61	0.02	0.33	0.46	0.26
Control Delay	8.1	9.1	6.7	9.6	12.2	14.2	18.2	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.1	9.1	6.7	9.6	12.2	14.2	18.2	11.3
Queue Length 50th (ft)	14	15	0	19	1	29	29	17
Queue Length 95th (ft)	49	71	4	85	8	82	85	58
Internal Link Dist (ft)		955		1086		2602		752
Turn Bay Length (ft)	210		190		330		270	
Base Capacity (vph)	496	1107	508	1022	771	1147	744	1120
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.14	0.01	0.36	0.01	0.15	0.22	0.12

### Intersection Summary

HCM 2010 Signalized Intersection Summary  
 1: NE 25th Avenue & NE 88th Street

01/15/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	143	11	3	91	281	6	169	7	160	102	36
Future Volume (veh/h)	145	143	11	3	91	281	6	169	7	160	102	36
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	145	143	11	3	91	281	6	169	7	160	102	36
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	446	678	52	550	121	375	458	515	21	430	381	135
Arrive On Green	0.10	0.39	0.39	0.00	0.30	0.30	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1810	1742	134	1810	410	1266	1271	1812	75	1228	1343	474
Grp Volume(v), veh/h	145	0	154	3	0	372	6	0	176	160	0	138
Grp Sat Flow(s),veh/h/ln	1810	0	1876	1810	0	1677	1271	0	1887	1228	0	1816
Q Serve(g_s), s	2.1	0.0	2.3	0.0	0.0	8.4	0.2	0.0	3.1	5.0	0.0	2.5
Cycle Q Clear(g_c), s	2.1	0.0	2.3	0.0	0.0	8.4	2.6	0.0	3.1	8.0	0.0	2.5
Prop In Lane	1.00		0.07	1.00		0.76	1.00		0.04	1.00		0.26
Lane Grp Cap(c), veh/h	446	0	731	550	0	497	458	0	536	430	0	516
V/C Ratio(X)	0.33	0.00	0.21	0.01	0.00	0.75	0.01	0.00	0.33	0.37	0.00	0.27
Avail Cap(c_a), veh/h	559	0	901	763	0	741	744	0	960	706	0	924
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.8	0.0	8.5	10.3	0.0	13.3	12.6	0.0	11.8	15.0	0.0	11.6
Incr Delay (d2), s/veh	0.4	0.0	0.1	0.0	0.0	2.3	0.0	0.0	0.4	0.5	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	1.2	0.0	0.0	4.1	0.1	0.0	1.6	1.7	0.0	1.3
LnGrp Delay(d),s/veh	9.2	0.0	8.6	10.3	0.0	15.7	12.6	0.0	12.2	15.5	0.0	11.9
LnGrp LOS	A		A	B		B	B		B	B		B
Approach Vol, veh/h		299			375			182			298	
Approach Delay, s/veh		8.9			15.6			12.2			13.8	
Approach LOS		A			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		16.4	4.7	20.8		16.4	8.6	16.9				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		21.3	5.1	20.1		21.3	6.7	18.5				
Max Q Clear Time (g_c+I1), s		5.1	2.0	4.3		10.0	4.1	10.4				
Green Ext Time (p_c), s		2.2	0.0	2.9		1.9	0.1	2.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			12.9									
HCM 2010 LOS			B									

Lanes, Volumes, Timings  
2: NE 78th Street & NE 25th Avenue

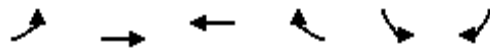
01/15/2019



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	105	1318	1258	145	75	79
Future Volume (vph)	105	1318	1258	145	75	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	370			0	210	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.984			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	3505	3517	0	1736	1553
Flt Permitted	0.109				0.950	
Satd. Flow (perm)	201	3505	3517	0	1736	1553
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			20			41
Link Speed (mph)		45	45		30	
Link Distance (ft)		1139	1186		2682	
Travel Time (s)		17.3	18.0		61.0	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	3%	3%	1%	1%	4%	4%
Adj. Flow (vph)	105	1318	1258	145	75	79
Shared Lane Traffic (%)						
Lane Group Flow (vph)	105	1318	1403	0	75	79
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
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	15	9
Number of Detectors	1	2	2		1	1
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (ft)	20	100	100		20	20
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	6	6		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA		Prot	pm+ov
Protected Phases	7	4	8		6	7

Lanes, Volumes, Timings  
2: NE 78th Street & NE 25th Avenue

01/15/2019

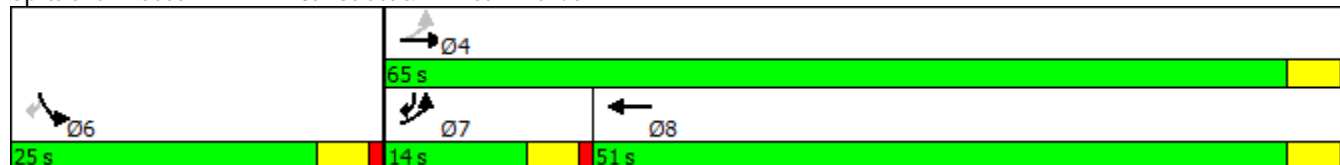


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	4					6
Detector Phase	7	4	8		6	7
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	9.5	22.5	22.5		22.5	9.5
Total Split (s)	14.0	65.0	51.0		25.0	14.0
Total Split (%)	15.6%	72.2%	56.7%		27.8%	15.6%
Maximum Green (s)	9.5	60.5	46.5		20.5	9.5
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead		Lag			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	None		Min	None
Walk Time (s)		7.0	7.0		7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	
Act Effct Green (s)	41.8	41.8	32.3		8.8	22.3
Actuated g/C Ratio	0.69	0.69	0.53		0.15	0.37
v/c Ratio	0.30	0.55	0.75		0.30	0.13
Control Delay	4.9	5.1	14.3		31.6	10.9
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	4.9	5.1	14.3		31.6	10.9
LOS	A	A	B		C	B
Approach Delay		5.1	14.3		21.0	
Approach LOS		A	B		C	

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 60.6  
 Natural Cycle: 65  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.75  
 Intersection Signal Delay: 10.3  
 Intersection Capacity Utilization 60.6%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

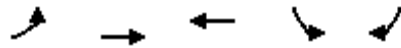
Splits and Phases: 2: NE 78th Street & NE 25th Avenue



Queues

2: NE 78th Street & NE 25th Avenue

01/15/2019

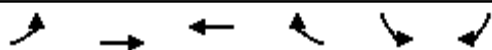


Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	105	1318	1403	75	79
v/c Ratio	0.30	0.55	0.75	0.30	0.13
Control Delay	4.9	5.1	14.3	31.6	10.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	4.9	5.1	14.3	31.6	10.9
Queue Length 50th (ft)	9	88	204	27	10
Queue Length 95th (ft)	23	151	318	74	44
Internal Link Dist (ft)		1059	1106	2602	
Turn Bay Length (ft)	370			210	
Base Capacity (vph)	409	3185	2680	653	648
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.26	0.41	0.52	0.11	0.12

Intersection Summary

HCM 2010 Signalized Intersection Summary  
 2: NE 78th Street & NE 25th Avenue

01/15/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	105	1318	1258	145	75	79		
Future Volume (veh/h)	105	1318	1258	145	75	79		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1845	1845	1881	1900	1827	1827		
Adj Flow Rate, veh/h	105	1318	1258	145	75	79		
Adj No. of Lanes	1	2	2	0	1	1		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Percent Heavy Veh, %	3	3	1	1	4	4		
Cap, veh/h	384	2707	2045	235	145	234		
Arrive On Green	0.07	0.77	0.63	0.63	0.08	0.08		
Sat Flow, veh/h	1757	3597	3326	371	1740	1553		
Grp Volume(v), veh/h	105	1318	694	709	75	79		
Grp Sat Flow(s),veh/h/ln	1757	1752	1787	1816	1740	1553		
Q Serve(g_s), s	1.1	8.6	14.5	14.7	2.6	2.8		
Cycle Q Clear(g_c), s	1.1	8.6	14.5	14.7	2.6	2.8		
Prop In Lane	1.00			0.20	1.00	1.00		
Lane Grp Cap(c), veh/h	384	2707	1131	1149	145	234		
V/C Ratio(X)	0.27	0.49	0.61	0.62	0.52	0.34		
Avail Cap(c_a), veh/h	534	3402	1333	1355	572	615		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	5.5	2.6	6.9	6.9	27.4	23.7		
Incr Delay (d2), s/veh	0.4	0.1	0.6	0.6	2.8	0.8		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.7	4.1	7.1	7.3	1.3	2.6		
LnGrp Delay(d),s/veh	5.8	2.7	7.5	7.5	30.2	24.5		
LnGrp LOS	A	A	A	A	C	C		
Approach Vol, veh/h		1423	1403		154			
Approach Delay, s/veh		3.0	7.5		27.3			
Approach LOS		A	A		C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				52.6		9.7	8.7	43.9
Change Period (Y+Rc), s				4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s				60.5		20.5	9.5	46.5
Max Q Clear Time (g_c+I1), s				10.6		4.8	3.1	16.7
Green Ext Time (p_c), s				32.9		0.4	0.1	22.8
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			6.4					
HCM 2010 LOS			A					

# 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:

*25<sup>th</sup> Ave Subdivision*

2. Name of applicant:

*Cody Dickman*

3. Address and phone number of applicant and contact person:

*203 E Reserve Street, Vancouver WA, 98661*

*Cody Dickman (360)696-4448*

4. Date checklist prepared:

*1/4/2018*

5. Agency requesting checklist:

*Clark County*

6. Proposed timing or schedule (including phasing, if applicable):

*N/A*

7. Do you have any plans for future additions, expansion, or further activity related to this proposal? If yes, explain.

*Not at this time*

8. List any environmental information that has been or will be prepared related to this proposal.

*An Archaeological Predetermination will be conducted by Archaeological Services of Clark County and submitted to the Washington State Department of Archaeology and Historic Preservation (DAHP).*

9. Are other applications pending for governmental approvals affecting the property covered by your proposal? If yes, please explain.

*None Known*

10. List any government approvals or permits needed for your proposal:

*Clark County:*

*Planning Commission Hearing*

*Public Hearing*

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.)

*Seeking to amend the Comprehensive Plan Map and Zoning Designation of this site from Urban Low Density R1-6 to Urban Medium Density R-18.*

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.

Tax ID #145032-000

## B. Environmental Elements

Agency use only

### 1. Earth

- a. General description of the site (circle one): Flat rolling, hilly, steep slopes, mountainous, other \_\_\_\_\_.

*The site is flat with 75.9% of parcel having slopes less than 5% and 24.1% having slopes less than 10%*

- b. What is the steepest slope on the site and the approximate percentage of the slope?

*24.1% is <10%*

- 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.

*Non-Hydric/SoA*

- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, please describe.

*No unstable soils have been found on this site*

- e. Describe the purpose, type, and approximate quantities of any filling or proposed grading. Also, indicate the source of fill.

