From: Jeffrey Delapena
To: "Heidi Pozzo"
Cc: Oliver Orjiako; Jose Alvarez
Subject: RE: Comp Plan Index: Four 174th St Documents
Date: Tuesday, September 22, 2026 3:18:00 PM

Hello Heidi,

Thank you for providing these comments and attachments. Confirming these have all been received and will be added to the Comprehensive Plan Index of Record.

Best,

Jeff Delapena
Program Assistant
COMMUNITY PLANNING

564.397.4558

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-----Original Message-----
From: Heidi Pozzo <hcpheidi@yahoo.com>
Sent: Tuesday, September 22, 2026 2:59 PM
To: Jeffrey Delapena <Jeffrey.Delapena@clark.wa.gov>
Cc: Oliver Orjiako <Oliver.Orjiako@clark.wa.gov>; Jose Alvarez <Jose.Alvarez@clark.wa.gov>
Subject: Comp Plan Index: Four 174th St Documents

EXTERNAL: 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.

Dear Jeff,

I just uploaded four documents to the link you provided me that were submissions I made to the 174th St Subdivision hearing. Please include them in the Comp Plan Index.

Thank you,

Heidi

BEFORE THE HEARING EXAMINER

FOR CLARK COUNTY, WASHINGTON

PLD-2026-00002

174th Street Subdivision

SUPPLEMENTAL SUBMISSION:

Analysis of the Intersection LOS Override and CCC 40.350.020(F)(9)

Introduction

On May 21, 2026, David Jardin, Traffic Engineering Section Manager, filed Exhibit 136 in response to a question posed by Hearing Examiner Joe Turner at the April 23, 2026 hearing. At time mark 1:47:36, the Examiner asked, in substance: CCC 40.350.020(G)(1)(a) says the maximum volume-to-capacity ratio for each roadway segment shall not exceed 0.90 — it does not say anything about looking at the level-of-service of intersections at either end. How do you get there based on the code language?

This submission analyzes Mr. Jardin's response. The analysis demonstrates that: (1) the practice Mr. Jardin describes is not in the code; (2) his explanation contradicts what staff presented to the Planning Commission in 2014 when the code was being updated; (3) neither the 2010 directors who initiated the practice nor the current Public Works Director have presented any documentation supporting it; (4) no other interested party has defended the practice as authorized by existing code; (5) in sixteen years, no one sought to codify it; and (6) the code provision he relies upon, CCC 40.350.020(F)(9), does not authorize what he claims it authorizes.

1. What Mr. Jardin Claims

In Exhibit 136, Mr. Jardin states that in 2010, when the current language of CCC 40.350.020(G)(1)(a) was implemented, the then-Transportation Division Manager and Public Works Director "determined" that intersection performance "could have an impact on the operating level of transportation corridors." Based on this determination, he states, they "directed concurrency staff to use intersection performance, such as intersection level-of-service and queuing bounding the study corridor, in the evaluation of v/c ratio compliance."

Mr. Jardin attributes this directive to CCC 40.350.020(F)(9), which reads:

> *“Any other factors that the Public Works Director has determined could have an impact on the operating level of the transportation corridors or intersections.”*

Under this practice, as Mr. Jardin describes it, staff treats the V/C ratio as “an initial screening tool/indicator of roadway and intersection performance, not as an absolute.” When corridors exceed the 0.90 V/C threshold but intersections along the corridor operate at acceptable LOS, staff treats the corridor as compliant. Mr. Jardin states this practice has been “applied and practiced since 2010.”

2. The Practice Is Not in the Code

CCC 40.350.020(G)(1)(a) states:

> *“The maximum volume to capacity ratio for each roadway segment shall not exceed nine-tenths (0.9), when measured independently for each direction of travel.”*

The language is mandatory (“shall not exceed”) and unqualified. It does not say “unless intersection LOS is acceptable.” It does not say “as a screening tool.” It does not reference intersection performance as an override, an exception, or an alternative. The Hearing Examiner recognized this at the April 23 hearing when he stated on the record that (G)(1)(a) says nothing about looking at intersection LOS. The applicant’s attorney, Steve Morasch, conceded that the practice is not literally in the code. Craig Kathol, the concurrency engineer, was unable to articulate the code basis when asked directly.

As documented in detail in Exhibit 88 (with supporting Exhibits A–L), the legislative record of the 2014, 2016, and 2017 ordinances establishes that corridor V/C was adopted as the binding standard and intersection LOS was added as a supplemental safety floor. The 2014 DEAB and Planning Commission proceedings describe intersection standards as a “safety net” and “bare minimums.” The 2014 staff report states that transportation improvements would be required of roadway segments at or above a V/C of 0.90. Council formal findings in Ordinances 2016-08-12, 2016-10-11, and 2017-04-13 state that the code “attempts to delay development in areas served by roads failing concurrency until the condition can be improved or mitigated.” The 2017 Planning Commission staff report states that “transportation is the only area of concurrency that specifies denial of development if LOS standards cannot be met.” None of this legislative record supports the practice Mr. Jardin describes in Exhibit 136.

3. The Practice Contradicts What Staff Presented in 2014

Mr. Jardin participated in the 2014 concurrency code update that produced Ordinance 2014-08-09. On June 5, 2014, staff presented the concurrency program update to the Planning Commission. Slide 4 of that presentation identifies the key elements of the update:

1. Using the adopted Comprehensive Plan population growth rate of 1.12 percent per year

2. A 20-year planning horizon

3. Level-of-service measurement is a "roadway volume to capacity ratio" with a maximum of 90 percent

4. "Additional protective" LOS standards for individual intersections

5. In addition to LOS standards, national safety standards will apply and may be more restrictive

The hierarchy is unambiguous. The V/C ratio is the primary "level-of-service measurement." Intersection LOS standards are described as "additional protective" — a supplemental safety floor beneath the corridor standard, not an override mechanism above it. This is the presentation staff gave to the legislative body that adopted the code. If staff had already been applying an intersection LOS override since 2010, this was the moment to disclose it. Instead, staff presented the exact opposite: V/C as the binding standard, intersection LOS as supplemental protection.

Mr. Jardin's Exhibit 136 characterizes V/C as a "screening tool/indicator" — a preliminary step before the real analysis. Staff's own 2014 presentation to the Planning Commission characterizes V/C as the "level-of-service measurement." These descriptions are mutually exclusive. If V/C is the measurement, it cannot also be merely an indicator that something else is the measurement.

The Council adopted Ordinance 2014-08-09 consistent with the presentation: V/C 0.90 as the binding standard. It proceeded to adopt two additional ordinances in the same subject area — Ordinance 2016-08-12 and Ordinance 2017-04-13 — neither of which created an intersection LOS override.

4. No Supporting Documentation Has Been Presented

Mr. Jardin's letter describes a directive from the then-Transportation Division Manager and Public Works Director in 2010. He does not identify these individuals by name. He does not cite a memorandum, staff report, resolution, ordinance, policy directive, or any other document establishing this practice. He does not identify a Council hearing,

Planning Commission proceeding, or public meeting where the practice was disclosed, discussed, or adopted.

The distinction matters. The Public Works Director is an appointed staff position. The V/C standard in (G)(1)(a) was adopted by the County Council through a legislative process. A staff-level directive cannot override a legislatively adopted standard. The Council adopted the 0.90 V/C threshold. Only the Council can change it, waive it, or create exceptions to it.

Neither the directors who initiated this practice in 2010 nor the current Public Works Director have presented any documentation supporting it into this record. The May 21, 2026 filings — Exhibit 135 (Steve Gallup, Transportation Division Manager), Exhibit 136 (David Jardin, Traffic Engineering Section Manager), and Exhibit 140 (reissued concurrency staff report) — were signed by division-level staff. If the (F)(9) determination is the Public Works Director's to make, as Mr. Jardin claims, the Director's signature does not appear on any of these documents.

5. No Interested Party Has Defended the Practice as Authorized by Existing Code

No other interested party in this proceeding or elsewhere has defended the intersection LOS override as authorized by existing code. To the contrary, the response from the development community has been to ask the County Council to change the code.

Within 24 hours of the April 23 hearing, the applicant's attorney in this proceeding, Steve Morasch, emailed County staff requesting an interim code amendment under RCW 36.70A.390 to change the V/C standard. The same day, attorney Erikson filed a letter into the Comprehensive Plan comment index conceding corridor V/C failures under background conditions on NE 179th Street and acknowledging that staff have historically applied the standard inconsistently with the code's plain meaning. Four days later, Erikson filed a second letter proposing an alternative methodology (Screenline) and citing case law to support the change. The Ginn Group, a corridor developer, emailed County leadership stating that the County has been "overlooking the express v/c LOS standard" for years and calling for "emergency action." The Building Industry Association of Clark County subsequently wrote to Council requesting an emergency ordinance, identifying 29 or more projects and over 1,500 residential units affected by the concurrency standard as written.

If CCC 40.350.020(F)(9) authorized the intersection LOS override as Mr. Jardin claims, none of these parties would need to ask for a code change. The development community's own response to this issue — seeking legislative relief rather than defending existing practice — confirms that the practice has no code basis.

6. Sixteen Years Without Codification

Mr. Jardin states the practice has been in use since 2010. He has administered the concurrency program for over 19 years. In that time, there have been three legislative proceedings that directly addressed concurrency methodology (2014, 2016, 2017). At no point did staff propose codifying the intersection LOS override. At no point was the practice described in any staff report, ordinance summary, or legislative finding.

Mr. Jardin says the practice has been in effect since 2010. In 2014, he went before the Planning Commission to address a concurrency methodology that was not working — the travel speed standard — and the result was a legislative process that produced Ordinance 2014-08-09, changing the code. That is how a standard is changed: staff identifies the problem, presents it to the legislative body, and the Council acts. Through the 2014, 2016, and 2017 legislative proceedings, the intersection LOS override was never introduced into the code. It has not been introduced since.

7. CCC 40.350.020(F)(9) Does Not Authorize the Override

Mr. Jardin's entire legal theory rests on subsection (F)(9). The full text of Section (F) is titled "Determination of Operating Levels." It reads, in relevant part:

> *"The operating level for a transportation corridor, signalized intersection, and/or unsignalized intersection shall be defined as the traffic characteristics of those roadways and intersections with consideration of the following factors:"*

This is followed by a list of nine factors. Read together, these factors define the "V" in the V/C equation — the volume of traffic the corridor will experience. Factor (F)(4) requires input for the traffic impacts of the proposed development. Factor (F)(5) requires the traffic impacts of other approved developments not yet fully built out. Factor (F)(6) accounts for TIP improvements reasonably funded and scheduled for completion within six years. Factor (F)(7) addresses capacity assigned or reserved to other or future developments. Factor (F)(8) captures background traffic growth and exempt development traffic. Every enumerated factor is about quantifying the traffic that will use the corridor.

The ninth and final item is the catch-all Mr. Jardin relies upon: "Any other factors that the Public Works Director has determined could have an impact on the operating level of the transportation corridors or intersections." Read in context with the eight factors that precede it, (F)(9) allows the Director to identify additional factors that affect the volume side of the equation — for example, accounting for a traffic generator not

captured by the enumerated categories, or adjusting for seasonal variation. It is a volume-definition provision.

Section (G) does two different things. First, Table 40.350.020-1 defines the “C” in the V/C equation — the capacity of each roadway classification. Second, (G)(1)(a) applies the standard: the V/C ratio shall not exceed 0.90. Section (F) defines the numerator. Section (G) defines the denominator and sets the threshold.

Mr. Jardin reads (F)(9) as authorizing the Public Works Director to override (G)(1)(a) after the V/C ratio has been calculated and found to exceed 0.90. That reading is not just using an input provision to override a standard — it is using a volume-definition provision to substitute an entirely different metric (intersection LOS) that has nothing to do with defining volumes. It fundamentally mixes up what the two subsections do. If the Public Works Director can use (F)(9) to declare that a corridor with a V/C of 1.13 is actually compliant because intersection LOS is acceptable, then the 0.90 standard in (G)(1)(a) is not a standard at all — it is a suggestion.

The Growth Management Act requires counties to adopt concurrency standards. RCW 36.70A.070(6)(b) mandates that local governments adopt and enforce ordinances prohibiting development approval if transportation facilities are inadequate to serve the development. If the Public Works Director can override the adopted standard through a catch-all volume-definition provision, there is no enforceable standard. The concurrency code becomes advisory, and the County is not in compliance with the GMA’s requirement that it actually have one.

Mr. Jardin himself implicitly concedes this distinction. His letter acknowledges that corridor V/C exceeds 0.90. He does not dispute the volume calculation or argue that a traffic factor was omitted from the numerator. Instead, he argues that the exceedance should be disregarded because a different metric — intersection LOS — produces an acceptable result. That is not identifying an additional volume factor under (F). That is overriding the standard under (G).

The override logic also fails on its own terms for this corridor. Mr. Jardin justifies the practice by stating that in his experience, “roadway operations breakdown/degrade at intersections because of poor levels-of-service and/or queueing issues.” His premise is that operational problems manifest at intersections — and therefore intersection performance is where staff should look. On the NE 179th Street corridor, the opposite is occurring. The intersections are operating efficiently. The problems are on the road segments between them.

As documented in Exhibits 59 and 104, the intersections bounding the failing corridor segments in the 2028 horizon are modeled as roundabouts, not signals. A signalized intersection meters flow — it holds traffic on red and releases it in platoons, so there is

at least a limited theoretical basis for the idea that efficient signal operation constrains what reaches the downstream segment. A roundabout operates on a fundamentally different principle: vehicles yield at the entry and proceed continuously when gaps appear, with no red phase and no metering. When a roundabout operates at good LOS, it is passing nearly all arriving traffic straight through to the downstream segment. Good roundabout LOS is not evidence that the segment is functioning adequately — it is the mechanism by which the segment becomes overloaded. Mr. Jardin's own rationale for the practice — that problems show up at intersections — argues against applying it here, where the problems are showing up on the segments precisely because the roundabouts are efficiently moving traffic onto them.

Mr. Jardin's Exhibit 136 does not address this distinction.

8. Conclusion

The Hearing Examiner asked a direct question: where does the code authorize using intersection LOS to override corridor V/C? Mr. Jardin's answer, after sixteen years of applying this practice, is a catch-all volume-definition provision in a different subsection from the standard it supposedly overrides. Neither the directors who initiated the practice nor the current Public Works Director have presented any documentation supporting it. No other interested party — not the applicant's attorney, not the development attorneys who wrote to Council, not the Building Industry Association — has defended the practice as authorized by existing code. Every party that has addressed this issue has treated it as a code deficiency requiring legislative change, not as an existing authority requiring defense.

Mr. Jardin's explanation contradicts what staff presented to the Planning Commission when the code was adopted. In 2014, when staff identified a concurrency methodology that was not working, they went to the Planning Commission and Council and got the code changed through a legislative process. That is how standards are changed. Here, staff did not do that. They applied an internal practice for sixteen years without disclosing it to the legislative body and without seeking to codify it through any of the three legislative proceedings that directly addressed concurrency methodology during that period.

The code provision Mr. Jardin cites, CCC 40.350.020(F)(9), does not do what he claims it does. Section (F) defines the volume side of the V/C equation; Section (G) defines the capacity side and applies the 0.90 standard. Using a volume-definition catch-all to substitute intersection LOS for the entire equation fundamentally mixes up what the two subsections do. Reading it as Mr. Jardin proposes eliminates the binding V/C standard the Council adopted and renders the County's concurrency code advisory — contrary to

the Growth Management Act's requirement that counties adopt and enforce concurrency standards.

The Hearing Examiner stated on the record at the April 23 hearing that (G)(1)(a) says nothing about intersection LOS. The applicant's attorney conceded the practice is not literally in the code. The concurrency engineer could not articulate the code basis when asked. Mr. Jardin's letter does not change any of these facts. It confirms them.

I respectfully request that the Hearing Examiner evaluate the concurrency finding for the 174th Street Subdivision under the code as adopted, not under the staff practice described in Exhibit 136. Under the code as adopted, the corridor fails. The application should be denied.

Respectfully submitted,

Heidi Pozzo

Mailing address: 13023 NE Highway 99, Ste. 7-298, Vancouver, WA 98686

Date: June 4, 2026
Re: 174th Street Subdivision (PLD-2026-00002)
Before: Clark County Hearing Examiner Turner
From: Heidi Pozzo
Subject: Response to Exhibit 141 (County Response to Exhibit 59)

This submission responds to Exhibit 141, the County's response to the issues raised in my written testimony (Exhibit 59). My separate response-period submissions addressing Mr. Jardin's letter (Exhibit 136), Mr. Gallup's letter (Exhibit 135), the WSDOT interchange jurisdiction issue, and the warrant and roundabout classification issue are filed concurrently with this submission and have not yet been assigned exhibit numbers. This submission addresses the structure and substance of Exhibit 141 itself.

Exhibit 59 was organized in two layers: Part I set out the code framework authorizing denial and summarized the eight issues; Parts III through X (pages 11–49) provided the detailed issue-by-issue analysis, including code citations, TIS page references, Sidra data, sensitivity analysis, warrant analysis, and cross-application comparisons. Exhibit 141 responds to Part I — first to the code-authorization framework, then to the eight summary bullets — but does not engage with the detailed analysis that follows. The issue-by-issue discussion below identifies where Exhibit 59 already provided the analysis staff characterizes as "unclear."

Staff's Response to the Code Framework

Exhibit 59, Part I.A cited three code provisions that, read together, authorize denial: CCC 40.350.020(A) (LOS must be met before new development), CCC 40.350.020(E)(1) (approval prohibited without concurrency approval), and CCC 40.350.030(B)(6) (denial authorized when off-site road conditions are inadequate). Staff's response to all three is that "since that time, the applicant has provided a 'Volunteer Letter' (Exhibit 51)," that staff accepted the letter under CCC 40.350.020(E)(5), and that staff has reissued the concurrency staff report as an approval with conditions. On (B)(6), staff's response is "please see discussion above" — the same answer.

This response treats the volunteer letter as curing the code-authorization problem. It does not. The volunteer letter addresses one intersection — NE 179th/NE 50th — and as Issue 7 below documents, it does not bring that intersection into compliance. The letter commits to matching a pre-development condition that itself fails the (G)(1)(c) standard. But even if the letter fully resolved NE 179th/NE 50th, the three code provisions Exhibit 59 cited are not limited to a single intersection. CCC 40.350.030(B)(6) authorizes denial when "off-site road conditions are inadequate to provide a minimum level of service." The corridor V/C failures (Issue 2), the roundabout approach-level

failures (Issues 1 and 4), the inflated capacity on the NE 29th–NE 50th segment (Issue 3), the WSDOT interchange credit (Issue 6), and the cross-exclusion (Issue 5) all remain. The volunteer letter does not address any of them. Staff's code-framework response depends entirely on one letter resolving one intersection while leaving the corridor-wide failures untouched.

Summary

Exhibit 59 identified eight issues, each of which independently supports denial under the adopted code. Exhibit 141 does not resolve any of them. Instead, each is avoided through a different workaround:

- **Corridor V/C failures (Issue 2):** Five segments exceed the 0.90 V/C standard in CCC 40.350.020(G)(1)(a). Staff substitutes a non-code practice that contradicts the code, the legislative record, and staff's own 2014 presentation. (Exhibit 140, page 5; Exhibit 136; Exhibit 88, Exhibits A–L.)
- **NE 29th to NE 50th segment fails at proper capacity (Issue 3):** The TIS credits 1,800 vph buildout capacity to a two-lane rural road with no funded widening. At existing-condition capacity under (G)(1)(a), the segment fails. Staff claims to have evaluated this but that evaluation does not appear in the record. (Exhibit 140, pages 4–5; Exhibit 135.)
- **Roundabouts evaluated under the wrong standard (Issue 1):** The Concurrency Staff Report (Exhibit 52) evaluated the I-5 ramp intersections as signalized under the 240-second standard in (G)(1)(b). (Exhibit 52, page 4.) Rather than apply the unsignalized LOS D standard in (G)(1)(c), staff claimed no roundabout standard exists — because under LOS D, these intersections fail. (Exhibit 140, page 5; Exhibit 141, page 1.)
- **NE 179th/NE 50th fails at LOS F (Issue 7):** Warrants are met. The code requires LOS D. The intersection operates at LOS F. Volunteer mitigation leaves it at LOS F. CCC 40.350.030(B)(6) authorizes denial. (Exhibit 140, page 5; Exhibit 51.)
- **WSDOT interchange credit without jurisdiction (Issue 6):** Staff disclaims jurisdiction but credits unbuilt WSDOT improvements under (F)(6). Without that credit, the corridor concurrency finding collapses. (Exhibit 141, page 4; Exhibit 140, page 5.)
- **Selective approach-level analysis (Issues 4 and 8):** Staff claims intersections are "regulated as a whole" here but applies the approach-level (G)(1)(c) framework in the Taylor Reserve staff report (Exhibit G to Exhibit 59) when it supports approval.

- **Cross-exclusion mischaracterized (Issue 5):** Staff states I acknowledged compliance with (E)(2). I did not. The Reissued Staff Report contains no cumulative analysis. (Exhibit 141, page 4; Exhibit 140.)

The issue-by-issue discussion below documents each of these problems in detail.

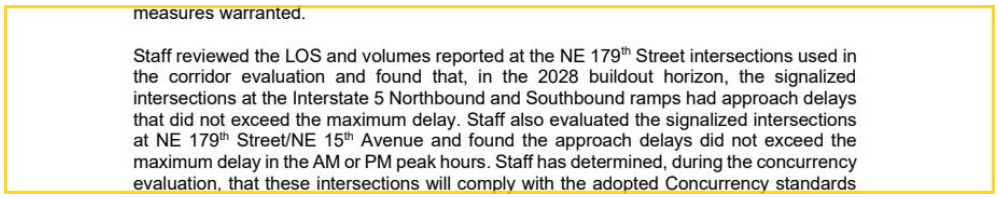
Issue 1: Staff Denied Language That Appears on Page 4 of Its Own Report

Exhibit 141 states: "There is no place in Exhibit 52 that indicates that the I-5 ramps and the NE 179th Street/NE 15th Avenue intersections were evaluated under the signalized intersection criteria for the buildout year."

Exhibit 59, Part III, Section C (pages 11–12) quoted the exact language from the Concurrency Staff Report (Exhibit 52), page 4, Concurrency Corridors section:

> *"Staff reviewed the LOS and volumes reported at the NE 179th Street intersections used in the corridor evaluation and found that, in the 2028 buildout horizon,* ***the signalized intersections at the Interstate 5 Northbound and Southbound ramps*** *had approach delays that did not exceed the maximum delay. Staff also evaluated* ***the signalized intersections at NE 179th Street/NE 15th Avenue*** *and found the approach delays did not exceed the maximum delay."*

Exhibit 52, page 4, Concurrency Corridors section:



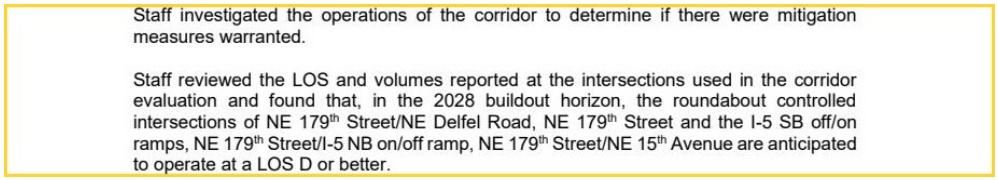
measures warranted.

Staff reviewed the LOS and volumes reported at the NE 179th Street intersections used in the corridor evaluation and found that, in the 2028 buildout horizon, the signalized intersections at the Interstate 5 Northbound and Southbound ramps had approach delays that did not exceed the maximum delay. Staff also evaluated the signalized intersections at NE 179th Street/NE 15th Avenue and found the approach delays did not exceed the maximum delay in the AM or PM peak hours. Staff has determined, during the concurrency evaluation, that these intersections will comply with the adopted Concurrency standards

Source: Concurrency Staff Report, Form DS1402A, 174th Street Subdivision (PLD-2026-00002). Exhibit 52, page 4, Concurrency Corridors section.

Exhibit 59, Part III, Section D (pages 12–13) explained this was not an isolated error. The same "signalized intersections" language for the same 2028 roundabout intersections appears verbatim in the concurrency staff reports for Four Creeks North (PLD-2025-00040) and Three Creeks East (PLD-2025-00077) — both prepared by the same engineer within a few months. The language was carried forward from earlier staff reports without being updated to reflect the TIS-of-record. Staff denied the language existed in Exhibit 141, then partially corrected it in the Reissued Concurrency Staff Report (Exhibit 140), replacing "signalized intersections" with "roundabout controlled intersections" on page 5.

Exhibit 140, page 5, Corridor Finding — "signalized" replaced with "roundabout controlled":



Staff investigated the operations of the corridor to determine if there were mitigation measures warranted.

Staff reviewed the LOS and volumes reported at the intersections used in the corridor evaluation and found that, in the 2028 buildout horizon, the roundabout controlled intersections of NE 179th Street/NE Delfel Road, NE 179th Street and the I-5 SB off/on ramps, NE 179th Street/I-5 NB on/off ramp, NE 179th Street/NE 15th Avenue are anticipated to operate at a LOS D or better.

Source: Reissued Concurrency Staff Report, Form DS1402A, 174th Street Subdivision (PLD-2026-00002). Exhibit 140, page 5, Corridor Finding.

Exhibit 141 states: “the county does not have a concurrency level-of-service standard at this time for roundabouts.” This is incorrect. A roundabout is an unsignalized intersection. The HCM classifies roundabouts as one of three types of unsignalized intersection (TR News 273, March–April 2011, Transportation Research Board). Clark County’s code has an adopted standard for unsignalized intersections at (G)(1)(c). The code does not carve out roundabouts. Staff has identified no code provision, adopted policy, or engineering standard that exempts roundabouts. The claim that no standard exists has no basis in the code or any adopted County policy.

The consequence of this classification is significant. Under the signalized standard in (G)(1)(b), an intersection does not fail until approach delays exceed 240 seconds. Under the unsignalized standard in (G)(1)(c), a warrant-meeting intersection must achieve LOS D — approximately 25–35 seconds of delay. The developer-commissioned TIS shows these roundabout intersections with approaches operating at LOS F. Under the correct standard, these intersections fail and the result is denial. My separate response-period submission on warrants and roundabout classification, filed concurrently and not yet assigned an exhibit number, addresses this in detail.

On warrants, Exhibit 141 states: “It is unclear what intersections are being discussed here.” Staff responded to the summary bullet on page 5 of Exhibit 59. Exhibit 59, Part III, Section F.4 (pages 14–15) provides a table identifying all five unsignalized intersections by name — the I-5 SB Ramps, I-5 NB Ramps, NE 179th/NE 15th, NE 179th/NE 29th, and NE 179th/NE 50th — with specific aggregate LOS, V/C, approach-level Sidra data, and compliance determination for each. Staff’s response addresses only NE 179th/NE 50th and does not evaluate whether warrants are met at the remaining four.

Issue 2: The V/C Override Contradicts the Code, the Legislative Record, and Staff’s Own 2014 Presentation

My separate response-period submission addressing Mr. Jardin's letter (Exhibit 136), filed concurrently and not yet assigned an exhibit number, responds in detail to the V/C override methodology. Mr. Jardin’s letter responds to the Hearing Examiner’s direct question at time mark 1:47:36. The key contradictions are noted here because Exhibit 141 repeats the claim that the override has been “applied and practiced since 2010” without acknowledging the record that disproves it.