*No fill or grading proposed at this time.*

- f. Could erosion occur as a result of clearing, construction, or use? If so, please describe.

*At this time no clearing is proposed to take place.*

- g. What percentage of the site will be covered with impervious surfaces after the project construction (e.g., asphalt or buildings)?

*N/a*

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

*N/a*

### 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.

*N/a*

- 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:

*N/a*

### 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.

*There are no mapped wetlands, habitats or other critical areas known to exist on this site*

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

*No*

- 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.

*N/A*

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

*N/A*

- 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 direct withdrawals of groundwater are proposed.*

- 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.

Agency use only

*N/A*

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:

*N/A*

---

#### 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?

*Grass, shrubs, Trees*

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

*None at this time*

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

*None at this time*

---

#### 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.

*Local birds, Robins, Starlings, Finches, and small mammals such as rabbit, mice, racoon, opossum, and moles have been observed at this site.*

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

Agency use only

*No known endangered species exist om the site*

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

*The site is located within what is commonly referred to as the Pacific Flyway. The Flyway stretches from Alaska to Mexico and from the Pacific Ocean to the Rocky Mountains.*

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

*N/A*

---

## 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.

*N/a*

- 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:

*N/A*

---

## 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.

*N/A*

- 1) Describe special emergency services that might be required.

*N/A.*

- 2) Proposed measures to reduce or control environmental health hazards, if any:

*N/A*

- b. Noise

- 1) What types of noise exist in the area which may affect your project (e.g., traffic, equipment, operation, other)?

*General Traffic*

- 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.

*N/A.*

Agency use only

- 3) Proposed measures to reduce or control noise impacts:

*N/A*

---

## 8. Land and shoreline use

- a. What is the current use of the site and adjacent properties?

*Currently the property has an existing single-family residential structure and is used as a single-family residence. Property to the south is currently under construction and is planned use will be an apartment complex. To the west is vacant land, the north is 2 acres with one single family residential home located on the property. To the east is a small cluster of single-family residential structures.*

- b. Has the site been used for agriculture? If so, please describe.

*No*

- c. Describe any structures on the site.

*Currently a single story 4-bedroom ranch style home sits on the eastern most section of the property.*

- d. Will any structures be demolished? If so, please describe.

*Not at this time.*

- e. What is the current zoning classification of the site?

*Single Family Residential (R1-6)*

- f. What is the current comprehensive plan designation of the site?

*UL*

- g. What is the current shoreline master program designation of the site?

*Does not apply*

- h. Has any part of the site been classified as an "environmentally sensitive" area? If so, please specify.

*No*

- i. How many people would reside or work in the completed project?

*N/A*

- j. How many people would the completed project displace?

*None*

- k. Please list proposed measures to avoid or reduce displacement impacts:

*N/A*

- l. List proposed measures to ensure the proposal is compatible with existing and projected land uses and plans:

*N/A*

## **9. Housing**

Agency use only

- a. Approximately how many units would be provided? Indicate whether it's high, middle, or low-income housing.

*N/A*

- b. Approximately how many units, if any, would be eliminated? Indicate whether it's high, middle, or low-income housing.

*N/A*

- c. List proposed measures to reduce or control housing impacts:

*N/A*

---

## **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?

*To be determined*

- b. What views in the immediate vicinity would be altered or obstructed?

*None*

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

*N/A*

---

## **11. Light and glare**

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

*N/A*

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

*N/A*

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

Unknown

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

N/A.

---

## 12. Recreation

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

None

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

No

Agency use only

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

N/A

---

## 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.

*An Archaeological Predetermination has been conducted by Archaeological Services of Clark County and submitted to the Washington State Department of Archaeology and Historic Preservation (DAHP). No Archaeological resources were observed on the site.*

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:

N/A

---

## 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.

NE 78<sup>th</sup> ST/NE 25<sup>th</sup> Ave

b. Is the site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

*Bus stop across from the property. NE 78<sup>th</sup> St. & 26<sup>th</sup> Ave C-Tran route #78*

c. How many parking spaces would the completed project have? How many would the project eliminate?

N/A

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.

N/A

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.

Agency use only

N/A

g. Proposed measures to reduce or control transportation impacts:

N/A

**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.

No, the project currently falls within the urban growth boundary. Existing services should be adequate to serve this project.

b. Proposed measures to reduce or control direct impacts on public services:

To be determined

**16. Utilities**

a. Circle the utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.

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:

Unknown at this time

**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:



Date Submitted: 1/31/19

Agency use only







# CLARK REGIONAL WASTEWATER DISTRICT UTILITY REVIEW

## Part A: Project/Parcel Information

Date: December 19, 2018 Utility Review Number: 1355675

## APPLICANT INFORMATION

Name: Cody Dickman Mailing Address: 203 E Reserve Street  
City: Vancouver State: WA Zip: 98661

## DELIVERY INFORMATION (Check one)

Call for Pickup       Fax to Applicant       E-mail       Mail  
Phone #: \_\_\_\_\_ Fax #: \_\_\_\_\_ E-mail Address: cody@delta203.com

## PROPERTY INFORMATION

Flows to Salmon Creek Treatment Plant  Flows to Vancouver Treatment Plant   
Lot # 109 SE ¼, . Sec 02 T. 2 N., R. 1 E., W.M.  
Serial #: 145032-000 Property Address: 8106 NE 25<sup>th</sup> Avenue  
Nearest Cross Streets: NE 25<sup>th</sup> Avenue and NE 80<sup>th</sup> Street  
Proposed Type of Use:  SFR  MF  COMM  IND  Other : \_\_\_\_\_  
Property Size: 2.0 acres Building Square Footage: \_\_\_\_\_  
(Commercial/Industrial)  
Preliminary Name of Project: 25<sup>th</sup> Avenue Apartments No. Living Units 36 Estimated ERU's: 28.8

## Part B: Sanitary Sewer Information

The point of connection for the subject parcel is mainline located approximately 240 feet north of the north west property corner.

**Part C: General Information**

**ATTENTION**

**FEES (All Fees Subject to Change)**

<input checked="" type="checkbox"/> Licensed Civil Engineer Drawing Required	<input type="checkbox"/> Reimbursement Contract (Latecomers Fee In Place)	\$ _____
<input type="checkbox"/> Sewer Main Extension Required		
<input type="checkbox"/> Bids Required for Reimbursement	<input checked="" type="checkbox"/> System Development Charge	\$ 4,708.00/ERU
<input checked="" type="checkbox"/> Developer Extension Agreement Required	<input checked="" type="checkbox"/> Permit Fee	\$ 140.00/Bldg
<input type="checkbox"/> Easement Required	<input type="checkbox"/> Sewer Tapping Fee	\$ _____
<input checked="" type="checkbox"/> Sewer Lateral Required	<input checked="" type="checkbox"/> Plan Review Fees*	\$ 500 min.
<input type="checkbox"/> Pretreatment Survey Required	<input checked="" type="checkbox"/> Inspection Fees*	\$ 1/LF
<input checked="" type="checkbox"/> The owner(s) must take all steps necessary to assure themselves of Gravity Flow Service	<input checked="" type="checkbox"/> Utility Permit Fees*	\$ 225.00
<input type="checkbox"/> Installation depth will be greater than eight feet (8') and all costs will be the responsibility of the developer	<input checked="" type="checkbox"/> Deposits*	\$ 1,350.00

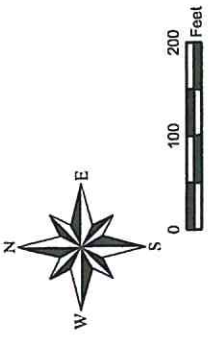
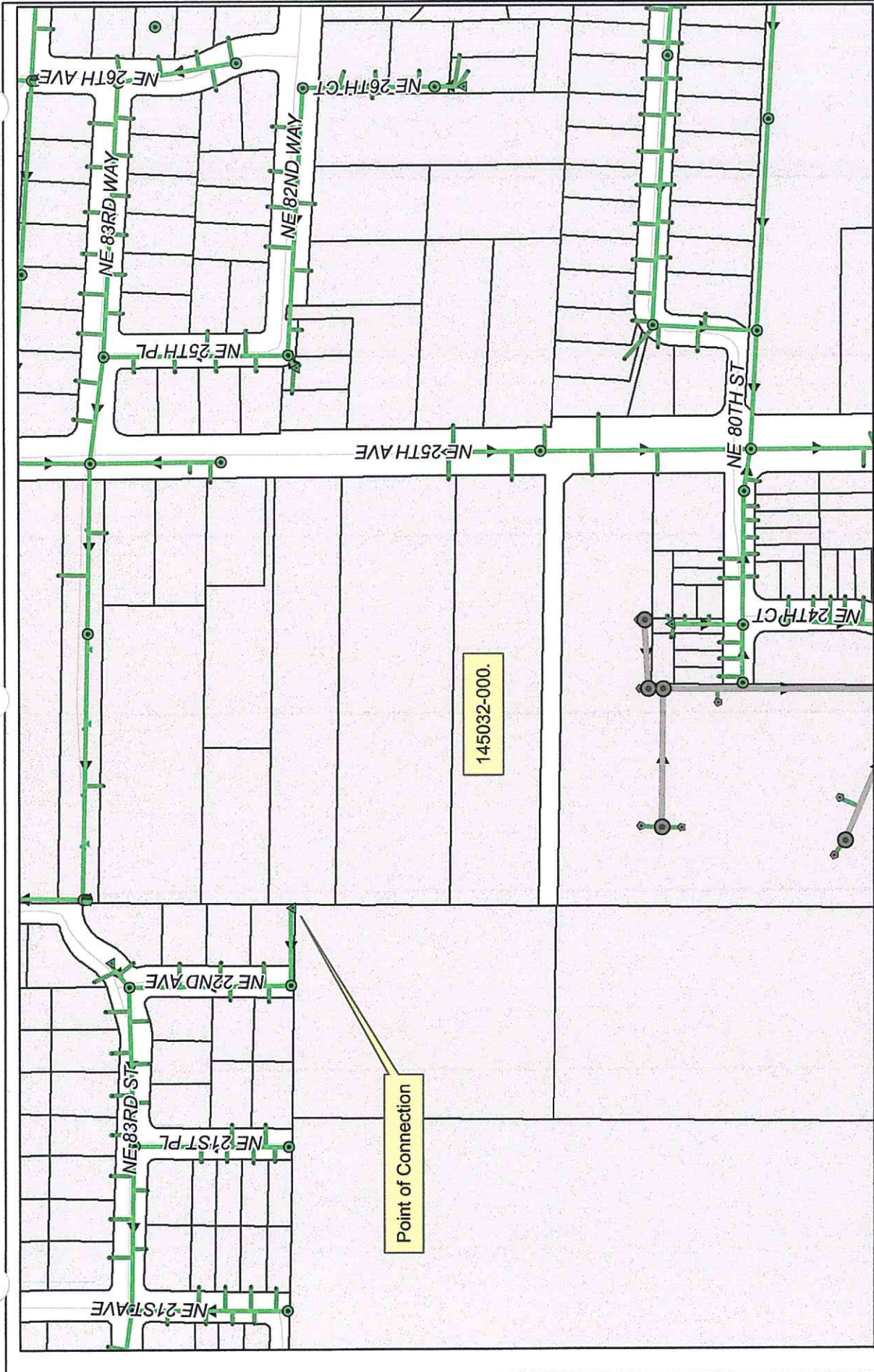
\*Approximate only. Subject to modification and/or revision during detailed plan check and approval.