CCC 40.350.020(G)(1)(a) states: “The maximum volume to capacity ratio for each roadway segment shall not exceed nine-tenths (0.9), when measured independently for each direction of travel.” The language is mandatory and unqualified. At the hearing, Mr. Kathol could not articulate the code basis when asked. Mr. Morasch conceded the practice is not literally in the code.

In Exhibit 136, Mr. Jardin now characterizes V/C as “an initial screening tool/indicator, not as an absolute.” But in 2014, staff presented V/C to the Planning Commission as the “level-of-service measurement” with intersection standards as “additional protective.” The Council adopted three subsequent ordinances (2016-08-12, 2016-10-11, 2017-04-13) with formal findings that the code “attempts to delay development in areas served by roads failing concurrency.” None created an intersection LOS override. This legislative history is documented in Exhibit 88 with supporting Exhibits A through L.

Exhibit 59, Part IV, Sections F.1–F.6 (pages 20–22) further explained why the override logic fails on its own terms at roundabout intersections: roundabouts process traffic continuously without metering downstream flow, so good roundabout LOS delivers the full arrival demand onto the downstream segment. Staff did not address this analysis. Staff’s own boilerplate on page 6 of Exhibit 140 states that failing V/C ratios “should be used as an indicator that these roadway segments should be subjected to site-specific study with a more detailed operational analysis before any major design, reconstruction, or investment decisions are made.” A subdivision approval is exactly such a decision.

Issue 3: The NE 29th to NE 50th Segment Fails When the Proper Capacity Is Applied

My separate response-period submission addressing Mr. Gallup's letter (Exhibit 135), filed concurrently and not yet assigned an exhibit number, responds to the claim that the code’s capacity table should be replaced with HCM-based values. The Issue 3 problem is narrower: staff claims to have performed an evaluation that does not appear in the record.

Staff’s response claims: “concurrency staff did evaluate the v/c ratio using the applicant’s reported volume information against the existing road segment volume identified in CCC 40.350.020(G)(1)(a).” This evaluation does not appear in Exhibit 140 or anywhere else in the record. Exhibit 59, Part V, Section D.2 (pages 26–27) provided the sensitivity analysis staff claims to have performed. The TIS reports 831 vph on this segment. At every (G)(1)(a) capacity tier — 800, 700, or 600 vph — the segment fails the 0.90 standard, ranging from V/C 1.039 to 1.385. If staff performed this calculation and found compliance, the result contradicts the math. If the evaluation exists, it should be produced so the Examiner can review it.

Exhibit 59, Part V, Section F (page 29) further documented that Kittelson & Associates applied the 600 vph substandard-lane-width capacity to the same NE 179th Street rural segments in the Kozy Manor Estate TIS (PLD-2025-00014), and that staff accepted that analysis. The applicant's engineer and Kittelson evaluated the same road under the same code provisions and applied (G)(1)(a) differently. Neither Mr. Kathol nor Mr. Jardin holds a PE license. Mr. Gallup — a licensed PE — was brought in to provide the professional engineering judgment supporting the position that the code's adopted capacity table should be replaced with HCM-based values the County has never adopted.

Issues 4 and 8: Staff Uses Whichever Level of Analysis Produces an Approval

Staff responds to Issue 4 by stating that "intersections are regulated as a whole" and listing the code exceptions. Staff responds to Issue 8 by deferring to Mr. Jardin's and Mr. Gallup's letters without addressing the inconsistency between the Concurrency Staff Report (Exhibit 52) and the Taylor Reserve concurrency staff report (Exhibit G to Exhibit 59).

Exhibit 59, Part VI (pages 31–33) documented the specific Sidra approach-level failures staff did not address: the South approach at NE 179th/NE 15th at degree-of-saturation 1.210, LOS F, with 124.9 seconds of delay and a 971-foot queue; and the South approach at the I-5 NB Ramps at degree-of-saturation 1.138, LOS F, with a 1,610-foot queue. Staff's own response to Issue 4 quotes the (G)(1)(c) framework, which contains approach-level tests — triggered when a development adds five trips to a failing approach and the worst movement is worsened. Staff cited this provision and did not apply it to the documented approach failures.

Exhibit 59, Part X (pages 45–49) documented the contrast with the Taylor Reserve concurrency staff report (Exhibit G to Exhibit 59). The same engineer, Mr. Kathol, on the same day, applied the (G)(1)(c) approach-level framework at NE St. Johns Road/NE 50th Avenue when the Charbonneau TIS surfaced approach-level data supporting approval. Either approach-level performance matters for concurrency or it does not. Staff cannot apply it when it supports approval and discard it when it would require denial.

Issue 5: Staff Claims Compliance with (E)(2) but the Staff Report Contains No Cumulative Analysis

Exhibit 141 states: "As acknowledged by the constituent, concurrency staff does follow CCC 40.350.020(E)(2)." I did not acknowledge this. My consistent position throughout this proceeding — in Exhibits 16, 49, and 59 — has been the opposite. Exhibit 59, Part VII, Section C (pages 35–36) documented that (E)(2) runs in both directions: staff

applied it at Finding 4 to impose a turn-lane obligation from the earlier Viers PUD onto this applicant, but did not apply it to require this applicant's background volumes to include earlier-filed concurrent applications. A code provision operative in one direction cannot be inoperative in the other.

Staff's response provides the fully-complete dates for the three omitted developments and explains timing. This confirms the problem rather than resolving it. If staff "does follow" (E)(2), the Reissued Staff Report (Exhibit 140) should contain a cumulative analysis including trips from Kozy Manor Estate, Four Creeks North, and Three Creeks East. It does not.

Staff characterizes 2% annual background growth as "aggressive." Staff is asking this single rate to capture: sub-threshold developments, developments between 11–50 peak-hour trips, growth from outside the tiered study area under (D)(5), and regional growth from Ridgefield and Battle Ground. Industry standard practice distinguishes between stable urban areas (1–2%), moderately growing areas (2–3%), and rapidly developing areas (3–5% or higher). For areas with significant planned development, both the ITE Trip Generation Handbook and FHWA guidance recommend regional travel demand models. This corridor is not a stable urban area. Thousands of acres were rezoned from rural to urban density in 2018–2019. A 2% rate is a default assumption applied without analysis.

Exhibit 59, Part VII, Section E (pages 36–37) provided an illustrative cumulative impact analysis for the NE 29th–NE 50th segment showing that when the three omitted applications' trips are combined, the segment's V/C exceeds 1.10 at the 800 vph tier and 1.47 at the 600 vph tier. Staff did not address this analysis.

Issue 6: If the County Disclaims Jurisdiction, It Cannot Claim TIP Credit, and the Corridors Fail

My separate response-period submission on the WSDOT interchange, filed concurrently and not yet assigned an exhibit number, addresses this issue in detail, including the three independent grounds for (F)(6) failure, the Kittelson LOS D standard, and the RCW 47.06.140(2) jurisdictional authority question.

Staff states: "The I-5 ramps and areas near the interchange are under WSDOT jurisdiction and the county has no standing to exact improvements on their facilities." If the County has "no standing," it cannot claim (F)(6) TIP credit for the unbuilt WSDOT interchange. Without that credit, the developer-commissioned TIS cannot model the I-5 ramp terminals as roundabouts in the 2028 buildout horizon. The intersections bounding the corridor revert to existing conditions. The corridor concurrency finding collapses. No

development in this corridor should be approved on the basis of interchange improvements the County cannot deliver.

Exhibit 59, Part VIII, Section C (pages 38–40) established three independent grounds for (F)(6) failure that staff did not address: the 2031 completion projection has slipped from the 2018 WSDOT letter's 2028 target; the Adopted TIP describes the County's portion as "Planning and scoping underway"; and the County has no legal authority under RCW 47.06.140(2) to commit a state facility.

Issue 7: The Intersection Fails at LOS F — the Code Requires LOS D — the Development Should Be Denied

Staff confirms the TIS finding: NE 179th/NE 50th operates at LOS F with 78 seconds of delay. With volunteer mitigation, LOS F with 61 seconds.

CCC 40.350.020(G)(1)(c): "If warrants are met, unsignalized intersections of regional significance shall achieve LOS D standards or better." Warrants are met. Exhibit 59, Part III, Sections F.1–F.3 (pages 12–14) established this on three independent grounds: (a) the TIS's own Warrant 1A analysis used the wrong 2+/1 lane configuration for a road operating as 1/1 in 2028 — under the correct configuration, Warrant 1A is met; (b) MUTCD Warrant 3 was omitted and is met on the TIS's own volumes; (c) the County's decision to program a roundabout is itself a warrant-level determination. The applicable standard is LOS D. The intersection does not meet it.

CCC 40.350.030(B)(6): "nothing in this section shall be construed to preclude denial of a proposed development where off-site road conditions are inadequate to provide a minimum level of service as specified in Section 40.350.020." The code authorizes denial, and the development should be denied. The NE 179th/NE 50th roundabout is programmed for 2035 or later, unfunded, and outside the (F)(6) six-year window. There is no path to LOS D within the timeframe the code requires. My separate response-period submission on warrants and roundabout classification, filed concurrently and not yet assigned an exhibit number, addresses the applicable standards in detail.

Factual Errors: The Signalized-vs.-Roundabout Error Was Methodological, Not Typographical

Staff acknowledges the TIS date error and states it has been corrected. Staff also acknowledges the signalized-vs.-roundabout error and states it has "reevaluated the concurrency corridors using roundabout intersection control and the evaluation method that has been applied and practiced since 2010."

This was not a typographical error. The original Concurrency Staff Report (Exhibit 52) evaluated the I-5 ramp intersections under the signalized 240-second delay standard in

(G)(1)(b) — a different standard with a different threshold. As documented in Exhibit 59, Part III, Section D (pages 12–13), the same “signalized” language appears verbatim in three sequential staff reports by the same engineer for applications on the same corridor, each modeling the same intersections as roundabouts. The pattern indicates the operative paragraph was carried forward without being reviewed against the TIS-of-record. The reevaluation was filed on the last day of the open record, leaving no opportunity for public review before the record closed.

Conclusion

Exhibit 141 confirms several of the factual predicates identified in Exhibit 59: the intersections are roundabouts, not signalized; the County claims no adopted roundabout standard; the corridors exceed V/C 0.90; the volunteer mitigation results in LOS F; cross-exclusion occurred due to timing; and the interchange is under WSDOT jurisdiction. On every code-interpretation question that determines whether these facts require denial, staff either defers to letters filed the same day, claims to have performed analysis that does not appear in the record, or characterizes the detailed analysis in Exhibit 59 as “unclear” without reading past the summary.

Each of the eight issues identified in Exhibit 59 independently supports denial. Exhibit 141 resolves none of them. The Hearing Examiner should deny this application.

Respectfully submitted,

Heidi Pozzo
Mailing address: 13023 NE Highway 99, Ste. 7-298, Vancouver, WA 98686

June 4, 2026

Clark County Hearing Examiner Joe Turner
Clark County Community Development
1300 Franklin Street
Vancouver, WA 98666

Re: NE 174th Street Subdivision, PLD-2026-00002
RESPONSE TO EXHIBIT 135
(Steve Gallup, PE, PTOE — Roadway Capacity Letter, May 21, 2026)

Dear Hearing Examiner Turner:

There is no factual dispute about the condition of NE 179th Street between NE 29th Avenue and NE 50th Avenue. It is a two-lane rural road. It does not have paved shoulders. It is not built to its classified Pr-4cb arterial standard. No project to widen this segment is reasonably funded in the six-year TIP. The applicant's own traffic engineer documented these conditions in the TIS. Mr. Gallup does not dispute them.

There is no dispute about the code. CCC 40.350.020(G)(1)(a) specifies capacity values for roadways not built to their classified standard. The applicant's own traffic engineer recognized this requirement and applied it for NE 174th Street in this same study.

There is no dispute about the math. My Exhibit 59 used the applicant's own volume data and the code's own capacity formula. The corridor fails under all three code-based capacity tiers. Mr. Gallup does not identify an error in any of my three calculations.

Had the applicant's traffic engineer performed the required (G)(1)(a) analysis for this segment, it would have shown a V/C failure at every capacity tier. That failure alone should result in denial of the development. But even if the Hearing Examiner were to consider the non-code "intersection mobility" rationale that staff has used elsewhere to excuse corridor V/C failures, it would not hold here: the intersection at NE 179th Street and NE 50th Avenue—bounding the eastern end of this segment—is itself operating at LOS F under background conditions. The corridor segment fails under the code. The bounding intersection fails under any standard. There is no analytical path to approval for this segment.

Mr. Gallup's Exhibit 135 does not engage with any of this. Instead, it characterizes my code-based calculations as "conservative minimum-standard assumptions." This is a substantial mischaracterization. The capacity values in Exhibit 59 are not conservative assumptions I chose to apply. They are the capacity values specified in the adopted code for roadways not built to their classified standard. Mr. Gallup's letter never acknowledges that the calculations he is criticizing are code-based. He frames a code requirement as a methodology choice, inviting the Hearing Examiner to treat the code's capacity tiers as optional conservatism rather than binding law.

This response addresses two issues: first, that the code controls and is dispositive regardless of what the Highway Capacity Manual says; and second, that even on its own terms, Mr. Gallup's HCM-based analysis does not hold up.

PART I: THE CODE CONTROLS

A. The Code Specifies Capacity Values for Substandard Roads

CCC 40.350.020(G)(1)(a) establishes specific capacity values for roadways that are not built to their classified standard:

Roadways with lane widths of 12 feet or more and paved shoulders of 2 feet or more: **800 vehicles per hour.**

Roadways with lane widths between 11 and 12 feet with paved shoulders of 2 feet or more: **700 vehicles per hour.**

Roadways with lane widths less than 11 feet: **600 vehicles per hour.**

These are adopted code provisions with the force of law. NE 179th Street between NE 29th Avenue and NE 50th Avenue is not built to its classified Pr-4cb standard. It is a two-lane road without paved shoulders. The code requires reduced capacity values for exactly this situation.