PREPARED BY:	Jason Oster	DATE:	12/19/18
RECEIVED BY:	Via-Email	DATE:	12/19/18

1. This Utility Review is valid only for the real property referenced above ("Property") for the purpose of verifying the availability of sanitary sewer service.
2. No third person or party shall have any rights under this Utility Review whether by agency, third-party beneficiary principles or otherwise.
3. This Utility Review does not create a contractual relationship between the District and the Applicant and its successors and assigns ("Applicant").
4. This Utility Review is not assignable without the District's prior written permission.
5. As of the date of preparation of this Utility Review, as shown above, the District represents that sewer service is available to the Property through sewer systems that exist or that may be extended by the applicant to accommodate the sewage from the Property for the number of ERU's indicated. The District makes no other representations, express or implied.



# RUR 1355675





REQUEST FOR UTILITY REVIEW – WATER AVAILABILITY  
 P. O. Box 8900 (8600 N.E. 117 Ave) Vancouver, WA 98668  
 (360) 992-8022 Email: wateradmi@clarkpud.com

**APPLICANT INFORMATION**

DATE: 12/4/2018

NAME Cody Dickman  
 ADDRESS 203 E Reserve St  
 CITY Vancouver STATE WA ZIP 98661  
 TELEPHONE (360) 696-4448 EMAIL cody@delta203.03

Notification Method: Email Type of Development: Apartment/Condo  
 Number of Units: TBD

**Property Location**

Serial Acct. No 145032-000  
 Property Address 8106 NE 25<sup>th</sup> Avenue (or nearest cross street)  
 Property Size 2.00 Acres Required Fire Flow TBD GPM

**PLEASE SUBMIT PLAT MAP WITH REQUEST**

**GENERAL CONDITIONS FOR SERVICE (CPU Staff Only)**

Clark Public Utilities is the water purveyor for this site. No site plan was submitted with this review request so comments are general in nature and subject to change pending a full site plan review.

There is an existing 8" C-900 PVC water main within NE 81st Street, an existing 12" AC water main within NE 25<sup>th</sup> Avenue and an existing domestic water service along the East frontage. Nearby fire hydrants are located on the south side of NE 81<sup>st</sup> Street and another located ~230-ft north on the East side of NE 25<sup>th</sup> Ave. See attached Clark Public Utilities (CPU) water distribution map for reference.

The fire flow in the near vicinity was last calculated in 2012 at 3662 GPM at 20 PSI. Static water pressure is expected to vary around 65 psi depending on site elevation, system demand and reservoir levels. If updated fire flow calculations are required, please contact Water Services at (360) 992-8022.

Depending on site access and development layout, public water to the site is available by connecting to the existing 8" water main within NE 81<sup>st</sup> St and the 12" water main within NE 25<sup>th</sup> Ave. A minimum 8" water main should be extended on site and looped where possible. Install proper fire protection (i.e. hydrants and building sprinkler systems) as required by the Fire Marshal. An easement shall be granted to Clark Public Utilities for all water mains and services (up to the meter) located within private property.

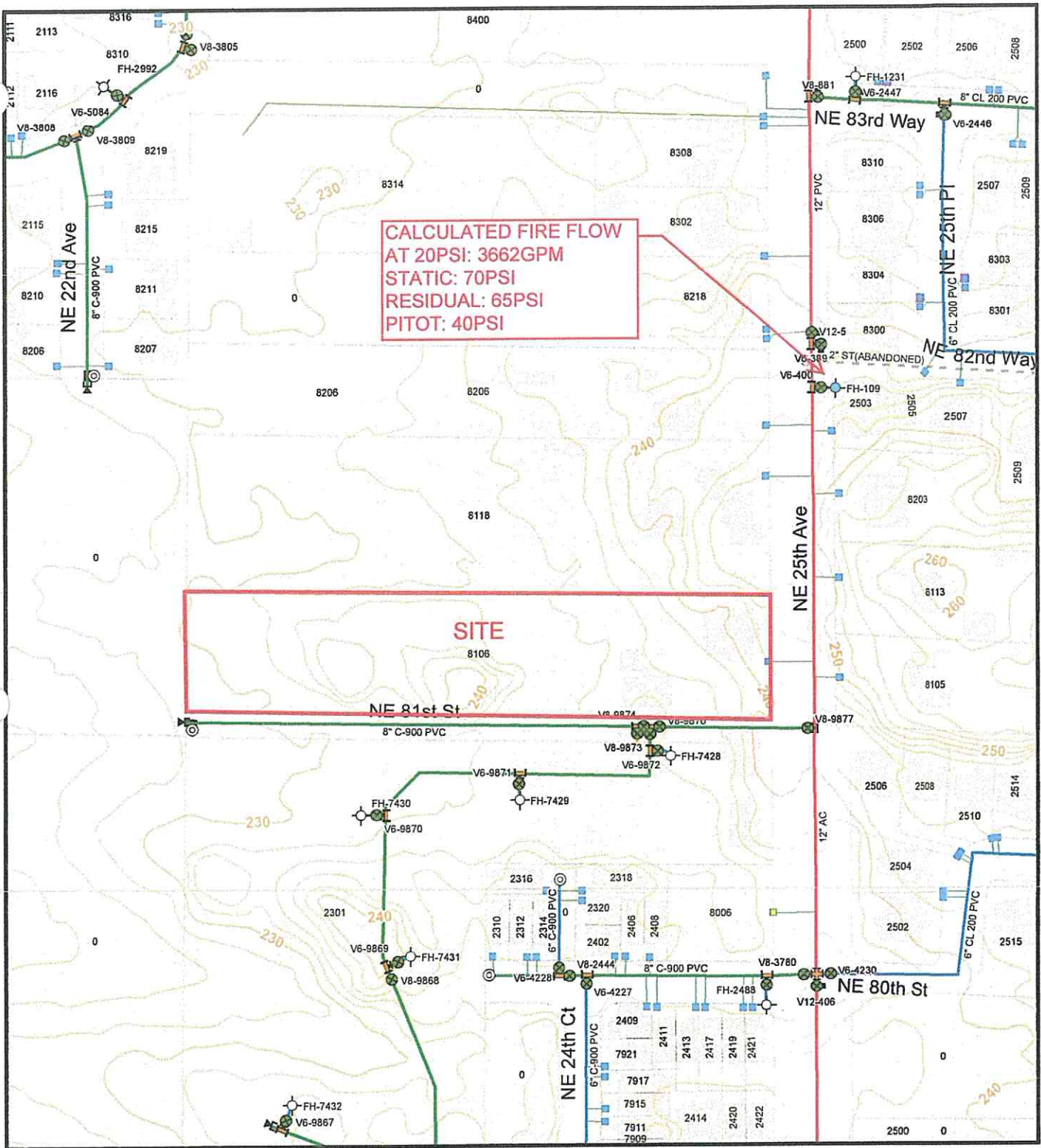
Proper state approved backflow devices will be required for all domestic, fire and landscape water services. All hot taps shall be performed by a Utility approved contractor. The Developer is responsible for costs associated with the service and fire protection installation, right-of-way permitting, and any other needed water improvements.

Submit full engineering plan set for further requirements and comments.

- Licensed Civil Eng. Drawing Required for Clark Public Utilities approval prior to construction
- Easement Required
- Clark Public Utilities has the capacity to serve, if the above conditions are met
- Developer/Owner shall pay County Right-of-Way fees based on off-site improvements

Review comments are subject to modification during detailed plan check and review.  
**This utility review is valid for six months after the date of signature below.**

REVIEWED BY Nick Flagg DATE 12/11/2018  
 Nick Flagg, PE



**CALCULATED FIRE FLOW**  
**AT 20PSI: 3662GPM**  
**STATIC: 70PSI**  
**RESIDUAL: 65PSI**  
**PITOT: 40PSI**

**SITE**  
 NE 81st St  
 8" C-900 PVC

**Legend**

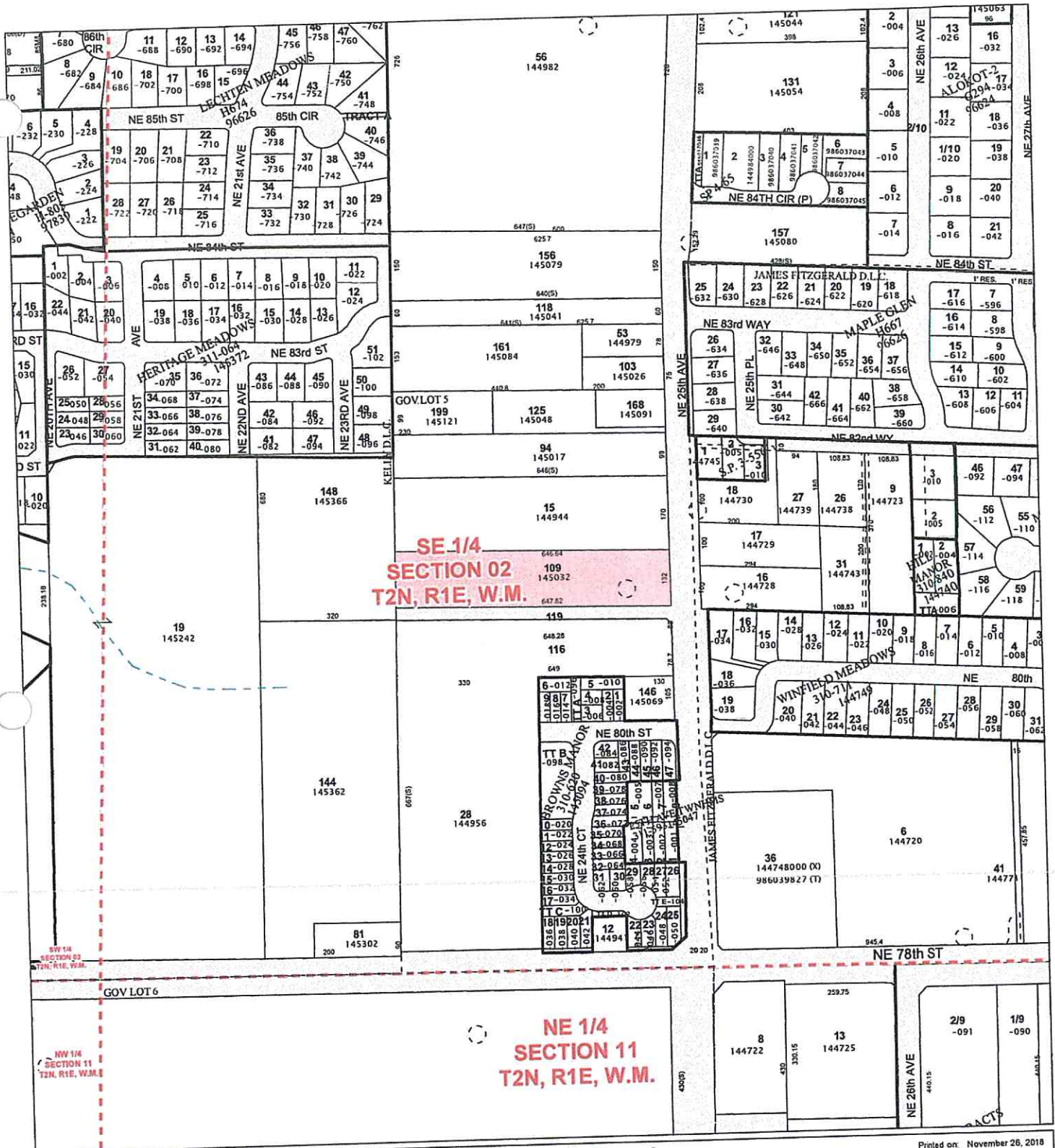
- |               |     |                   |                           |                      |                         |                    |
|---------------|-----|-------------------|---------------------------|----------------------|-------------------------|--------------------|
| Unknown       | 8"  | Butterfly, Closed | Air Release               | Cross                | Reservoir               | Fire Flow At 20psi |
| 2"            | 10" | Butterfly, Open   | Check                     | Tee                  | Booster Pumping Station | Not Tested         |
| 3"            | 12" | Gate, Closed      | Double Check              | Cap and Thrust Block | Satellite Well          | 1 - 499            |
| 4"            | 14" | Gate, Open        | Blow Off                  | Reducer              | Production Well         | 500 - 999          |
| 6"            | 16" | Abandoned Valve   | Pressure Regulating Valve | Coupling             |                         | 1000 - 1499        |
| Water Service |     | Water Meter       | Valve Book                | Tapping Sleeve       |                         | 1500 - 7981        |

1 inch = 150 feet

**Clark Public Utilities**  
 Customer-owned, customer-financed

**OPERATIONS MAP**  
 Printed on: 12/11/2018 Printed by: NickF

**MAP NUMBER**  
**2102-S**



**SE 1/4  
SECTION 02  
T2N, R1E, W.M.**

**NE 1/4  
SECTION 11  
T2N, R1E, W.M.**

**Quarter Section Parcels**

Account: 145032000  
 Owner: SADRI ASGHAR R  
 Address: 203 E RESERVE ST  
 C/S/Z: VANCOUVER, WA 98661

- 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

CLARK COUNTY, WASHINGTON

Geographic Information System

0 150 300 Feet

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

Printed on: November 26, 2018

31134	31135	31136
21103	21102	21101
21110	21111	21112



proud past, promising future

CLARK COUNTY  
WASHINGTON

PUBLIC HEALTH

January 31, 2018

Delta Management  
Attn: Cody Dickman  
203 E Reserve Street  
Vancouver, WA 98661

RE: Development Review Evaluation and Final Approval for "25<sup>th</sup> Avenue Subdivision" located at 8106 NE 25th Avenue (ID # SR 28878; Tax Parcel 145032000; PAC2017-00118)

Mr. Dickman:

The Development Review Evaluation of the site for which you have applied has been completed. This evaluation is limited to the area of the proposed development. The findings are:

On-Site Sewage Treatment Systems (OSS) (CCC 24.17, WAC 246-272A, CCC 40.370, RCW 58.17):

The house at 8106 is connected to public sewer. If a septic tank or other tank associated with an on-site sewage system is found during development, it must be properly abandoned. There is an outhouse behind the shop which simply needs the hole filled with dirt when the structure is removed. This project will be served by public sewer.

Water Systems (WAC 173-160, WAC 246-290, CCC 40.370, RCW 58.17):

The house is connected to public water. The application does not indicate a well and no well was observed during the site visit. If a well should be found during development, it must be properly decommissioned by a licensed well driller. This project will be served by public water.

If you have any questions about this letter, please contact me at (360) 397-8428 ext. 7254.

Sincerely,

Carla Sowder, R. S.  
Environmental Health Specialist

CC: Clark County Community Development, Attn: Bryan Mattson



After recording return to:  
Real Property Services  
Clark County, Washington  
P O Box 9810  
Vancouver WA 98660-9810

Per Easement Tax  
Ch. 11 Rev. Laws 1997  
EXEMPT  
Aid. # 0 Date 5-11-01  
(for details of this paid tax)  
Aid. # 0  
L. J. Boshart  
Clark County Treasurer  
D. RV

Document Title: Wall Easement  
Reference Number of Related Documents:  
Grantor(s): ASGHAR R. SADRI  
Grantee: Clark County, Washington  
Legal Description: #109 SEC 2 T2N R1E WN  
Additional Legal Description is attached as Exhibit "A"  
Serial #: 145032  
Project: NE 25<sup>th</sup> Ave. (NE 78<sup>th</sup> St - NE 9<sup>th</sup> St)  
CRP#: 382722

**WALL EASEMENT**

THE GRANTOR(S), ASGHAR R. SADRI, as his separate estate, for and in consideration of valuable consideration as set out in part below, bargain, sell and convey to CLARK COUNTY, a political subdivision of the State of Washington, its heirs and assigns, a perpetual Wall Easement to construct, install, reconstruct, repair, operate and maintain the County's Wall and all necessary related facilities over, under, upon and across the following described real property situated in Clark County, Washington, more particularly described as follows:

**SEE LEGAL DESCRIPTION ATTACHED HERETO, WHICH,  
BY THIS REFERENCE, IS INCORPORATED HEREIN**

GRANTOR(S) agree that no building, wall or structure with footings shall be placed upon the granted property without the written permission of Clark County, Washington.

The terms and conditions of this easement shall be binding upon the heirs and assigns of the Grantors and Clark County, Washington.

NOTE: In the event of damage to the Grantor's property related to the reconstruction, repair or maintenance of the Retaining Wall, the Grantee or its contractor shall repair the property to its prior condition.

CONSIDERATIONS: FOUR HUNDRED FIFTY AND NO/100's DOLLARS (\$450.00) FOR REAL PROPERTY.

Wall Easement  
Serial #: 145032  
Project: NE 25<sup>TH</sup> Ave. (NE 78<sup>th</sup> St - NE 99<sup>th</sup> St.)  
CRP #: 382722

Dated this 23 day of April, 2001.

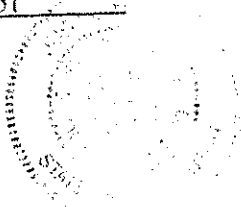
Asghar R. Sadri  
Asghar R. Sadri

Accepted on behalf of Clark County  
under the authority of CCC 2.33.095.  
Peter Capell  
PETER CAPELL, P.E.  
Director of Public Works

STATE OF WASHINGTON  
COUNTY OF CLARK

I hereby certify that I know or have satisfactory evidence that **ASGHAR R. SADRI** is the person who appeared before me, and said person acknowledged that he signed this instrument and acknowledged it to be his free and voluntary act for the uses and purposes mentioned in the instrument.

DATE: 4/23/01



Judy Horn  
Notary Public in and for the State of  
Residing at Oancouver  
My commission expires 10/1/03



DEPARTMENT OF  
PUBLIC WORKS

Superior service that is responsive and cost-justified.

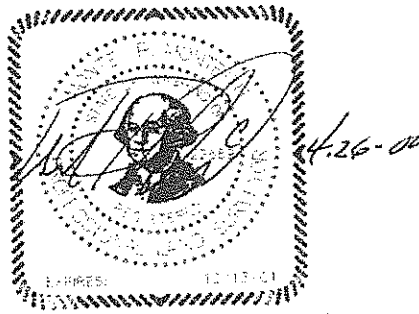
DESIGN & ENGINEERING  
COUNTY SURVEYOR'S OFFICE

EXHIBIT " A "  
NE 25th AVENUE – CRP # 382722  
SADRI PARCEL  
EASEMENT DESCRIPTOPN

A strip of land of variable width lying in the Southeast quarter of Section 2, Township 2 North, Range 1 East of the Willamette Meridian in Clark County, Washington, being more particularly described as follows:

All that portion of that parcel described in that Statutory Warranty Deed to Asghar R. Sadri, a single person, recorded September 12, 1996 under Auditor's File No. 9609120039, Records of Clark County, Washington, listed as Serial No. 145032-000, lying Easterly of a line drawn 39.00 feet Westerly of, when measured at right angles or radial to, the centerline of said Northeast 25th Avenue, as described in Exhibit "B", attached, all in Clark County, Washington.

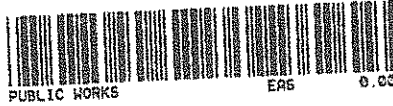
This description contains 528 square feet as calculated by the double meridian distance method.



sadri

1300 ESTHER STREET ■ P.O. BOX 9810 ■ VANCOUVER WA 98666-9810 ■ www.co.clark.wa.us

(360) 397-6118 ■ EXTENSION 4228 ■ FAX (360) 397-6053 ■ TDD (360) 397-6057



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Page: 4 of 5  
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Clark County, WA



DEPARTMENT OF  
PUBLIC WORKS

DESIGN & ENGINEERING  
COUNTY SURVEYOR'S OFFICE

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EXHIBIT "B"  
CENTERLINE DESCRIPTION  
N.E. 25th AVENUE

A strip of land of varying width lying in the East 1/2 of Section 2, Township 2 North, Range 1 East of the Willamette Meridian, the centerline of said strip being more particularly described as follows:

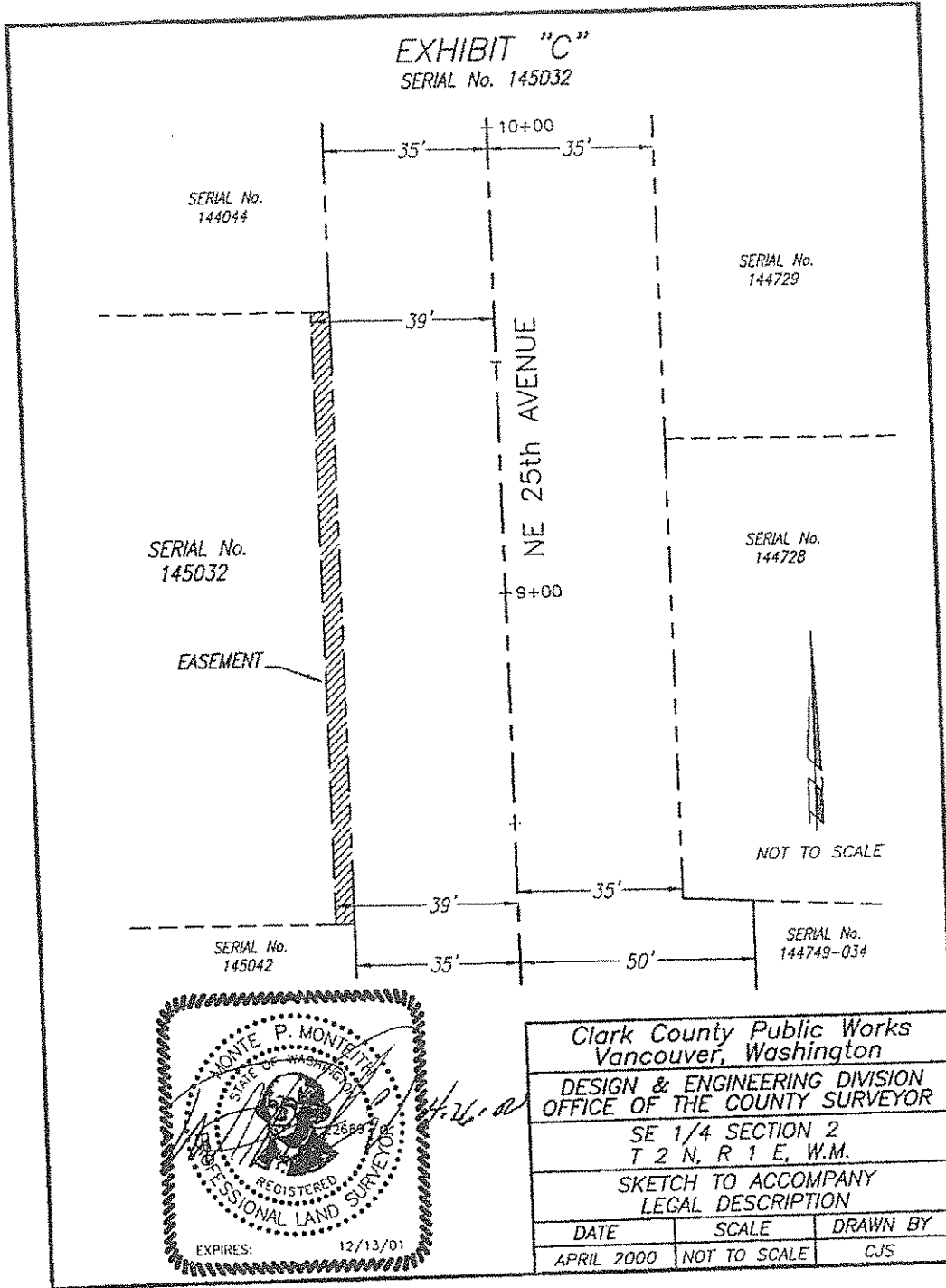
Beginning at a 5/8" iron rod with yellow plastic cap marked "Clark County Surveyor" which bears South 89°33'33" East 1382.74 feet from a brass disk marking the South 1/4 corner of said Section 2, said iron rod being designed as Engineer's station 0+00.00; thence North 00°22'21" West 1,632.00 feet to a point; thence North 3°03'05" East 1,027.20 feet to a brass disk set in concrete; thence North 1° 37'28" East 2,599.32 feet to a point and there terminating, all in Clark County, Washington.

Bearings hereon use are based on the Washington State Plane Coordinate System, South Zone, NAD 83/91. Control scheme is on file at the County Surveyor's office.



1300 ESTHER STREET • P.O. BOX 9810 • VANCOUVER WA 98666-9810 • www.ca.clark.wa.us

NE25-CL.DSC (360) 397-6118 • EXTENSION 4228 • FAX (360) 397-6053 • TDD (360) 397-6057





## DETERMINATION OF NON-SIGNIFICANCE

**Description of Proposal:** CPZ2019-00006 25<sup>th</sup> Ave Subdivision – The proposal requests the county amend the comprehensive plan and zoning on one parcel with a total of 1.99 acres from Urban Low Density Residential Comprehensive Plan designation (UL) with single family residential (R1-6) zoning to Urban Medium Density Residential Comprehensive Plan designation (UM) with Residential (R-18) zoning.

**Proponent:** Cody Dickman

**Location of proposal, including street address, if any:** The parcel is located at 8106 NE 25<sup>th</sup> Ave, Vancouver, WA 98665.

**Lead Agency:** *Clark County, Washington*

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for 14 days from the date below.

Comments must be submitted by: August 9, 2019

**Responsible Official:** Oliver Orjiako  
**Position/title:** Director  
**Address:** **RE: SEPA Comments**  
Clark County Community Planning  
1300 Franklin Street; 3<sup>rd</sup> Floor  
P.O. Box 9810  
Vancouver, WA 98666-9810

**Date:** July 16, 2019

**Signature:** \_\_\_\_\_

The staff contact person and telephone number for any questions on this review is Sharon Lumbantobing, Planner II, (360) 397-2280 ext. 4909.



## NOTICE OF DETERMINATION OF NON SIGNIFICANCE (DNS)

**NOTICE IS HEREBY GIVEN** that the following proposal has been determined to have no probable significant adverse impact on the environment, and that an environmental impact statement is not required under RCW 43.21C.030(2)(c). Written comments on the following proposal, or DNS, may be submitted to the Responsible Official by August 9, 2019.

### **DESCRIPTION:**

**CPZ2019-00006 25<sup>th</sup> Ave Subdivision** – The proposal requests the county amend the comprehensive plan and zoning on one parcel with a total of 1.99 acres from Urban Low Density Residential Comprehensive Plan designation (UL) with single family residential (R1-6) zoning to Urban Medium Density Residential Comprehensive Plan designation (UM) with Residential (R-18) zoning.

**ACTION REQUESTED:** It is requested that the County Council amend the comprehensive plan and zoning on one parcel with a total of 1.99 acres from Urban Low Density Residential Comprehensive Plan designation (UL) with single family residential (R1-6) zoning to Urban Medium Density Residential Comprehensive Plan designation (UM) with Residential (R-18) zoning.

### **RESPONSIBLE OFFICIAL:**

Oliver Orjiako, Director  
Community Planning  
PO Box 9810  
Vancouver WA 98666-9810  
[oliver.orjiako@clark.wa.gov](mailto:oliver.orjiako@clark.wa.gov)

---

### **BILL TO:**

Sonja Wiser, Program Assistant  
Clark County Community Planning  
PO Box 9810  
Vancouver, WA 98666-9810  
(360) 397-2280 ext. 4558  
[Sonja.wiser@clark.wa.gov](mailto:Sonja.wiser@clark.wa.gov)

**PUBLICATION DATE:** July 31, 2019

**PLEASE E-MAIL OR CALL TO CONFIRM RECEIPT AND PUBLICATION DATE**





# 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:

*25<sup>th</sup> Ave Subdivision*

2. Name of applicant:

*Cody Dickman*

3. Address and phone number of applicant and contact person:

*203 E Reserve Street, Vancouver WA, 98661*

*Cody Dickman (360)696-4448*

4. Date checklist prepared:

*1/4/2018*

5. Agency requesting checklist:

*Clark County*

6. Proposed timing or schedule (including phasing, if applicable):

*N/A*

7. Do you have any plans for future additions, expansion, or further activity related to this proposal? If yes, explain.

*Not at this time*

8. List any environmental information that has been or will be prepared related to this proposal.

*An Archaeological Predetermination will be conducted by Archaeological Services of Clark County and submitted to the Washington State Department of Archaeology and Historic Preservation (DAHP).*

9. Are other applications pending for governmental approvals affecting the property covered by your proposal? If yes, please explain.

*None Known*

10. List any government approvals or permits needed for your proposal:

*Clark County:*

*Planning Commission Hearing*

*Public Hearing*

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.)

*Seeking to amend the Comprehensive Plan Map and Zoning Designation of this site from Urban Low Density R1-6 to Urban Medium Density R-18.*

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.

Tax ID #145032-000

## B. Environmental Elements

Agency use only

### 1. Earth

- a. General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountainous, other \_\_\_\_\_.

*The site is flat with 75.9% of parcel having slopes less than 5% and 24.1% having slopes less than 10%*

- b. What is the steepest slope on the site and the approximate percentage of the slope?

*24.1% is <10%*

- 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.

*Non-Hydric/SoA*

- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, please describe.

*No unstable soils have been found on this site*

- e. Describe the purpose, type, and approximate quantities of any filling or proposed grading. Also, indicate the source of fill.

*No fill or grading proposed at this time.*

- f. Could erosion occur as a result of clearing, construction, or use? If so, please describe.

*At this time no clearing is proposed to take place.*

- g. What percentage of the site will be covered with impervious surfaces after the project construction (e.g., asphalt or buildings)?

*N/a*

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

*N/a*

### 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.

*N/a*

- 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:

*N/a*

### 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.

*There are no mapped wetlands, habitats or other critical areas known to exist on this site*

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

*No*

- 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.

*N/A*

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

*N/A*

- 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 direct withdrawals of groundwater are proposed.*

- 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.

Agency use only

*N/A*

- 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:

*N/A*

---

#### 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?

*Grass, shrubs, Trees*

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

*None at this time*

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

*None at this time*

---

#### 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.

*Local birds, Robins, Starlings, Finches, and small mammals such as rabbit, mice, racoon, opossum, and moles have been observed at this site.*

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

*No known endangered species exist on the site*

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

*The site is located within what is commonly referred to as the Pacific Flyway. The Flyway stretches from Alaska to Mexico and from the Pacific Ocean to the Rocky Mountains.*

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

*N/A*

---

## 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.

*N/a*

- 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:

*N/A*

---

## 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.

*N/A*

- 1) Describe special emergency services that might be required.

*N/A.*

- 2) Proposed measures to reduce or control environmental health hazards, if any:

*N/A*

- b. Noise

1) What types of noise exist in the area which may affect your project (e.g., traffic, equipment, operation, other)?

*General Traffic*

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.

*N/A.*

Agency use only

3) Proposed measures to reduce or control noise impacts:

*N/A*

---

## 8. Land and shoreline use

a. What is the current use of the site and adjacent properties?

*Currently the property has an existing single-family residential structure and is used as a single-family residence. Property to the south is currently under construction and is planned use will be an apartment complex. To the west is vacant land, the north is 2 acres with one single family residential home located on the property. To the east is a small cluster of single-family residential structures.*

b. Has the site been used for agriculture? If so, please describe.

*No*

c. Describe any structures on the site.

*Currently a single story 4-bedroom ranch style home sits on the eastern most section of the property.*

d. Will any structures be demolished? If so, please describe.

*Not at this time.*

e. What is the current zoning classification of the site?

*Single Family Residential (R1-6)*

f. What is the current comprehensive plan designation of the site?

*UL*

g. What is the current shoreline master program designation of the site?

*Does not apply*

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, please specify.

*No*

i. How many people would reside or work in the completed project?

*N/A*

j. How many people would the completed project displace?



None

k. Please list proposed measures to avoid or reduce displacement impacts:

N/A

l. List proposed measures to ensure the proposal is compatible with existing and projected land uses and plans:

N/A

**9. Housing**

Agency use only

a. Approximately how many units would be provided? Indicate whether it's high, middle, or low-income housing.

N/A

b. Approximately how many units, if any, would be eliminated? Indicate whether it's high, middle, or low-income housing.

N/A

c. List proposed measures to reduce or control housing impacts:

N/A

---

**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?

To be determined

b. What views in the immediate vicinity would be altered or obstructed?