B. The TIS Did Not Perform the Required Analysis for This Segment

The applicant's traffic engineer, Daniel Stumpf, PE, confirmed in the TIS (Exhibit 1, Application Package Exhibit 14) that NE 179th Street is classified as a Principal Arterial but is not built to that standard. His Table 1 (Vicinity Roadway Descriptions) documents that NE 179th Street has no bicycle lanes. The road does not have paved shoulders.

Despite documenting these conditions, Mr. Stumpf did not calculate the V/C ratio for the NE 29th Avenue to NE 50th Avenue segment using the code-based capacity tiers required by (G)(1)(a). The TIS evaluated this segment only at the Arterial Atlas buildout capacity of 1,800 vph—the capacity of a four-lane road with a center turn lane and bike lanes, none of which exist. The TIS is deficient in not performing the (G)(1)(a) analysis and in not reporting the additional segment failure that analysis reveals.

C. The Code-Based V/C Calculations Show Failure at Every Tier

Because the TIS did not perform this analysis, I did. My Concurrency Sensitivity Analysis (Exhibit 59) used the PM peak hour volume from Mr. Stumpf's own Table 8 and applied the V/C formula specified in CCC 40.350.020(G)(1)(a): volume divided by single-direction capacity per hour. I calculated the V/C ratio at all three code-based capacity tiers to show the full range of outcomes under the code as written:

Capacity Tier	Code Basis	PM Volume (vph)	Capacity (vph)	V/C Ratio	Result
TIS Table 8 (Pr-4cb buildout)	Arterial Atlas	832	1,800	0.462	Pass
≥ 12’ lanes + ≥ 2’ paved shoulders	(G)(1)(a)	832	800	**1.040**	**FAIL**
11–12’ lanes + ≥ 2’ paved shoulders	(G)(1)(a)	832	700	**1.189**	**FAIL**
< 11’ lanes	(G)(1)(a)	832	600	**1.387**	**FAIL**

Formula: V/C = PM Peak Hour Volume ÷ Code-Based Capacity (single direction, per CCC 40.350.020(G)(1)(a))

The corridor fails under every code-based capacity tier. Because NE 179th Street between NE 29th Avenue and NE 50th Avenue does not have paved shoulders, the 800 vph and 700 vph tiers—both of which require “paved shoulders of 2 feet or more”—do not apply. Only the 600 vph tier applies, producing a V/C ratio of 1.387, more than 50% over the 0.90 compliance threshold.

D. The Applicant’s Own Traffic Engineer Applied These Code Tiers Selectively

Mr. Stumpf knew this segment needed to be analyzed under (G)(1)(a). His own TIS documents the conditions that trigger the requirement. Table 1 (Vicinity Roadway Descriptions) identifies NE 179th Street as a Principal Arterial and documents its existing condition—no bicycle lanes, no paved shoulders. The TIS narrative at pages 18–19 confirms that widening of NE 179th Street between NE 29th Avenue and NE 50th Avenue is not expected until post-2030 and excludes that widening from the 2028 analysis. Mr. Stumpf laid out the factual predicate for the (G)(1)(a) analysis: the road is not built to its classified standard, and it will not be built to standard within the study horizon.

Mr. Stumpf then performed exactly this analysis for NE 174th Street, which is in the same condition. The TIS states: “Therefore, the roadway capacity of NE 174th Street was evaluated based on both the planned roadway capacity as well as the 600 vehicle per hour directional capacity detailed in 40.350.020(G)(1)(a).” (TIS p. 34.) He recognized the code requirement. He applied it for NE 174th Street. He did not perform the same calculation for the NE 29th Avenue to NE 50th Avenue segment of NE 179th Street, despite having documented the conditions that require it. Had he done so, the segment would have shown a V/C failure under every code-based capacity tier, as demonstrated in the table above.

This omission has a compounding effect. Throughout this proceeding, staff has excused corridor V/C failures by pointing to “corridor mobility facilitated with good intersection LOS”—a phrase that appears nowhere in the code. But even that non-code rationale collapses for this segment. The intersection of NE 179th Street at NE 50th Avenue—the

intersection bounding the eastern end of this corridor segment—operates at LOS F under background conditions, before any project trips are added. Staff cannot simultaneously claim that the corridor's V/C failure is excused by good intersection performance when the bounding intersection is itself failing. The corridor fails under the code. The intersection fails under any standard. There is no analytical path to approval for this segment.

This selective application of the code—applying it where it produces a favorable result and skipping it where it would reveal a failure—is a recurring pattern across the contested issues in this proceeding.

E. Nothing in the Code Authorizes Staff to Override These Values

Nothing in CCC 40.350.020 authorizes a staff engineer—regardless of credentials or experience—to substitute his professional judgment for the capacity values the County Council adopted into the code. The question before the Hearing Examiner is not which methodology produces the most accurate result as a matter of engineering science. The question is what the adopted code requires. Mr. Gallup's argument—that the code's capacity tiers should not apply because the HCM produces a different result—is a legislative argument directed at the wrong body. If the County believes the code's capacity tiers are too conservative, the remedy is to amend the code through the legislative process, not to override it in individual concurrency determinations.

The Hearing Examiner stated on the record at the April 23 hearing that CCC 40.350.020(G)(1)(a) "doesn't say anything about looking at the level-of-service of intersections at either end." The same principle applies here: (G)(1)(a) says nothing about substituting HCM-derived capacity values for the capacity values the code itself specifies for substandard roads.

F. Concurrency Is Forward-Looking, Not a Snapshot of Today

Concurrency is a forward-looking requirement. Under both Washington's Growth Management Act (RCW 36.70A.070(6)) and Clark County's implementing code, the purpose of concurrency is to determine whether the transportation system will have adequate capacity to serve development at the time the development is available for occupancy or use. The developer-commissioned traffic impact studies exist to project what the corridor will look like when the approved developments are built out. The question is: will there be sufficient capacity based on what has been approved? If not, under state and local law, the development should not be approved.

Mr. Gallup's letter relies on "field observations" and "real-world operating conditions" to argue that NE 179th Street has available capacity today. But a snapshot of current traffic conditions does not answer the concurrency question. The concurrency question is whether the road will have capacity when this development and all the other approved developments in the corridor are built and occupied.

Moreover, whatever Mr. Gallup observed on NE 179th Street, he observed during an active road construction project at the intersection of NE 179th Street and NE 29th Avenue. Construction began in August 2025 and is scheduled to continue through

spring 2027. (See Exhibit B, Clark County Public Works, NE 179th Street and NE 29th Avenue Intersection Improvements project page.) That intersection is closed. No traffic can travel through it heading eastbound, and no traffic can reach it coming from east of NE 29th Avenue heading westbound. The segment between NE 29th Avenue and NE 50th Avenue—the exact segment Mr. Gallup is opining about—is functionally cut off from the corridor's normal through-traffic flow. Of course there is no sustained queuing or operational breakdown on a segment that is closed to through traffic at one end. Observing artificially suppressed volumes on a partially closed road and calling it evidence of available capacity is not a meaningful analysis. It tells us nothing about what will happen when the construction is complete, the intersection reopens, and thousands of additional housing units in the corridor are occupied.

PART II: MR. GALLUP'S HCM ANALYSIS IS FUNDAMENTALLY FLAWED

Even if the Hearing Examiner were to look past the code's plain text—which he should not—Mr. Gallup's HCM-based analysis cannot be relied upon. It contains no data, omits basic inputs that both the code and the HCM require, and selectively applies the HCM's own methodology in a way that mirrors the selective application of the code throughout this proceeding.

A. Mr. Gallup Presented No Data Whatsoever

Mr. Gallup's letter claims that HCM-based analysis shows NE 179th Street has "substantial available capacity" with V/C ratios "well within acceptable thresholds." He does not present a single calculation to support this claim. His letter contains no capacity numbers, no adjustment factors, no V/C ratios, no traffic count data, no dates of observation, and no methodology that the Hearing Examiner or the parties can evaluate. He asks the Hearing Examiner to accept his conclusions on the strength of his credentials alone.

Mr. Gallup also references "field observations" and "field-verified saturation flow studies" along NE 179th Street. No such field study has been submitted as an exhibit in this proceeding. No data from any such study appears anywhere in the record. The Hearing Examiner cannot evaluate what has not been presented.

By contrast, my Exhibit 59 identifies the source of every number (the applicant's own TIS Table 8), states the formula used (V/C = PM volume ÷ capacity), shows three calculations at the three code-based capacity tiers, and presents the results in the table reproduced above. Every input is verifiable against documents already in the record.

B. Mr. Gallup Does Not Disclose the Lane Width or Shoulder Width He Used

Lane width and shoulder width are the two most basic inputs required to determine capacity under both the code and the HCM. Under the code, lane width determines which of the three capacity tiers applies. Under the HCM, lane width and shoulder width determine the adjustment factors applied to the base saturation flow rate. Mr. Gallup's letter does not state the lane width of NE 179th Street between NE 29th Avenue and NE

50th Avenue. It does not state the shoulder width. It does not identify which (G)(1)(a) capacity tier applies. It does not show what HCM adjustment factors he applied. Without these inputs, neither his code-based analysis nor his HCM-based analysis can be evaluated or replicated.

Mr. Gallup describes the existing cross section as “closely reflect[ing] near-ideal base conditions for two-lane roadways, with shoulder width being the only notable deviation.” This characterization is not consistent with the physical road. NE 179th Street between NE 29th Avenue and NE 50th Avenue is a two-lane rural road with no paved shoulders and lanes narrow enough that large trucks traveling the road barely fit within the travel lane. A road with no shoulders and narrow lanes does not “closely reflect near-ideal base conditions.” The following photograph, taken on NE 179th Street at NE 15th Avenue on May 29, 2026, illustrates the actual lane width. The road ahead is closed at the NE 29th Avenue intersection for construction; this truck is a construction vehicle. Note that the truck occupies the full width of the travel lane with no clearance to the centerline or edge:



NE 179th Street at NE 15th Avenue, westbound construction truck, May 29, 2026. Road closed ahead at NE 29th Avenue.

This is the road in its current state—during a construction closure that suppresses normal traffic volumes. At buildout, this corridor will carry not only residential traffic from thousands of approved housing units but also truck traffic from the Mt. Vista Logistics facility—a 583,318-square-foot Class A industrial building with 108 loading dock doors and 177 trailer stalls, now under construction at 17009–16713 NE 50th Avenue, directly at the intersection of NE 179th Street and NE 50th Avenue. (See Exhibit C, Mt. Vista Logistics marketing flyer.) That intersection is already operating at LOS F under background conditions. The corridor will also carry school buses from two school districts that converge at NE 29th Avenue, and all other traffic generated by the commercial and residential development the County has approved in this corridor. Mr.

Gallup's field observations of "stable-flow conditions" on this road, taken during a period when it is closed to through traffic, do not reflect what this corridor will face at buildout.

C. The HCM Itself Requires Capacity Reductions That Mr. Gallup Ignores

Mr. Gallup asks the Hearing Examiner to accept that the HCM produces higher capacity values than the code's (G)(1)(a) tiers. But the HCM's base saturation flow rate of 1,700 passenger cars per hour per lane assumes ideal conditions: 12-foot lanes and shoulders of 6 feet or more. The HCM is explicit that this base rate must be adjusted downward for substandard conditions. It provides specific adjustment factors that reduce free-flow speed—and therefore capacity—for narrow lanes and narrow or absent shoulders. If NE 179th Street has no paved shoulders, as the applicant's own TIS documents, the HCM requires the maximum downward adjustment for shoulder width—not the near-ideal capacity Mr. Gallup claims.

Mr. Gallup acknowledges that shoulder width is a "notable deviation" from ideal conditions but then asserts that the resulting capacity is "close to" 1,700 without showing the calculation. The HCM's own adjustment factors do not support that assertion. Additionally, the HCM imposes a constraint that two-way flow on a two-lane highway may not exceed 3,200 passenger cars per hour for both directions of travel combined. Mr. Gallup does not address this constraint or demonstrate that the corridor's projected buildout volumes fall within it. The specific HCM provisions, adjustment factors, and supporting FHWA sources are detailed in Exhibit A to this letter.

D. Mr. Gallup Selectively Applies the HCM the Same Way Staff Selectively Applies the Code

Mr. Gallup holds himself out as an expert in the HCM and asks the Hearing Examiner to rely on his professional judgment over the code's plain text. But the analysis in Exhibit 135 does not apply the HCM consistently. It cites the HCM's base saturation flow rate as though it were the operative capacity of NE 179th Street while ignoring the HCM's own requirement to adjust that rate downward for the road's actual geometric deficiencies. It references field observations without presenting data. It claims consistency with the applicant's TIS while ignoring that the TIS itself uses the Arterial Atlas buildout capacity of 1,800 vph—not an HCM-derived value—for NE 179th Street.

This is the same pattern present throughout this proceeding. On the code side, the applicant's traffic engineer applies (G)(1)(a)'s reduced-capacity tiers where they don't change the outcome (NE 174th Street) and skips them where they would reveal a failure (NE 179th Street). On the HCM side, County staff cites the base ideal-conditions rate and ignores the mandatory adjustment factors for the road's actual substandard geometry. The methodology is applied selectively in each case to reach a favorable conclusion rather than consistently to determine whether the code's requirements are met. This is not rigorous analysis. It is advocacy.

E. Mr. Gallup's Letter Does Not Meet the Professional Standards Applicable to Licensed Engineers

Mr. Gallup signed Exhibit 135 as a licensed Professional Engineer (PE) and certified Professional Traffic Operations Engineer (PTOE). Washington's rules of professional conduct for registered engineers, codified at WAC 196-27A, impose specific obligations on the content of professional documents and testimony.

WAC 196-27A-020(2)(e) requires that registrants "shall be objective and truthful in professional documents, reports, public and private statements and testimony" and that "all material facts, and sufficient information to support conclusions or opinions expressed, must be included in said documents, reports, statements and testimony." The same subsection provides that "[r]egistrants shall not knowingly falsify, misrepresent or conceal a material fact in offering or providing services to a client or employer."

Exhibit 135 does not meet this standard. Mr. Gallup asserts that NE 179th Street has capacity "close to the base saturation flow rate of 1,700 passenger cars per hour per lane" and that V/C ratios are "well within acceptable thresholds." These are professional conclusions offered under his PE credentials. But the letter does not include the material facts and sufficient information required to support them. It does not state the lane width. It does not state the shoulder width. It does not present the HCM adjustment factors applied. It does not show a single capacity calculation. It does not present the resulting V/C ratio. It does not address the code-based capacity tiers that apply to the road's actual condition. It does not acknowledge that the corridor fails under every (G)(1)(a) capacity tier using the applicant's own volume data. A professional document that asks a decision-maker to set aside adopted code requirements must, at minimum, present the analysis that supports the alternative.

Additionally, WAC 196-27A-020(1)(b) requires that registrants "must be able to demonstrate that their final documents and work products conform to accepted standards." As detailed in Exhibit A, the HCM's own accepted standards require downward capacity adjustments for narrow lanes and absent shoulders. Exhibit 135 cites the HCM as its methodological authority but does not conform to the HCM's own adjustment requirements for the road's actual geometric conditions.

CONCLUSION

Nothing is in dispute here except whether staff may substitute its judgment for the adopted code.

The road's condition is undisputed. The code is clear. The math is correct. Mr. Gallup does not challenge any of these. His letter asks the Hearing Examiner to set aside what the code requires because he, as an engineer, believes a different methodology produces a better result—without presenting the calculations, data, or inputs that would support that belief.

The consequences of the omission in the TIS are straightforward. Had the applicant's traffic engineer performed the (G)(1)(a) analysis for the NE 29th Avenue to NE 50th Avenue segment—as the code requires and as he did for NE 174th Street in the same study—the segment would have shown a V/C failure under every code-based capacity tier. Staff could not have excused that failure by pointing to good intersection performance, because the bounding intersection at NE 179th Street and NE 50th Avenue is itself operating at LOS F under background conditions. The developer could not have mitigated the failure, because the only remedy for a two-lane road's capacity deficit is widening it to its classified standard, and no project to widen this segment is reasonably funded. The application would have had to be denied.

This is the pattern that runs through the contested issues in this proceeding. The code is applied where it produces a favorable result and set aside where it would require denial. The applicant's traffic engineer applies the code's capacity tiers on one road and skips them on the road where they reveal a failure. County staff cites the HCM's base ideal-conditions rate and ignores the HCM's own mandatory adjustments for the road's actual geometry. Staff excuses corridor V/C failures by citing good intersection performance at intersections that are themselves failing. The methodology is chosen to reach a favorable conclusion rather than applied consistently to determine whether the code's requirements are met. That is not concurrency review.

CCC 40.350.020(G)(1)(a) states that the maximum V/C ratio for each roadway segment "shall not exceed nine-tenths (0.9), when measured independently for each direction of travel." The corridor exceeds 0.90 under every code-based capacity tier. The TIS is deficient in not performing this analysis and in not reporting the failure it reveals. Based on the V/C ratios calculated under the code as adopted, this development should be denied.

Respectfully submitted,

Heidi Pozzo
Mailing address: 13023 NE Highway 99, Ste. 7-298, Vancouver, WA 98686

EXHIBITS

Exhibit A: FHWA, HPMS Field Manual, Appendix N: Procedures for Estimating Highway Capacity (February 2002). Available at https://www.fhwa.dot.gov/ohim/hpmsmanl/pdf/appn.pdf

This is the Federal Highway Administration's implementation of the Highway Capacity Manual procedures for determining highway capacity. It is cited here because Mr. Gallup's Exhibit 135 claims the HCM shows NE 179th Street has capacity "close to the base saturation flow rate of 1,700 passenger cars per hour per lane" without presenting any calculations. Appendix N documents the following:

Base rate assumes ideal conditions. The HCM base saturation flow rate of 1,700 passenger cars per hour per lane assumes 12-foot lanes and shoulders of 6 feet or more. (Appendix N, p. N-4.)

Shoulder width adjustment (HCM Exhibit 23-5). The HCM requires free-flow speed reductions for right-shoulder widths below 6 feet. For a facility with one lane in each direction and 0-foot right-shoulder width, the reduction is 3.6 mph—the maximum adjustment in the table. NE 179th Street does not have paved shoulders. (Appendix N, Table 1, p. N-5.)

Lane width adjustment. The HCM requires free-flow speed reductions for lane widths below 12 feet: 1.9 mph for 11-foot lanes, 6.6 mph for lanes of 10 feet or less. Mr. Gallup does not state the lane width of NE 179th Street. (Appendix N, p. N-4.)

Two-way capacity constraint. The HCM caps two-way flow on a two-lane highway at 3,200 passenger cars per hour for both directions of travel combined. Mr. Gallup does not address this constraint. (Appendix N, p. N-11.)

Additional adjustments. Appendix N documents further required adjustments for heavy vehicle percentages, grades, peak hour factor, and no-passing zones, all of which reduce capacity below the base rate. (Appendix N, pp. N-12 through N-14.)

A road with no paved shoulders and narrow lanes is not a near-ideal facility under the HCM. Mr. Gallup's Exhibit 135 cites the HCM as authority but does not apply its adjustment factors, does not present the adjusted capacity, and does not show any calculation.

Exhibit B: Clark County Public Works, Northeast 179th Street and Northeast 29th Avenue Intersection Improvements, project page and construction updates. Available at https://clark.wa.gov/public-works/northeast-179th-street-and-northeast-29th-avenue-intersection-improvements

This is the County's own project page for the intersection reconstruction at NE 179th Street and NE 29th Avenue. It confirms that construction began in August 2025 and is scheduled to continue through spring 2027, and that it is not possible to construct the project without road closures. Any field observations Mr. Gallup made on the NE 29th

Avenue to NE 50th Avenue segment during this period reflect artificially suppressed traffic volumes caused by the closure of the intersection at the western boundary of the segment.

Exhibit C: Mt. Vista Logistics marketing flyer (Panattoni Development / Kidder Mathews). Available at https://mtvistalogistics.com

This is the developer's marketing flyer for Mt. Vista Logistics, a 583,318-square-foot Class A industrial distribution facility now under construction at 17009–16713 NE 50th Avenue, Vancouver, WA—directly at the intersection of NE 179th Street and NE 50th Avenue. The facility includes 108 loading dock doors, 4 grade-level doors, 177 trailer stalls, and 385 parking spaces, with delivery scheduled for Q2 2026. The flyer's own improvement projects map (page 5) shows NE 179th Street as requiring a "change from two lanes to four lanes"—confirming that the road is not built to its classified standard. This facility will generate significant truck traffic at the NE 179th Street / NE 50th Avenue intersection, which already operates at LOS F under background conditions.

Exhibit A

APPENDIX N

PROCEDURES FOR ESTIMATING HIGHWAY CAPACITY

HPMS SOFTWARE

The procedures used in the HPMS software for determining highway capacity conform to the Highway Capacity Manual 2000 (HCM 2000). The capacity calculations are based on service flow rates for level of service E and are for the peak direction. The capacity coded in HPMS is used for system planning analysis, not project level analysis. The number of peak lanes (number of through lanes used in the peak period in the peak direction) coded in HPMS (Item 87) is used in the procedures for determining capacity. The number of through lanes coded in HPMS (Item 34) is used in the procedures to determine the number of lanes on the facility. The equations for determining the volume/service flow ratio (V/SF) are shown at the end of this Appendix along with tables that contain the data items used in the capacity calculations and in the V/SF ratio.

All references to chapters, tables, etc., are to the HCM. All calculations and values in the Appendix are in English units; i.e., miles per hour (mph), feet, miles, etc. The assumptions made by FHWA for adjustment factors used in the procedures are consistent with the recommended values in the HCM. The reference to the data item value in the procedures indicates the way the data item is coded in the HPMS.

HIERARCHY OF APPLICATION FOR CAPACITY PROCEDURES

Figure 1 presents the decision rules for applying the methodologies of measuring capacity for highway sections. The logic is based on first identifying if the section is on a structure or is a rural unpaved road; and second if it is characterized by "interrupted flow;" that is, a section where traffic is influenced by traffic control devices (signals and stop signs).

If the traffic control device density is below the thresholds (0.5 signals or stop signs per mile), the facility is assumed to be an uninterrupted flow facility. For these, the following definitions apply.

Freeways (Urban and Rural)

For HPMS, the design characteristics, not the functional classification, determine if a section is a freeway ("freeway by design"). The characteristics of a freeway are:

- Four or more through lanes with two-way flow (Data Item 34 >= 4 and Data Item 27 = 2) **OR** two or more through lanes and one-way flow (Data Item 34 >= 2 and Data Item 27 = 1)
- Divided Cross-Section – for sections with two-way traffic flow, median width >= 4 feet (Data Item 57) or with a "positive" or "curbed" barrier (Data Item 56 = 1 or 2) (not applicable for one-way sections) and
- Full Control of Access (Data Item 55 = 1)

Multilane Highways (Urban and Rural)

The main characteristic distinguishing these facilities from freeways is the lack of access control. They

are defined by:

- Partial or no access control (Data Item 55 = 2 or 3) with a Divided Cross-Section (see above under "Freeways") **OR** Full Access Control and Undivided Cross-Section; and
- 4 or more through lanes and two-way operation (Data Item 34 >= 4 and Data Item 27 = 2) **OR** 2 or more through lanes and one-way operation (Data Item 34 = 2 or 3 and Data Item 27 = 1)

Rural Two-Lane Highways

All rural sections that have two through lanes of travel and two-way operation are covered by this method. Most of these sections will not have full access control, though this condition does exist in the HPMS data.

Rural One-Lane, One-Way Highways

This is a rare condition in HPMS, but it does exist.

Rural Three-Lane Highways

These are highways with two through lanes in one direction and one through lane in the opposite direction.

Urban One/Two/Three-Lane Highways

These are highway sections in urban areas that do not meet the traffic control device density requirement for either signals or stop signs. They can either have one-way or two-way traffic flow, as follows:

- One-Way, One-Lane Highways: Data Item 34 = 1 and Data Item 27 = 1;
- Two-Way, 2/3-Lane Highways: Data Item 34 = (2 or 3) and Data Item 27 = 2; and
- Two-Way, One-Lane Highways: Data Item 34 = 2 and Data Item 27 = 1. This is an unusual occurrence but some states code unstriped highways in this manner. For HPMS, it is assumed that these are in fact two-lane highways.

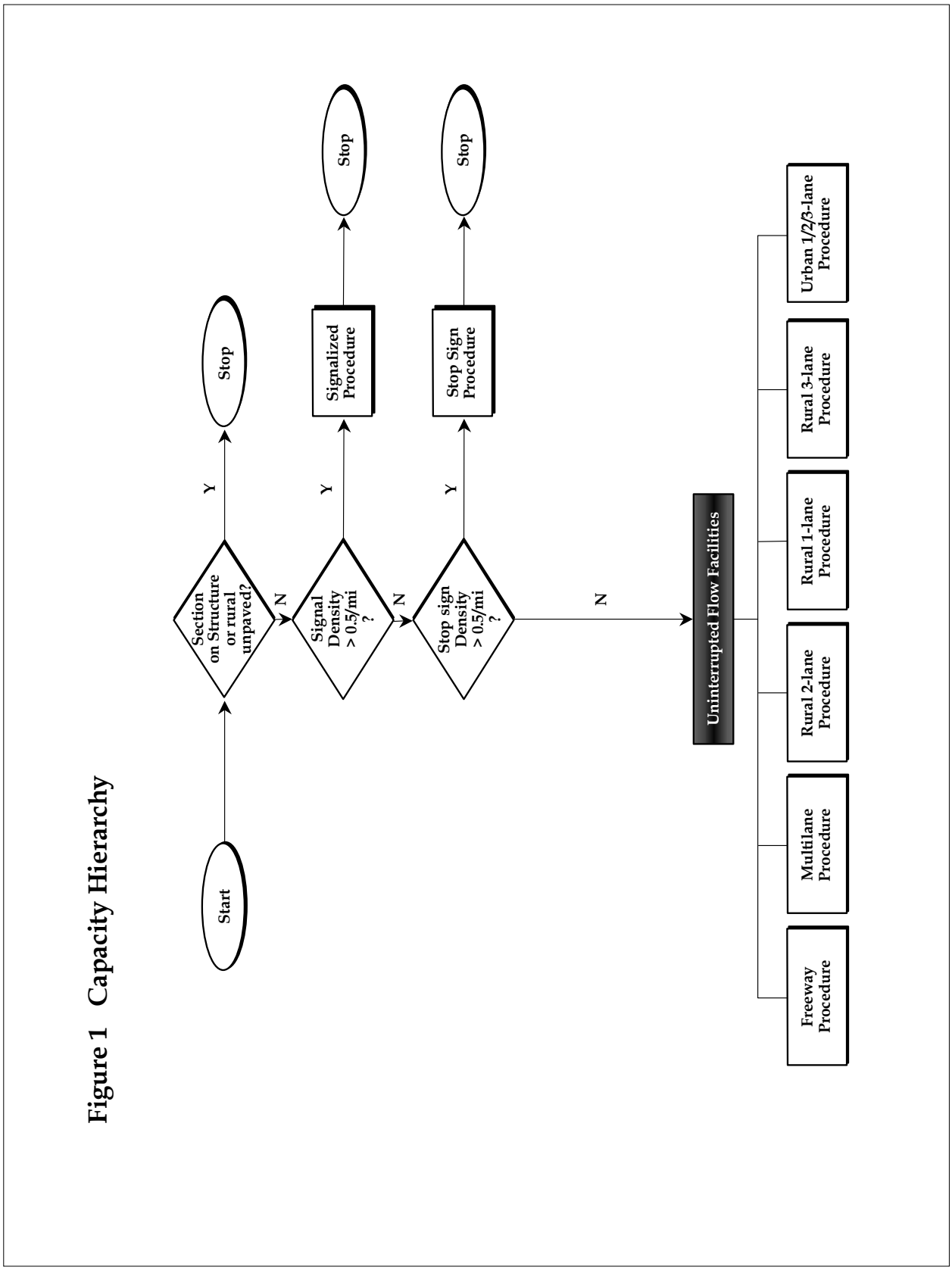


Figure 1. Capacity Hierarchy

FREEWAY CAPACITY

APPLICATION

All highways (rural and urban) that are "freeway by design" use the following procedures. These are facilities with:

- Four or more through lanes with two-way flow (Data Item 34 >= 4 and Data Item 27 = 2) **OR** two or more through lanes and one-way flow (Data Item 34 >= 2 and Data Item 27 = 1)
- Divided Highways – median width >= 4 feet (Data Item 57) or with a "positive" or "curbed" barrier (Data Item 56 = 1 or 2)
- Access-Controlled Highways (Data Item 55 = 1)

PROCEDURE

Step 1: Calculate Free Flow Speed (FFS)

The first step in the procedure is to estimate free flow speed (FFS) of the facility. *HCM* Equation 23-1 is applied directly:

$$FFS = BFFS - f_{LW} - f_{LC} - f_N - f_{ID} \quad (1)$$

Where:

$BFFS$	=	base free flow speed
f_{LW}	=	adjustment factor for lane width
f_{LC}	=	adjustment factor for right shoulder lateral clearance
f_N	=	adjustment factor for number of lanes
f_{ID}	=	adjustment factor for interchange density

Base Free Flow Speed

BFFS is set at 70 mph for urban facilities and 75 mph for rural facilities.

Adjustment Factor for Lane Width (f_{LW})

The values from *HCM* Exhibit 23-4 are used and are directly based on the values of Data Item 54:

Lane Width	Reduction in FFS (mph; f_{LW})
12 ft.	0.0
11 ft.	1.9
<=10 ft.	6.6

Adjustment Factor for Right Shoulder Lateral Clearance (f_{LC})

The values from *HCM* Exhibit 23-5 (shown as Table 1 here) are used and based directly on the values of Data Item 59. The number of lanes in one direction are computed by halving Data Item 34 for two-way facilities or by using Data Item 34 directly for one-way facilities:

Table 1. Influence of Right Shoulder Widths on FFS

Right Shoulder Width	Reduction in FFS (mph; f_{LC})			
	LANES IN ONE DIRECTION			
	2	3	4	>=5
>=6	0.0	0.0	0.0	0.0
5	0.6	0.4	0.2	0.1
4	1.2	0.8	0.4	0.2
3	1.8	1.2	0.6	0.3
2	2.4	1.6	0.8	0.4
1	3.0	2.0	1.0	0.5
0	3.6	2.4	1.2	0.6

Adjustment Factor for Number of Lanes (f_N)

The values from *HCM* Exhibit 23-6 are used and based on the number of lanes in one direction. For two-way operation, the number of lanes in one direction is Data Item 34 divided by 2; for one-way facilities the value of Data Item 34 is used directly. The adjustment is made for urban freeways only; for rural facilities f_N is set to 0:

No. Lanes (One Direction; Urban Only)	Reduction in FFS (mph; f_N)
>= 5	0.0
4	1.5
3	3.0
2	4.5

Adjustment Factor for Interchange Density (f_{ID})

The number of interchanges is no longer available in HPMS. Therefore, an analysis of 1998 HPMS data was done to determine average interchange densities as a function of functional class and area size (Data Item 13, Rural/Urban Designation). For rural sections, interchange density is assumed not to influence free flow speed. The factor is based on the average interchange densities, as found in the 1998 HPMS data, and linear interpolation of the information in *HCM* Exhibit 23-7.

Table 2. Influence of Interchange Density on FFS

Functional Class	Area Size	Interchange Density	Interchange Adj. Factor, (f_{ID})
Urban Interstates	Small Urban	0.70	1.0
	Small Urbanized	0.76	1.3
	Large Urbanized	0.83	1.7
Other Urban Highways Qualifying as Freeways	Small Urban	0.83	1.7
	Small Urbanized	0.88	1.9
	Large Urbanized	0.91	2.1

Step 2: Calculate Base Capacity (*BaseCap*)

The Base Capacity (passenger cars per hour per lane; pcphpl) of a freeway facility is based on information found in *HCM* Exhibit 23-3. The following equations were developed based on this information:

$$BaseCap = 1{,}700 + 10FFS; \text{ for } FFS <= 70 \quad (2)$$

$$BaseCap = 2{,}400; \text{ for } FFS > 70$$

Step 3: Determine Peak Capacity (*PeakCap*)

The *HCM 2000* procedure does not make adjustments to the Base Capacity in order to calculate level of service and performance measures. Instead, adjustments are made to the hourly demand volume. However, for HPMS, the capacity of the segment, in terms of total vehicles per hour (vph), must be computed for a variety of analytic purposes. Therefore, the same factors used in the *HCM 2000* to adjust volume are used to adjust base capacity instead. Essentially, these adjustments convert the units from passenger cars to vehicles and lower capacity to account for the effect of heavy vehicles. The procedure is based on *HCM* Equation 23-2:

$$PeakCap = BaseCap * PHF * N * f_{HV} * f_p \quad (3)$$

Where:

PeakCap	=	HPMS Peak Capacity (Data Item 95), vehicles per hour (all lanes, one direction)
PHF	=	Peak Hour Factor
N	=	Number of lanes in one direction
	=	Number of Peak Lanes (Data Item 87)
f_{HV}	=	Adjustment factor for heavy vehicles
f_p	=	Adjustment factor for driver population

Peak Hour Factor (PHF)

The Peak Hour Factor is used to account for variations in flow within the peak hour. The *HCM 2000* recommends defaults of 0.92 for urban facilities and 0.88 for rural facilities (Chapter 13). It also states that congested facilities have larger values (0.95 is "typical") than uncongested (unsaturated) ones. Clearly, these factors can have a large impact on capacity. However, determining if an HPMS section is congested is in fact a function of first determining its capacity. Therefore, an iterative process is used:

- Set PHF in Equation 3 equal to 1.0; compute peak capacity
- Determine an initial volume-to-capacity ratio (V/C), where:
  - V = AADT * K-Factor * D-Factor (Data Items 33, 85, and 86, respectively, where the K- and D-factors are expressed as decimals)
  - C = Peak Capacity
- Assign a final PHF as follows:

Table 3. PHF Assignment

Area Type	V/C Ratio	PHF
Rural	< 0.7744	0.88
	0.7744<=V/C<=0.9025	Equation (4)
	> 0.9025	0.95
Urban	< 0.8100	0.90
	0.8100<=V/C<=0.9025	Equation (4)
	> 0.9025	0.95

Where: PHF = $(0.9025 * V/C)^{0.5}/0.95$ for special cases above (4)

Adjustment Factor for Heavy Vehicles (f_{HV})

The adjustment factor for heavy vehicles is based on calculating passenger-car equivalents for trucks and buses. (Recreational vehicles are ignored.) *HCM* Equation 23-3 and Exhibit 23-8 are used:

$$f_{HV} = \frac{1}{1 + P_T(E_T - 1)} \quad (5)$$

Where:

P_T = Proportion of trucks and buses in the traffic stream, expressed as a decimal (e.g., 0.15 for 15%)

= (Percent Peak Combination Trucks, Data Item 83 + Percent Peak Single Unit Trucks, Data Item 81)

E_T = Passenger-car equivalents

= 1.5 for all urban freeways

= 1.5 for rural freeways in level terrain (Data Item 70 = 1)

= 2.5 for rural freeways in rolling terrain (Data Item 70 = 2)

= 4.5 for rural freeways in mountainous terrain (Data Item 70 = 3)

Adjustment Factor for Driver Population (f_p)

For Urban Freeways, the driver population factor is set to 1.0 to indicate that drivers are familiar with roadway and traffic conditions (by virtue of the fact that most of the traffic is composed of commuters). On Rural Freeways, the factor is set to 0.975.

MULTILANE HIGHWAY CAPACITY

APPLICATION

The following procedures are applied to rural and urban multilane highways with the following characteristics:

- Partial or no access control (Data Item 55 = 2 or 3) with a Divided Cross-Section (see above under "Freeways") **OR** Full Access Control and Undivided Cross-Section; and
- 4 or more through lanes and two-way operation (Data Item 34 >= 4 and Data Item 27 = 2) **OR** 2-3 through lanes and one-way operation (Data Item 34 = 2 or 3 and Data Item 27 = 1.

PROCEDURE

Step 1: Calculate Free Flow Speed (FFS)

The first step in the procedure is to estimate free flow speed (FFS) of the facility. *HCM* Equation 21-1 is applied directly:

$$FFS = BFFS - f_{LW} - f_{LC} - f_M - f_A \quad (6)$$

Where:

$BFFS$	=	base free flow speed
f_{LW}	=	adjustment factor for lane width
f_{LC}	=	adjustment factor for lateral clearance
f_M	=	adjustment factor for median type
f_A	=	adjustment factor for access points

Base Free Flow Speed

Base Free Flow Speed is based on the coded speed limit (Data Item 80) and guidance from the *HCM 2000*. To be consistent with the *HCM 2000* methodology, the BFFS is not allowed to go below 40 mph or above 70 mph. This conflicts with guidance in the *HCM 2000* which states that the methodology is valid for free flow speeds between 45 mph and 60 mph. However, the *HCM 2000* methodology is geared to estimating performance characteristics, not capacity; for the purpose of capacity, these restrictions were relaxed.

$BFFS$ = 40 mph, for posted speed limits < 40 mph (7)

= *SpeedLimit* + 7, for posted speed limits 40-45 mph

= *SpeedLimit* + 5, for posted speed limits >= 50 mph

Where: *SpeedLimit* is the value for Data Item 80.

Adjustment Factor for Lane Width (f_{LW})

The values from *HCM* Exhibit 21-4 are used and directly based on the values of Data Item 54:

Lane Width	Reduction in *FFS* (mph; f_{LW})
12 ft.	0.0
11 ft.	1.9
<=10 ft.	6.6

Adjustment Factor for Lateral Clearance (f_{LC})

The values from *HCM* Exhibit 21-5 are used and based on computing Total Lateral Clearance (*TLC*) using right and left shoulder widths. Lateral Clearance Left (LC_L) is computed for divided highways only (Data Item 57 >= 4 or Data Item 56 = 1 or Data Item 56 = 2). In all other cases, such as if a continuous

two-way left turn lane exists (Data Item 88 = 2) or the facility is undivided, then LC_L is set to 6. (The median type adjustment factor accounts for the fact that the roadway is undivided.) Facilities with one-way traffic operation are considered divided highways since there is no opposing flow to interfere with traffic. For one-way facilities, left shoulder width is not coded. Therefore, a value of 6 is assumed for one-way facilities.

$$TLC = LC_R + LC_L \quad (8)$$

Where:

LC_R = Data Item 59, maximum value of 6

LC_L = Data Item 60, maximum value of 6

Once *TLC* is computed, the values in *HCM* Exhibit 21-5 are used. Linear interpolation is used for intermediate values:

Table 4. Adjustment for Lateral Clearance

4-Lane Two-Way Highways and 2-Lane One-way Highways		6+Lane Two-Way Highways and 3+Lane One-Way Highways	
TOTAL LATERAL CLEARANCE	REDUCTION IN *FFS*	TOTAL LATERAL CLEARANCE	REDUCTION IN *FFS*
12	0.0	12	0.0
10	0.4	10	0.4
8	0.9	8	0.9
6	1.3	6	1.3
4	1.8	4	1.7
2	3.6	2	2.8
0	5.4	0	3.9

Adjustment Factor for Median Type (f_M)

The values from *HCM* Exhibit 21-6 are used and based on whether the facility is divided or undivided. (See definition under Lateral Clearance Adjustment).

Highway Type	Reduction in FFS (mph; f_M)
Undivided	1.6
Divided (including TWLTLs[1])	0.0

Adjustment Factor for Access Points (f_A)

The number of access points per mile is based directly on the values of the number of at-grade intersections with no traffic control devices (Data Item 94) and section length (Data Item 30). In addition, default values for driveways per mile are also assumed. A linear equation was fit to the data in *HCM* Exhibit 21-7 and produces:

$$f_A = \text{MIN}((0.25*AccessPointDensity), 10) \quad (9)$$

Where:

AccessPointDensity = (Data Item 94/Data Item 30) + *DrivewayDensity*

DrivewayDensity = 2 for divided highways

= 3 for undivided highways

[1] Two-Way Left Turning Lanes.