None

c. Proposed measures to reduce or control aesthetic impacts:

N/A

---

**11. Light and glare**

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

N/A

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

N/A

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

Unknown

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

N/A.

---

## 12. Recreation

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

None

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

Agency use only

No

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

N/A

---

## 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.

*An Archaeological Predetermination has been conducted by Archaeological Services of Clark County and submitted to the Washington State Department of Archaeology and Historic Preservation (DAHP). No Archaeological resources were observed on the site.*

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:

N/A

---

## 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.

NE 78<sup>th</sup> ST/NE 25<sup>th</sup> Ave

b. Is the site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

*Bus stop across from the property. NE 78<sup>th</sup> St. & 26<sup>th</sup> Ave C-Tran route #78*

c. How many parking spaces would the completed project have? How many would the project eliminate?

N/A

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.

N/A

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.

Agency use only

N/A

g. Proposed measures to reduce or control transportation impacts:

N/A

**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.

No, the project currently falls within the urban growth boundary. Existing services should be adequate to serve this project.

b. Proposed measures to reduce or control direct impacts on public services:

To be determined

**16. Utilities**

a. Circle the utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.

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:

Unknown at this time

**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:  Date Submitted: 1/31/19

Agency use only







April 17, 2019

78<sup>th</sup> St Village LLC  
212 NE 83<sup>rd</sup> St  
Vancouver, WA 98665

Dear 78<sup>th</sup> St Village LLC,

I work with Clark County Community Planning and am writing to let you know that your neighbor (Asghar Sadri (PIN 14503200)) has applied to have the comprehensive plan and zoning designation on their property changed from R 1-6 to R-18 (CPZ2019-00006 25<sup>th</sup> Ave Subdivision). Your parcel (PIN 144956000) is currently split zoned with R 1-6 and R-18 comprehensive plan and zoning designations.

In November of 2016, it appears that you requested to merge three tax lots (144956000, 145039000, 145042000) into one tax lot. Most of your tax lot is zoned R-18, but there is a sliver along the northern edge of your property that is still zoned R 1-6 that is a result of the tax lot merger.

If the county council approves of the comprehensive plan and zoning designation change from R 1-6 to R-18, it would leave a narrow strip of your property designated as R 1-6, while all the surrounding property is designated as R-18.

Would you be interested to join in the land use application (CPZ2019-00006 25<sup>th</sup> Ave Subdivision ) to have your parcel changed from R-6 to R-18 to be consistent with the surrounding comprehensive plan and zoning designations?

If you could please send me a response in writing (either by email or regular email) by May 15, 2019, that would be appreciated.

If you have any questions, I can be reached at 564-397-4909.

Look forward to hearing from you.

Kind regards,

Sharon Lumbantobing  
[Sharon.lumbantobing@clark.wa.gov](mailto:Sharon.lumbantobing@clark.wa.gov)



**NOTICE OF PUBLIC HEARING  
CLARK COUNTY PLANNING COMMISSION**

**NOTICE IS HEREBY GIVEN** that the Clark County Planning Commission will conduct a public hearing on **Thursday, August 15, 2019 at 6:30 p.m.**, at the Public Services Center, 1300 Franklin Street, BOCC Hearing Room, 6<sup>th</sup> Floor, Vancouver, Washington to consider the following:

**2019 Annual Reviews amending the 20-Year Growth Management Comprehensive Plan and Zone Map:**

1. **CPZ2019-00004 Groth** – A proposal to amend the comprehensive plan and zoning designation from Rural 10 (R-10) with Rural (R-10) zoning to Rural 5 (R-5) comprehensive plan designation with Rural (R-5) zoning on one parcel as follows: 210776000.
2. **CPZ2019-00006 25<sup>th</sup> Ave Subdivision** – A proposal to amend the comprehensive plan and zoning from Urban Low Density Residential (UL) with single family residential (R1-6) zoning and Highway 99 Single Family Residential Overlay to Urban Medium Density Residential (UM) with Residential (R-18) zoning and Highway 99 Mixed Residential Overlay on one parcel as follows: 145032000.
3. **CPZ2019-00007 Neighborhood Pet Clinic** – A proposal to amend the comprehensive plan and zoning from Urban Low Density Residential (UL) with Single Family Residential (R 1-10) zoning to Commercial (C) with Community Commercial zoning (CC) on one parcel as follows: 118138224.

Staff Contact: [Sharon.Lumbantobing@clark.wa.gov](mailto:Sharon.Lumbantobing@clark.wa.gov) or (564) 397-4909.

The staff reports, related materials and hearing agenda will be available 15 days prior to the hearing date on the county's web page at <https://www.clark.wa.gov/community-planning/planning-commission-hearings-and-meeting-notes>


Copies are also available at Clark County Community Planning, 1300 Franklin Street, 3<sup>rd</sup> Floor, Vancouver, Washington. For other formats, contact the Clark County ADA office at [ADA@clark.wa.gov](mailto:ADA@clark.wa.gov), voice 564-397-2322, Relay 711 or 800-833-6388, Fax 564-397-6165.

Anyone wishing to give testimony in regard to this matter should appear at the time and place stated above. Written testimony can be provided to the Clark County Planning Commission by e-mailing the clerk of the commission at [Sonja.Wiser@clark.wa.gov](mailto:Sonja.Wiser@clark.wa.gov) or via US Postal Service to the Clark County Planning Commission, c/o Sonja Wiser, PO Box 9810, Vancouver, WA 98666-9810. Written testimony may also be submitted for the record during the hearing. Please ensure that testimony is received at least two (2) business days before

the hearing if you would like staff to forward it to the Planning Commission before the hearing.

Approved as to Form only:

Anthony Golik  
Prosecuting Attorney

By:   
Christine Cook  
Senior Deputy Prosecuting Attorney

**PLEASE PUBLISH:**

**Wednesday, July 31, 2019**

Please Bill:

Clark County Community Planning  
Attn: Sonja Wiser, Program Assistant  
P. O. Box 9810  
Vancouver, WA 98666-9810

**Columbian Account 70914**





**CLARK COUNTY** WASHINGTON

**COMMUNITY PLANNING**

PO Box 9810 • Vancouver, WA 98666-9810

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## *Notice of public hearing*

**For other formats, contact the Clark County ADA Office**

**Voice** 564.397.2322 / **Relay** 711 or 800.833.6388

**Fax** 360.397.6165 / **Email** ADA@clark.wa.gov



# LAND USE AMENDMENT

## NOTICE OF PUBLIC HEARING



# IN THE KNOW

You have the opportunity to submit feedback on this proposal. *Here's what you need to know.*

## CPZ2019-00006 25th Ave. Subdivision

Clark County Planning Commission

### PUBLIC HEARING

**AUG. 15 2019 / 6:30 PM**

#### Public Service Center

6th floor Hearing Room

1300 Franklin Street / Vancouver

### TESTIMONY

Anyone wishing to give testimony in regard to this matter can do so in one of the following ways:

**IN PERSON** Testimony may be given at the hearing. Written testimony may also be submitted for the record during the hearing.

**EMAIL** [sonja.wiser@clark.wa.gov](mailto:sonja.wiser@clark.wa.gov)

#### MAIL

Clark County Planning Commission  
c/o Sonja Wiser  
PO Box 9810 / Vancouver, WA 98666-9810

*Information on the hearing process and how to provide effective testimony can be found online at the address below.*

### PROPOSAL MATERIALS

Staff reports, related materials and hearing agenda can be accessed, online or in person, 15 days prior to the hearing date:

#### ONLINE

[www.clark.wa.gov/planning-commission](http://www.clark.wa.gov/planning-commission)

#### IN PERSON

Public Service Center / Community Planning  
1300 Franklin Street, 3rd floor



### PROPOSAL

An application has been submitted to amend the comprehensive and zoning maps for one parcel (145032000) that is 1.99 acres from Urban Low Density Residential (UL) with Single Family Residential (R1-6) zoning and Highway 99 Single Family Residential Overlay to Urban Medium Density Residential (UM) with Residential (R-18) zoning and Highway 99 Mixed Residential Overlay.

*The parcel is shown in red.*

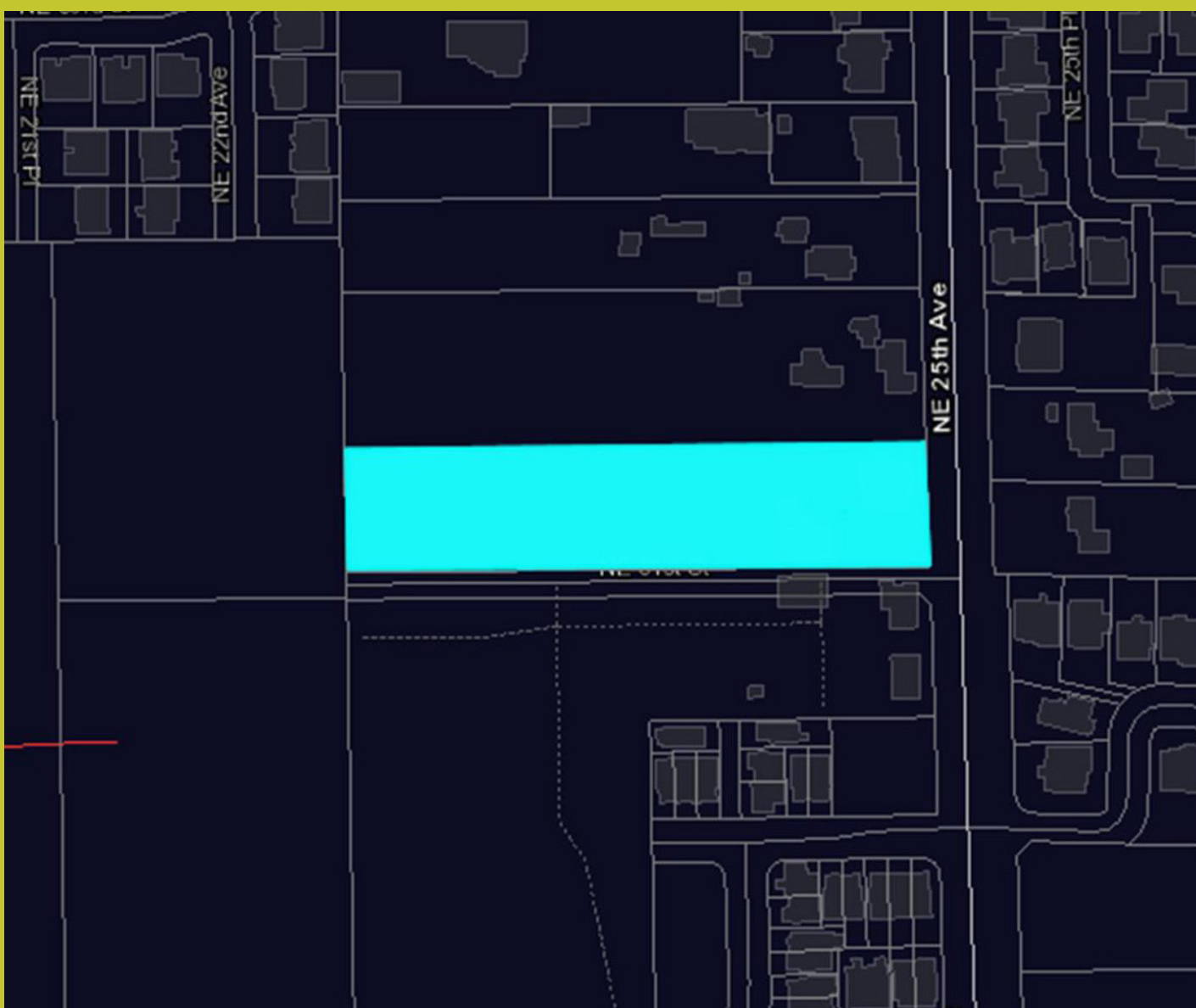
### STAFF CONTACT

Sharon Lumbantobing, Planner II

[sharon.lumbantobing@clark.wa.gov](mailto:sharon.lumbantobing@clark.wa.gov) / 564.397.4909

# LAND USE AMENDMENT

Notice of public hearing to consider the following



## CPZ2019-00006 25th Ave. Subdivision

An application has been submitted to amend the comprehensive plan and zoning maps for one parcel (145032000) that is 1.99 acres from Urban Low Density Residential (UL) with a Single Family Residential (R1-6) zoning and Highway 99 Single Family Residential Overlay to Urban Medium Density Residential (UM) with Residential (R-18) zoning and Highway 99 Mixed Residential Overlay.