Step 2: Calculate Base Capacity (BaseCap)

The Base Capacity (passenger cars per hour per lane; pcphpl) of a multilane facility is based on information found in *HCM* Exhibit 21-3. The following equations were developed based on this information:

$$BaseCap = 1{,}000 + 20FFS; \text{ for } FFS <= 60 \quad (10)$$

$$BaseCap = 2{,}200; \text{ for } FFS > 60$$

Step 3: Determine Peak Capacity (PeakCap)

The *HCM 2000* procedure does not make adjustments to the Base Capacity in order to calculate level of service and performance measures. Instead, adjustments are made to the hourly demand volume. However, for HPMS, the capacity of the section, in terms of total vehicles per hour (vph), must be computed for a variety of analytic purposes. Therefore, the same factors used in the *HCM 2000* to adjust volume are used to adjust base capacity. Essentially, these adjustments convert the units from passenger cars to vehicles and lower capacity to account for the effect of heavy vehicles. The procedure is based on *HCM* Equation 21-3:

$$PeakCap = BaseCap * PHF * N * f_{HV} * f_p \quad (11)$$

Where:

$PeakCap$	=	HPMS Peak Capacity (Data Item 95), vehicles per hour (all lanes, one direction)
PHF	=	Peak Hour Factor
N	=	Number of lanes in one direction
	=	Number of Peak Lanes (Data Item 87)
f_{HV}	=	Adjustment factor for heavy vehicles
f_p	=	Adjustment factor for driver population
	=	1.0 for HPMS

Peak Hour Factor (*PHF*)

The Peak Hour Factor is used to account for variations in flow within the peak hour. The *HCM 2000* recommends defaults of 0.92 for urban facilities and 0.88 for rural facilities (Chapter 13). It also states that congested facilities have larger values (0.95 is "typical") than uncongested (unsaturated) ones. Clearly, these factors can have a large impact on capacity. However, determining if an HPMS section is congested is in fact a function of first determining its capacity. Therefore, an iterative process is used:

- Set *PHF* in Equation 6 equal to 1.0; compute peak capacity
- Determine an initial volume-to-capacity ratio (V/C), where:
  - V = AADT * K-Factor * D-Factor (Data Items 33, 85, and 86, respectively)
  - C = Peak Capacity
- Assign a final *PHF* as follows:

Table 5. Final *PHF* Assignment

Area Type	V/C Ratio	PHF
Rural	< 0.7744	0.88
	0.7744<=V/C<=0.9025	Equation (12)
	> 0.9025	0.95
Urban	< 0.8100	0.90
	0.8100<=V/C<=0.9025	Equation (12)
	> 0.9025	0.95

Where: PHF = $(0.9025 * V/C)^{0.5}/0.95$ for special cases above (12)

Adjustment Factor for Heavy Vehicles (f_{HV})

The adjustment factor for heavy vehicles is based on calculating passenger-car equivalents for trucks and buses. (Recreational vehicles are ignored.) *HCM* Equation 23-3 and Exhibit 23-8 are used:

$$f_{HV} = \frac{1}{1 + P_T(E_T - 1)} \quad (13)$$

Where:

P_T = Proportion of trucks and buses in the traffic stream, expressed as a decimal (e.g., 0.15 for 15%)

= (Percent Peak Combination Trucks {Data Item 83}) + (Percent Peak Single Unit Trucks {Data Item 81})

E_T = Passenger-car equivalents

= 1.5 for all urban highways

= 1.5 for rural highways in level terrain (Data Item 70 = 1)

= 2.5 for rural highways in rolling terrain (Data Item 70 = 2)

= 4.5 for rural highways in mountainous terrain (Data Item 70 = 3)

RURAL TWO-LANE CAPACITY

BASIC CONCEPTS AND APPROACH

In the *HCM 2000*, capacity is taken as a value that "… is nearly independent of the directional distribution of traffic on a facility, except that for extended lengths of a two-lane highway, the capacity will not exceed 3,200 pc/h for both directions of travel combined." The purpose of the *HCM 2000* procedure is to develop two primary performance measures: average travel speed (ATS) and percent time-spent-following. In computing the ATS, v/c ratio, or other performance measures, adjustments are made to volume while the capacity remains fixed at 3,200 passenger cars per hour (pch).

For HPMS, the procedure for estimating ATS is the better of the two for estimating capacity. Equation 20-5 in the *HCM 2000* relates ATS to FFS, adjusted flow rate, and the no passing zone factor:

$$ATS = FFS - 0.00776V_P - f_{np} \quad (14)$$

Where:

ATS	=	Average travel speed
V_P	=	passenger car equivalent flow rate for peak 15-minutes
f_{np}	=	no passing zone adjustment factor from Table 20-11

FFS is developed from a base (ideal) free flow speed and a flow speed adjusted for lane width, shoulder width, and access points. V_p is the two-way hourly volume adjusted for peak 15-minute flows, grades, and heavy vehicles. These concepts are different from previous versions of the *HCM* where adjustments were made to capacity. However, for use in HPMS and its applications, estimates of capacity are needed. Therefore, the procedure used here is based on adjusting the base capacity for the factors related to V_P and f_{np}. The adjustments for *FFS* are **not** applied to capacity. This avoids double counting when speed and delay methodologies other than those in the *HCM 2000* are applied. (These methods usually relate performance measures directly to volume and capacity.)

APPLICATION

All rural sections that have partial or no access control and two through lanes of travel and two-way operation are covered by this method.

PROCEDURE

For HPMS purposes estimates of capacity are still needed. Therefore, instead of adjusting flow rates, (volumes) capacity will be adjusted by most of the same factors:

$$\textit{Two-Way Capacity} = (3{,}200\ pch * PHF * f_G * f_{HV}) - V_{NP} \quad (15)$$

Where:

PHF	=	Peak Hour Factor
	=	0.88
f_G	=	Adjustment factor for grades
f_{HV}	=	Adjustment factor for heavy vehicles
V_{NP}	=	Volume adjustment for no passing zones

Grade Adjustment Factor (f_G)

HCM Exhibit 20-7 offers values for f_G but only for level and rolling terrain; it is assumed that the steep grades associated with mountainous terrain will be analyzed individually. For HPMS, this is impractical since a section can have multiple grades: determining an average grade may underestimate the impact while selecting the most severe grade may overestimate the impact. As a compromise, f_G values for grades in the 5.5 – 6.5 percent range with a length of 0.5 miles are assumed for mountainous terrain and *HCM* Exhibit 20-13 is used. This results in the factors presented in Table 6. The two-way flow rates in Table 6 are based on adjusting the HPMS AADT value to peak passenger cars and is computed as:

$$\text{Two-Way Flow Rate} = (AADT * K)/f_{HVD} \quad (16)$$

Where:

$AADT$	=	Data Item 33
K	=	Data Item 85, expressed as a decimal
f_{HVD}	=	Daily heavy vehicle adjustment factor
	=	$1/(1 + 0.5P_T)$
P_T	=	Percentage of daily trucks
	=	(Data Item 82 + Data Item 84) * 0.01

Table 6. Grade Adjustment Factors (f_G) for HPMS

Two-Way Flow Rates			
(PCH)	LEVEL	ROLLING	MOUNTAINOUS
0-600	1.00	0.71	0.57
>600-1,200	1.00	0.93	0.85
>1,200	1.00	0.99	0.99

Adjustment for Heavy Vehicles (f_{HV})

The *HCM 2000* presents two ways of computing passenger car equivalents (pce's) for heavy trucks: one for computing ATS and one for computing percent time-spent-following. For capacity purposes, ATS is considered to be more appropriate. (Percent time-spent-following is more descriptive of driver experience than of physical capacity.) As with grades, mountainous sections are excluded from the default values in the *HCM 2000*. Therefore, for default purposes, pce's for trucks (E_T) is also taken for grades of 5.5 – 6.5 percent and a length of 0.5 miles using *HCM* Exhibit 20-15. This results in the values in Table 7.

Table 7. Passenger Car Equivalents for Trucks (E_T)

Two-Way Flow Rates	Type of Terrain		
(PCH)	LEVEL	ROLLING	MOUNTAINOUS
0-600	1.7	2.5	7.2
>600-1,200	1.2	1.9	7.2
>1,200	1.1	1.5	7.2

Once E_T is found, the adjustment factor for heavy vehicles is computed as:

$$f_{HV} = \frac{1}{1 + P_T(E_T - 1)} \quad (17)$$

Where:

P_T = proportion of trucks (combinations plus single units) from HPMS, expressed as a decimal
= (Percent Peak Combination Trucks, Data Item 83 + Percent Peak Single Unit Trucks, Data Item 81)

E_T = Passenger car equivalents from Table 7.

Note that recreational vehicles are included with single unit trucks in HPMS.

Peak Hour Factor (*PHF*)

The *PHF* represents the variation in traffic flow within an hour. A default value of 0.88 should be used for rural two-lane highways.

Adjustment for Percentage of No-Passing Zones (V_{NP})

This adjustment is used in the *HCM 2000* procedure to compute ATS rather than adjusting flow rate. In Equation 1, f_{np} can be equilibrated to volume simply by dividing by 0.00776. For example, an f_{np} of 2.0 translates to 258 passenger cars. For HPMS, this adjustment can also be made to capacity since it too is in terms of passenger cars:

$$V_{NP} = f_{NP}/0.00776 \quad (18)$$

Where:

f_{NP} = values from *HCM* Exhibit 20-11 (given here as Table 8)

HCM Exhibit 20-11 should be entered using values for Two-Way Flow Rate (Equation 18). *HCM* Exhibit 20-11 also requires "% No Passing Zones". This computes as:

% No Passing Zones = 1 – (Data Item 78 * 0.01) (19)

Table 8. Adjustment (f_{np}) for Effect of No-Passing Zones on Average Travel Speed on Two-Way Segments

TWO-WAY DEMAND FLOW RATE, VP(PC/H)	Reduction in Average Travel Speed (mi/h) No-Passing Zones (%)										
	0	10	20	30	40	50	60	70	80	90	100
0-100	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101-300	0.0	0.3	0.6	1.0	1.4	1.9	2.4	2.5	2.6	3.1	3.5
301-500	0.0	0.9	1.7	2.2	2.7	3.1	3.5	3.7	3.9	4.2	4.5
501-700	0.0	0.8	1.6	2.0	2.4	2.7	3.0	3.2	3.4	3.7	3.9
701-900	0.0	0.7	1.4	1.7	1.9	2.2	2.4	2.6	2.7	2.9	3.0
901-1,100	0.0	0.6	1.1	1.4	1.6	1.8	2.0	2.1	2.2	2.4	2.6
1,101-1,300	0.0	0.4	0.8	1.0	1.2	1.4	1.6	1.8	1.9	2.0	2.1
1,301-1,500	0.0	0.3	0.6	0.8	0.9	1.1	1.2	1.3	1.4	1.6	1.7
1,501-1,700	0.0	0.3	0.6	0.7	0.8	1.0	1.1	1.2	1.3	1.4	1.5
1,701-1,900	0.0	0.3	0.5	0.6	0.7	0.9	1.0	1.1	1.1	1.2	1.3
1,901-2,100	0.0	0.3	0.5	0.6	0.6	0.8	0.9	1.0	1.0	1.1	1.1
2,101-2,300	0.0	0.3	0.5	0.6	0.6	0.8	0.9	0.9	0.9	1.0	1.1
2,301-2,500	0.0	0.3	0.5	0.6	0.6	0.7	0.8	0.9	0.9	1.0	1.1
2,501-2,700	0.0	0.3	0.5	0.6	0.6	0.7	0.8	0.9	0.9	1.0	1.0
2,701-2,900	0.0	0.3	0.5	0.6	0.6	0.7	0.7	0.8	0.8	0.9	0.9
2,901-3,100	0.0	0.3	0.5	0.6	0.6	0.7	0.7	0.7	0.7	0.8	0.8
3,101-3,300	0.0	0.3	0.5	0.6	0.6	0.6	0.6	0.6	0.6	0.7	0.7
>3,300	0.0	0.3	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5

Adapted from *HCM* Exhibit 20-11.

RURAL ONE-LANE CAPACITY

APPLICATION

These highways, though rare, do exist in HPMS. They include facilities with both one-way and two-way operation.

PROCEDURE

One-Way Operation

The capacity of these sections should be computed using the procedure for Rural Two-Lane Highways, with the following changes:

- Change the base capacity from 3,200 pch to 1,600 pch
- Compute the one-way flow rate using the same equation as for two-way flow rate; enter all lookup tables and equations labeled for two-way flow rate with this value.
- Assume 100% no passing zones.

The resulting capacity is, by definition, a one-way value.

Two-Way Operation

One-lane highways open to both directions of traffic are extremely rare. For these cases, compute the capacity for one-way operation and divide by 2.

RURAL THREE-LANE HIGHWAY CAPACITY

APPLICATION

These highways have two through lanes in one direction and a single lane in the opposite direction. The through lanes are assumed to cover an extended length and are not auxiliary or truck climbing lanes. (This is consistent with the coding of HPMS data).

PROCEDURE

It is assumed that these highways operate as a multilane undivided facility in the two-lane direction and as a single direction of a rural two-lane facility in the one-lane direction. The two-way capacity (required by HPMS for these facilities) is then the sum of these two separate capacities.

The capacity for the two-lane direction is computed using the Multilane Highway capacity procedure assuming an undivided cross-section. The capacity for the one-lane direction is computed using the procedure for Rural One-Lane, One-Way Highways.

SIGNALIZED INTERSECTION CAPACITY

APPLICATION

Sections that meet the criteria in the hierarchy for signalized intersection density (> .5 /mile) are analyzed using this procedure. For both rural and urban section where Left Turning Lanes (Data Item 88) and Right Turning Lanes (Data Item 89) are missing, a simplified procedure is used (see page N-23). Data Items 88 and 89 are used to identify lane groups, a critical step in the signalized intersection capacity procedure.

Typical Percent Green Time (Data Item 91) and Peak Parking (Data Item 61) are considered optional for the coding of rural sections. However, default values for these data are provided so that if Data Items 88 and 89 are present, the urban procedure may be used.