*Map shows area of proposed change in blue.*

Clark County Planning Commission

## PUBLIC HEARING

**AUG. 15 2019 / 6:30 PM**

### Public Service Center

6th floor Hearing Room  
1300 Franklin Street  
Vancouver, WA

## PROPOSAL MATERIALS

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### ONLINE

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### IN PERSON

Public Service Center / Community Planning  
1300 Franklin Street, 3rd Floor

## STAFF CONTACT

Sharon Lumbantobing, Planner II  
[sharon.lumbantobing@clark.wa.gov](mailto:sharon.lumbantobing@clark.wa.gov)  
564.397.4909



*This hearing is part of the Annual Reviews and Dockets process under CCC chapter 40.560 to amend the 20-Year Growth Management Comprehensive Plan and Clark County Code (Title 40).*

NAME	STREET	CITY	STATE	ZIP
78TH ST VILLAGE LLC	212 NE 83RD ST	VANCOUVER	WA	98665
ACEVES ELIZABETH A & PAYNE CHAD BENJAMIN	2506 NE 80TH ST	VANCOUVER	WA	98665
ALLEN THOMAS J	8206 NE 25TTH AV	VANCOUVER	WA	98665
BAILEY TYLER & BAILEY CAITLIN	2406 NE 80TH STREET	VANCOUVER	WA	98665
BALDWIN TONY	8300 NE 25TH PL	VANCOUVER	WA	98665
BENITEZ GUADALUPE & BENITEZ JULIA	2504 NE 80TH ST	VANCOUVER	WA	98665
BLACKMON JON W & BLACKMON AMBER	2408 NE 80TH ST	VANCOUVER	WA	98665
BOLT RONALD N & BOLT LAURA A	1394 N 28TH ST	WASHOUGAL	WA	98671
BROWNS MANOR HOMEOWNERS ASSOCIATION	7710 NE VANCOUVER MALL DR	VANCOUVER	WA	98662
CLARK COUNTY CLEAN WATER PROGRAM	PO BOX 9810	VANCOUVER	WA	98666
DLS PROPERTIES INC	16320 NE 202ND AV	BRUSH PRAIRIE	WA	98606
DMC FAMILY FARM LLC	2118 NE 78TH ST	VANCOUVER	WA	98665
EDWARDS JONATHAN E & EDWARDS SARAH M	8203 NE 25TH AV	VANCOUVER	WA	98665
EQUITY TRUST CO CUSTODIAN, FIRSTENBERG STEVEN E TRUSTEE	806 PACHECO DR 703 BROADWAY STREET STE 103	MILPITAS VANCOUVER	CA WA	95035 98660
FOLKERTS MERNA M & MCCABE WILLIAM F TRUSTEE	8214 NE 25TH AV	VANCOUVER	WA	98665
GRUGG MARCIA	8206 NE 25TH AV	VANCOUVER	WA	98665
KHARITONENKO ANNA	2310 NE 80TH ST	VANCOUVER	WA	98665
KRUEGER ERIK S	2312 NE 80TH ST	VANCOUVER	WA	98665
KUEHL KEVIN D & KUEHL HEIDI	1642 MCCULLOCH BLVD	LAKE HAVASU CITY	AZ	86403
LATHROP MICHAEL T & LATHROP NANCY K	PO BOX 65733	VANCOUVER	WA	98665
MALECKAR THOMAS J	2514 NE 80TH ST	VANCOUVER	WA	98665
MAM YOSSA M & MAM ARIEL A	8218 NE 25TH AV	VANCOUVER	WA	98665
MIROSHNICHENKO ANATOLIY & MIROSHNICHENKO LARISA P	8206 NE 22ND AV	VANCOUVER	WA	98665
MORAN MICHAEL J	2316 NE 80TH ST	VANCOUVER	WA	98665
NYE MARTIN & NYE CHERIE	3815 NW CREEKSIDE DR	VANCOUVER	WA	98685
Occupant	2301 NE 81ST ST	VANCOUVER	WA	98665
Occupant	2301 NE 81ST ST UNIT A1	VANCOUVER	WA	98665
Occupant	A			
Occupant	2301 NE 81ST ST UNIT A2	VANCOUVER	WA	98665
Occupant	A			
Occupant	2301 NE 81ST ST UNIT A3	VANCOUVER	WA	98665
Occupant	A			
Occupant	2301 NE 81ST ST UNIT A4	VANCOUVER	WA	98665
Occupant	A			
Occupant	2301 NE 81ST ST UNIT B5	VANCOUVER	WA	98665
Occupant	B			
Occupant	2301 NE 81ST ST UNIT B6	VANCOUVER	WA	98665
Occupant	B			

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Occupant	2503 NE 82ND WAY	VANCOUVER	WA	98665
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Occupant	2507 NE 82ND WAY	VANCOUVER	WA	98665
Occupant	2510 NE 80TH ST	VANCOUVER	WA	98665
Occupant	8006 NE 25TH AVE	VANCOUVER	WA	98665
Occupant	8014 NE 25TH AVE	VANCOUVER	WA	98665
Occupant	8100 NE 25TH AVE	VANCOUVER	WA	98665
Occupant	8105 NE 25TH AVE	VANCOUVER	WA	98665
Occupant	8106 NE 25TH AVE	VANCOUVER	WA	98665
Occupant	8118 NE 25TH AVE	VANCOUVER	WA	98665
Occupant	8207 NE 22ND AVE	VANCOUVER	WA	98665
RAM BAL B & RAM RINA D	8211 NE 22ND AV	VANCOUVER	WA	98665
ROLON-LOZANO DARIO & ROLON- LOZANO BLANCA	6334 NE 18TH AV	PORTLAND	OR	97211
SADRI ASGHAR R	203 E RESERVE ST	VANCOUVER	WA	98661
SCOTT PETER MATTHEW	8113 NE 25TH AV	VANCOUVER	WA	98665
SELFRIDGE RILEY E	2509 NE 82ND WAY	VANCOUVER	WA	98665
SINGH JOTIKA & SINGH DHARMENDRA	2508 NE 80TH ST	VANCOUVER	WA	98665
STEIGELMAN MICHAEL & DOUTRICH DAWN	6505 NE 209TH ST	BATTLE GROUND	WA	98604
WEBB RUSSELL & NIELSEN-WEBB CHARLENE M	PO BOX 345	VANCOUVER	WA	98666
ZHAO RICHARD & PANG JIANHUA	23720 SW STAFFORD HILL DR	WEST LINN	OR	97068
TRFUSTEE SHARON LUMBANTOBING	1300 FRANKLIN ST, PO BOX 9810	VANCOUVER	WA	98666
MARILEE MCCALL	1300 FRANKLIN ST, PO BOX 9810	VANCOUVER	WA	98666

**From:** [Wiser, Sonja](#)

**Bcc:** ["Michael Merlino"; "Lynn Valenter"; "Scott Schuyler"; "Rex Buck"; "Tim Brewer"; "Richard Young"; "Larry Campbell"; "Joseph Jefferson"; "Dennis Lewarch"; "Kerry Lyste"; "Shawn Yanity"; "Danny K Marshall"; "Rhonda Foster"; "Randy Anrahamson"; "Earngy Sanstrom"; "adam Osbekoff"; "Steve Mullen"; "Kris Miller"; "Earl Davis"; "Ben Joseph"; "Norma Joseph"; "Jackie Ferry"; "Justine James"; "Doug Woodruff"; "Jeffrey Thomas"; "Brandon Reynon"; "Stormy Purser"; "George Swanaset Jr"; "Annette Bullchild"; "Jackie Wall"; "Keith Pat Baird"; "Aaron Miles"; "Laura Murphy"; "Bill White"; "Kevin Lyons"; "David Brownell"; "Cecile Hansen"; "Nathan Reynolds"; "Dave Burlingame"; "Bambi Rodriguez"; "Carey Miller"; "Teara Farrow"; "Jordan Mercier"; "David Powell"; "Johnston Meninick"; "Kate Valdez"; "Dan Penn"; "Randall Printz"; "Joe Steinbrenner"; "Mary Templeton"; "Jennifer Halleck"; "Nathan McCann"; "Dave Holmes"; "Tyson Vogeler"; "Sue Steinbrenner"; "Heidi Rosenberg"; "Denny Waters"; "Ryan Mackinster"; "Mark Ross"; "Amber Carter"; "Eric Temple"; "Leroy Ward"; "Houston Aho"; "Andrew lundgren"; "Ricky Frasier"; "Lua Stanek"; "David Gilroy"; "Judith Perez"; "Russell Knutson"; "Latasha Miller"; "s wall"; "Carnes, Mike"; "John Nohr"; "Eldred Chris"; "Carlson, Linda"; "J Eldridge"; "Suzanne Grover"; "Hansen, Steve \(Public Works\)"; "SWCA"; "CCAR"; "Terry Smith"; "Larry Knight"; "Bobby Burns"; "Nick Swinhart"; "Public Library City of Camas"; "Sandra Yager"; "Larry Jennings"; "McCall, Marilee"; "Ken Handley"; "Kathy Neary"; "Roger Entrekin"; "Bill Bjerke"; "City Parks and Recreation"; "Susan Steinbrenner"; "Erin Erdman"; "Jennifer Keene"; "Joe Steinbrenner"; "Robin Shoal"; "Don Hardy"; "Vial, Dave"; "Paul Scarpelli"; "Robert Maul"; "Patti Lundgren"; "Stephan Abramson"; "Pam Mason"; "Sandra Bennett"; "Kevin Jolma"; "Mitch Kneipp"; "Jennifer Halleck"; "Christie BrownSilva"; "Vicki Fitzsimmons"; "Milada Allen"; "Ike Nwankwo"; "County Reporters"; "Wuanita Herron"; "Judy Bumbarger-Enright"; "Ken Berg"; "Robert Whitlam"; "Jason Lyon"; "Redline, Tina"; "Steve Stuart"; "Green, Jerry External"; "Lisa Renan"; "Ken Burgstahler"; "Phil Bourquin"; "Marnie Allen"; "Richard Till"; "Jerry Winters"; "Randy Kline"; "Nick Redinger"; "Barb Cabe"; "Berg, Jo Anne"; "Roger Entrekin"; "Neil Chambers"; "Ila Stanek"; "Jeff Barsness"; "Steven T. Webb"; "Mike Means"; "James Howsley"; "Albrecht, Gary"; "Patty Boyden"; "Christie BrownSilva"; "Dunaway, Jon"; "Jode Goudy"; "Sorenson, Scott"; "Woodland School District #404"; "Justin Keeler"; "Brooks, Gordon"; "Sean McGill"; "Port of Vancouver"; "Barbara Meisenheimer"; "Roy Johnson"; "Steven Manlow"; "Ron Onslow"; "Chinook Nation/Indian Country"; "Lisa Cartwright"; "Cgrustue BrownSilva"; "Cnty Health CCPH LandUse"; "Snodgrass, Bryan"; "Charlene Nelson"; "Eiken, Chad"; "Bridget Schwarz"; "Ransom, Matt"; "Jeff Carothers"; "Messinger, Rebecca"; "Randall Printz"; "SEPA Notifications"; "Marc Krsul"; "Nisqually Indian Tribe"; "Mike Bomar"; "Barbara Murray"; "Robert Hubenthal"; "Cook, Christine"; "David Taylor"; "Development Review"; "Carol Levanen"; "Vicki Fitzsimmons"; "Kent C. Landerholm"; "Joe Arndt"; "John Karpinski"; "James Howsley"; "Todd Horenstein"; "Denny Kiggins"; "David Ripp"; "Ken Hadley"; "Brent Grening"; "John Peterson"; "Christy Finnie"; "Chris Chandler"; "Eric Fuller"; "KPDX Fox 49"; "Stacey Shields"; "Mark R. Feichtinger"; "Eric Eisemann"; "Dennis R. Dykes"; "SEPA REVIEW"; "David, Lynda"; "Dave Socolofsky"; "Cowlitz Indian Tribe"; "Confederated Tribes of Warm Springs"; "Confederated Tribes of Grand Ronde"; "Mark Collier"; "Columbia River Inter-Tribal Fish Commission"; "Guardino, Corrie"; "Chehalis Tribal Council"; "Jackson, Mike"; "Teresa Torres"; "Klug, Rob](#)

**Subject:** DNS for CPZ2019-00006 - 25th Avenue Subdivision

**Date:** Tuesday, July 16, 2019 1:08:03 PM

**Description of Proposal: CPZ2019-00006 25<sup>th</sup> Ave Subdivision** – The proposal requests the county amend the comprehensive plan and zoning on one parcel with a total of 1.99 acres from Urban Low Density Residential Comprehensive Plan designation (UL) with single family residential (R1-6) zoning to Urban Medium Density Residential Comprehensive Plan designation (UM) with Residential (R-18) zoning.

Comments are due by Friday, August 9, 2019  
 Staff Contact: Sharon Lumbantobing, 397-2280, Ext. 4909 or [sharon.lumbantobing@clark.wa.gov](mailto:sharon.lumbantobing@clark.wa.gov)

More information can be viewed on the following link:  
<https://www.clark.wa.gov/community-planning/planning-commission-hearings-and-meeting-notes>



**Sonja Wiser**  
 Program Assistant  
 COMMUNITY PLANNING

360.397.2280 ext 4558





STATE OF WASHINGTON

DEPARTMENT OF COMMERCE

1011 Plum Street SE • PO Box 42525 • Olympia, Washington 98504-2525 • (360) 725-4000  
[www.commerce.wa.gov](http://www.commerce.wa.gov)

February 21, 2019

Sharon Lumbantobing  
Planner II  
Clark County  
1300 Franklin Street 3rd Floor  
Vancouver, Washington 98660

Dear Ms. Lumbantobing:

Thank you for sending the Washington State Department of Commerce (Commerce) the following materials as required under RCW 36.70A.106. Please keep this letter as documentation that you have met this procedural requirement.

**County of Clark - Proposed amendment to the Clark County Comprehensive Plan and zoning maps on one parcel with a total of 1.99 acres from Urban Low Density Residential Comprehensive Plan designation (UL) with single family residential (R1-6) zoning to Urban Medium Density Residential Comprehensive Plan designation (UM) with Residential (R-18) zoning. CPZ2019-00006 25thAve Subdivision. These are map change amendments. There are no text amendments to go with these. These materials were received on February 20, 2019 and processed with the Material ID # 25802.**

We have forwarded a copy of this notice to other state agencies.

If this submitted material is an adopted amendment, then please keep this letter as documentation that you have met the procedural requirement under RCW 36.70A.106.

If you have submitted this material as a draft amendment, then final adoption may occur no earlier than sixty days following the date of receipt by Commerce. Please remember to submit the final adopted amendment to Commerce within ten days of adoption.

If you have any questions, please contact Growth Management Services at [reviewteam@commerce.wa.gov](mailto:reviewteam@commerce.wa.gov), or call Dave Andersen (509) 434-4491 or Paul Johnson (360) 725-3048.

Sincerely,

Review Team  
Growth Management Services

**AFFIDAVIT OF  
POSTING  
PUBLIC NOTICE**  
(Form DS1309-Revised 12/1001)



**Project Name:** 25<sup>th</sup> Ave Subdivision

**Case Number:** CPZ2019-00006

**Hearing Date:** August 15, 2019

**POSTING**

This is to certify that I, Sharon Lumbantobing, conspicuously posted signs in two places on July 25, 2019, that indicated the date, time and places of the hearing. These signs also included the case number(s), the nature and location of the proposal, and instructions for obtaining further information. The applicant's phone number was also included if provided. These signs were posted at the following locations:

(Identify the nearest street, intersection, or address of adjacent property where the sign was posted.)

1. 8106 NE 25<sup>th</sup> Ave, Vancouver, WA

2. intersection of NE 78<sup>th</sup> St & NE 25<sup>th</sup> Ave, Vancouver

Signature Sharon Lumbantobing Date: July 25, 2019

**Return to Community Planning**



CLARK COUNTY WASHINGTON

COMMUNITY PLANNING

## PLANNING COMMISSION RECOMMENDATION

DATE ISSUED: August 16, 2019

**SUBJECT: CPZ2019-00006 25<sup>th</sup> Ave SUBDIVISION ANNUAL REVIEW FOR COMPREHENSIVE GROWTH MANAGEMENT PLAN AND MAP AMENDMENT**

On August 15, 2019, the Planning Commission voted 4 to 0 to recommend to the County Council that it approve/deny the proposal to amend the comprehensive plan designation and zoning from Urban Low Density Residential (UL) with single family residential (R 1-6) zoning and Highway 99 Single Family Residential Overlay to Urban Medium Density Residential (UM) with Residential (R-18) zoning and Highway 99 Mixed Residential Overlay on one parcel (145032000) which is 1.99 acres.

Any person(s) or entity(ies) wishing to appeal a determination of non-significance shall file a written petition with the County Council at the Public Service Center, 1300 Franklin St, Vancouver, WA, 98660, within fourteen (14) calendar days of the issuance of this Clark County Planning Commission Recommendation. The County Council shall decide a SEPA appeal in conjunction with its decision made in a public hearing on the underlying recommendation in accordance with CCC 40.570.080.D.2.b(2). The date and time of the County Council public hearing on this recommendation will be published in The Columbian newspaper at least two weeks before the hearing, and will be posted at [www.clark.wa.gov/council-meetings](http://www.clark.wa.gov/council-meetings).

SEPA appeals must be written and must contain all of the following:

1. the case number designated by the county;
2. the name and original signature of each petitioner for the appeal;
3. a statement showing that each petitioner is entitled to file the appeal as an interested party;
4. the specific aspect(s) of the decision being appealed;
5. the reasons why each aspect is in error as a matter of fact or law; and
6. the evidence or law relied on to prove the error.

The case file is available for review online at [www.clark.wa.gov/community-planning/planning-commission-hearings-and-meeting-notes](http://www.clark.wa.gov/community-planning/planning-commission-hearings-and-meeting-notes) or at 1300 Franklin Street, Vancouver, WA between 8:00 am and 5:00 PM M-F. Contact **Sonja Wiser (564) 397- 4558** or **Sonja.Wiser@clark.wa.gov**.

**From:** [Lumbantobing, Sharon](mailto:Lumbantobing_Sharon)  
**To:** "[naccc.chair@gmail.com](mailto:naccc.chair@gmail.com)"; "[M.Allen](mailto:M.Allen)"; "[dougballou@comcast.net](mailto:dougballou@comcast.net)"  
**Subject:** notice of 3 public hearings  
**Date:** Monday, July 22, 2019 4:35:55 PM  
**Attachments:** [PlanningComm Mailer AUG 15 Groth.pdf](#)  
[PlanningComm Mailer AUG 15 25th Ave Subdivision.pdf](#)  
[PlanningComm Mailer AUG 15 Neighborhood Pet Clinic.pdf](#)

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To: Neighborhood Association Council of Clark County (NACCC), and the NE Hazel Dell and Felida Neighborhood Associations:

Attached please find Notice of Public Hearing for the Clark County Planning Commission for the 2019 Annual Reviews to amend the 20-Year Growth Management Comprehensive Plan Map and Zone Map for:

- CPZ2019-00004 Groth (Enterprise/Paradise Point Neighborhood Association – inactive)
- CPZ2019-00006 25<sup>th</sup> Ave Subdivision (located in the NE Hazel Dell Neighborhood Association)
- CPZ2019-00007 Neighborhood Pet Clinic (located in the Felida Neighborhood Association)

If you have any questions, I can be reached at the number below.



**Sharon Lumbantobing**  
Planner II  
COMMUNITY PLANNING

564.397.4909





**AFFIDAVIT OF  
POSTING  
PUBLIC NOTICE**  
(Form DS1309-Revised 12/1001)



**Project Name: 25<sup>th</sup> Ave Subdivision**

**Case Number: CPZ2019-00006**

**Hearing Date: September 17, 2019**

**POSTING**

This is to certify that I, Jacqui Kamp conspicuously posted signs in two places on August 30, 2019, that indicated the date, time and places of the hearing. These signs also included the case number(s), the nature and location of the proposal, and instructions for obtaining further information. The applicant's phone number was also included if provided. These signs were posted at the following locations:

(Identify the nearest street, intersection, or address of adjacent property where the sign was posted.)

1. 8106 NE 25<sup>th</sup> Ave, Vancouver, WA
2. Intersection of NE 81<sup>st</sup> St and NE 25<sup>th</sup> Ave, Vancouver, WA

**Signature** Jacqui Kamp **Date:** August , 2019

**Return to Community Planning**