URBAN PROCEDURE

Signalized Intersection Approach Capacity

For HPMS, the capacity of the entire approach is required, including all movements, primarily for consistency with the speed/delay procedures. Intersection approach capacity is based on *HCM* Equation 16-6:

$$C_A = \sum_i s_i \frac{g_i}{C} \qquad (20)$$

where:

C_A = intersection approach capacity

s_i = saturation flow rate for lane group *i*

$\frac{g_i}{C}$ = effective green ratio for lane group *i*

This approach is based directly on the *HCM 2000* principles. When operational analysis is conducted using capacity computed in this way, the *HCM 2000* method takes into account the volumes assigned to each lane group. In HPMS, turning movement volumes are not available; only total intersection approach volume is computed from AADT. Therefore, the volume-to-service flow ratio for HPMS is computed using the total intersection approach capacity and volume, rather than considering the operational characteristics of each lane group individually. The HPMS method therefore assumes that traffic is distributed roughly proportionate to the available lane group capacity (i.e., lane groups are neither under-utilized nor over-utilized). While it is possible that this may result in an overestimation of capacity in some instances, there is currently no basis upon which a realistic adjustment can be made. Further, because lane groups are based on the existence of exclusive turning lanes, there is no reason to suspect some lane groups are underutilized at the expense of others; turning lanes are implemented to handle high turning volumes.

Determining Lane Groups

The *HCM 2000* methodology for signalized intersections is based on determining capacity for individual lane groups. Lane groups take into account intersection geometry and turning movements. Separate lane groups should be identified for:

- Continuous LT lane or 1 + exclusive LT lanes – LT only lane group
- Continuous RT lane or 1 + exclusive RT lanes – RT only lane group

In addition to possible exclusive turning lane groups, it is always assumed that through movements occur at the intersection. This assumption does not account for T-intersections, but no intersection geometry data exist in HPMS that would allow this determination. The maximum number of lane groups for HPMS purposes is three. Table 9 is used in developing lane groups, based on the coding of left and right turning lanes.

Table 9. Determining Lane Groups in HPMS

DATA ITEM 88	DATA ITEM 89	NO. PEAK LANES	LANE GROUPS	NO. LANES IN GROUP
1	1	N/A	Exclusive LT Exclusive Through Exclusive RT	2 *N* 2
	2, 3		Exclusive LT Exclusive Through Exclusive RT	2 *N* 1
	4	1, 2	Exclusive LT Shared Through/RT	2 *N*
		3+	Exclusive LT Exclusive Through Shared Through/RT	2 *N*- 1 1
	5	N/A	Exclusive LT Exclusive Through	2 *N*
2,3	1	N/A	Exclusive LT Exclusive Through Exclusive RT	1 *N* 2
	2, 3		Exclusive LT Exclusive Through Exclusive RT	1 *N* 1
	4	1, 2	Exclusive LT Shared Through/RT	1 *N*
		3+	Exclusive LT Exclusive Through Shared Through/RT	1 *N*- 1 1
	5	N/A	Exclusive LT Exclusive Through	1 *N*
4	1	1, 2	Shared LT/Through Exclusive RT	Data Item 87 2
		3+	Shared LT/Through Exclusive Through Exclusive RT	1 *N*– 1 2
	2, 3	1, 2	Shared LT/Through Exclusive RT	*N* 1
		3+	Shared LT/Through Exclusive Through Exclusive RT	1 *N*– 1 1
	4	1, 2	Shared LT/Through/RT	*N*
		3+	Shared LT/Through Exclusive Through Shared RT/Through	1 *N*– 2 1
	5	1, 2	Shared LT/Through	*N*
		3+	Shared LT/Through Exclusive Through	1 *N*– 1
5	1	N/A	Exclusive Through Exclusive RT	*N* 2
	2, 3	N/A	Exclusive Through Exclusive RT	*N* 1
	4	1, 2	Shared RT/Through	*N*
		3+	Shared RT/Through Exclusive Through	1 *N*– 1
	5	N/A	Exclusive Through	*N*

Where: *N* = Data Item 87

Determining Saturation Flow Rate

A slightly modified version of *HCM* Equation 16-4 is used to determine saturation flow rate:

$$s = s_o N f_w f_{HV} f_g f_p f_{bb} f_a f_{LU} f_{LT} f_{RT} f_{Lpb} f_{Rpb} PHF \quad (21)$$

where:

s = saturation flow rate for subject lane group, expressed as a total for all lanes in lane group (vph);

s_o = base saturation flow rate per lane (pcphpl);

N = number of lanes in lane group;

f_w = adjustment factor for lane width;

f_{HV} = adjustment factor for heavy vehicles in traffic stream;

f_g = adjustment factor for approach grade;

f_p = adjustment factor for existence of a parking lane and parking activity adjacent to lane group;

f_{bb} = adjustment factor for blocking effect of local buses that stop within intersection area;

f_a = adjustment factor for area type;

f_{LU} = adjustment factor for lane utilization;

f_{LT} = adjustment factor for left turns in lane group;

f_{RT} = adjustment factor for right turns in lane group;

f_{Lpb} = pedestrian-bicycle adjustment factor for left-turn movements;

f_{Rpb} = pedestrian-bicycle adjustment factor for right-turn movements; and

PHF = Peak Hour Factor.

Note that the Peak Hour Factor is included in the calculation of saturation flow rate. The *HCM 2000* adjusts volume with this factor, but for HPMS purposes, it is used to adjust saturation flow rate.

Base Saturation Flow Rate, S_O

The base saturation flow rate is set at 1,900 pcphpl.

Adjustment Factor for Lane Width, f_W

The lane width adjustment factor is based directly on the *HCM 2000* procedure:

$$f_W = 1 + \frac{(W - 12)}{30} \quad (22)$$

where:

W = Lane Width (Data Item 54); minimum of 8, maximum of 16

Adjustment for Heavy Vehicles, f_{HV}

The heavy vehicle adjustment factor is based directly on the *HCM 2000* procedure, assuming 2 passenger car equivalents for heavy vehicles:

$$f_{HV} = \frac{100}{100 + HV(E_T - 1)} \quad (23)$$

where:

HV = percent heavy vehicles

E_T = 2.0 passenger car equivalents

The percent heavy vehicles factor is the sum of peak combination and single unit trucks (Data Items 81 and 83).

Adjustment for Grade, f_g

For HPMS purposes, f_g is set to 1.0 because of the lack of grade information on urban minor arterials and collectors.

Adjustment for Parking, f_p

The calculation of the parking adjustment factor is:

$$f_p = \frac{N - 0.1 - \frac{18N_m}{3{,}600}}{N} \quad (24)$$

where:

f_p = parking adjustment factor

N = number of lanes in group

N_m = number of parking maneuvers per hour

= 6 for two-way streets with parking one side

= 12 for two-way streets with parking both sides or one-way streets with parking one side

= 24 for one-way streets with parking on both sides (based on *HCM* Exhibit 10-20).

The parking factor is applied only to lane groups that are immediately adjacent to parking spaces. For two-way streets or one-way streets with parking on one side, this is assumed to occur in the right-most lane group; this will be either an exclusive right-turn lane or a lane with shared movements. For one-way streets with parking on both sides, the parking factor adjustment is made for the left-most **and** the right-most lane groups.

When parking is not allowed or unavailable (Data Item 61 = 3), f_p is set to 1.0. It is also set to 1.0 if Data Item 61 = 0.

Adjustment for Bus Blockage, f_{bb}

For HPMS, f_{bb} is set to 1.0. No data exist in HPMS as to the occurrence of bus routes. Further, the default values in the *HCM 2000* for bus maneuvers lead to adjustment factors close to 1.0.

Type of Area Adjustment, f_a

Area type is no longer coded in HPMS. An analysis of 1998 HPMS showed that 9 percent of urban signalized intersections were located in CBDs. The *HCM 2000* indicates that f_a should be 0.9 in CBDs, 1.0 elsewhere. Weighting these values with the findings from the 1998 HPMS data provides a value of 0.991 for f_a for urban conditions. A value of 1.0 is used for rural conditions.

Lane Utilization Adjustment, f_{LU}

The *HCM 2000* states that: "As demand approaches capacity, the analyst may use lane utilization factors [close] to 1.0, which would indicate a more uniform use of the available lanes and less opportunity for drivers to freely select their lane" (*HCM* page 10-26). Because the purpose of this factor in HPMS is to estimate capacity rather than perform an analysis of an individual intersection, a lane utilization adjustment factor of 1.0 is used. This will avoid underestimating capacity in investment analysis where demand volumes are forecast for a long time horizon (usually 20 years).

Adjustment for Left Turns, f_{LT}

Left turns are a major determinant of intersection approach capacity, yet only limited data are available in HPMS for conducting capacity analyses. The *HCM 2000* identifies six cases, as shown in Table 10. The adjustment factor for left turns is applied only if left turns are made from the lane group; this determination is made by checking the coding of Data Item 88, also as shown in Table 10.

Table 10. *HCM 2000* Left Turn Adjustment Cases as Applied to HPMS

LT Adjustment Case	Data Item 88	Functional Class	f_{LT}
1. Protected Phasing, Exclusive LT	1, 2, 3	All Arterials; Rural Major Collectors	$f_{LT} = 0.95$
2. Permitted Phasing, Exclusive LT	1, 2, 3	Rural Minor Collectors; Urban Collectors	(see below)
3. Protected/Permitted Phasing, Exclusive LT	N/A	N/A	N/A
4. Protected Phasing, Shared LT	4	Principal Arterials	$f_{LT} = \frac{1}{1.0 + 0.05P_{LT}}$ ($P_{LT} = 0.10$)
5. Permitted Phasing, Shared LT	4	Minor Arterials; All Collectors	(see below)
6. Protected/Permitted Phasing, Shared LT	N/A	N/A	N/A

A major assumption here is that the phasing is determined by functional class; higher order facilities are

assumed to have protected phasing.

Note that Protected/Permitted Phasing is assumed to not exist because of lack of information on signal phasing in HPMS. For Case 4, P_{LT} is the proportion of left turns in the lane group. As recommended in the *HCM 2000*, a default value of 10 percent is used for HPMS (*HCM* page 10-19).

If left turns are not made from the lane group, the left turn adjustment factor is set to 1.0.

Special Procedure for Permissive Left Turns

The permissive left turn procedure in the *HCM 2000* is highly complex and dependent on many variables not present in the HPMS data (Appendix C, *HCM* Chapter 16). The new procedure is substantially more complex than those in previous versions of the *HCM*. For HPMS purposes, the procedure from the 1994 edition of the *HCM* is used because it is more compatible with the available data in HPMS:

$$f_{LT} = (1400 - V_o)/[(1400 - V_o) + (235 + 0.435 * V_o) * P_{LT}] \text{ for } V_o <= 1{,}220 \text{ vph} \quad (25)$$

$$= 1/(1 + (4.525 * P_{LT})) \text{ for } V_o > 1{,}220 \text{ vph}$$

Where: V_o = AADT * K * (1 – D); this is the opposing flow in the off peak direction

AADT = annual average daily traffic, (Data Item 33)

K = K-factor, (Data Item 85) expressed as a decimal

D = the directional factor for the peak direction, (Data Item 86) expressed as a decimal

P_{LT} = proportion of left turns; assume proportion of left turns is 10 percent

Adjustment for Right Turns, f_{RT}

The adjustment factor for right turns is applied only if right turns are made from the lane group. The right turn adjustment factor is based on the coding of HPMS Data Item 89 as follows:

$$f_{RT} = 0.85 \text{ (for Data Item 89 = 1, 2, or 3)} \quad (26)$$

$$= 1.0 - 0.15 P_{RT} \text{ (for Data Item 89 = 4)}$$

where:

$$P_{RT} = \text{proportion of right turns in the lane group}$$
$$= 0.10 \text{ (HCM, page 10-19)}$$

If right turns are not made from the lane group, the right turn adjustment factor is set to 1.0.

Adjustment for Pedestrian-Bicycle Blockage on Left Turns, f_{Lpb}

As with permissive left turns, calculation of the adjustment factor for pedestrians and bicycles is complex and requires extensive inputs, most of which are unavailable in HPMS. Further, pedestrian/bicycle blockage is likely to have a major impact only in densely developed areas and these conditions can no longer be determined from HPMS data. Therefore, for the purpose of HPMS, f_{Lpb} is set to 1.0.

Adjustment for Pedestrian-Bicycle Blockage on Right-Turns, f_{Rpb}

Based on the same conditions as for pedestrian-bicycle blockage on left turns, f_{Rpb} is set to 1.0.

Peak Hour Factor (*PHF*)

As discussed on *HCM* page 10-8, a default value of 0.92 is used for the PHF for urban sections. For rural sections, the PHF is set to 0.88.

Effective Green Ratios (g_i/C) for Lane Groups

The following values are used for the various types of lane groups. They are based on the coded value for HPMS Data Item 91 (Typical Peak Percent Green Time), which applies to the through movement only. For all lane groups except for exclusive left turn lane groups, the value for Data Item 91 is used for g_i/C. (This assumes that an exclusive signal phase for right turns coincides with the through movement phase.) For Exclusive Left Turn Lane Groups, the green ratio is a function of the green ratio for the through movement (Data Item 91). A distinction is made for low and high values for through green ratio:

For g/C <= 0.65

$$g_{LT}/C = 0.35*g/C \quad \text{for principal arterials} \qquad (27)$$

$$= 0.25*g/C \quad \text{for all other highway types}$$

For g/C > 0.65

$$g_{LT}/C = 0.5*(1 - g/C) \quad \text{(all highways)} \qquad (28)$$

where: g/C = green ratio for through movement (Data Item 91).

If Data Item 91 is missing, g/C default values of 0.45 for arterials and 0.40 for collectors are used (*NCHRP 387*, Table 9-3).

SIMPLIFIED PROCEDURE FOR RURAL SIGNALIZED INTERSECTION CAPACITY AND URBAN SECTIONS WITH MISSING DATA

APPLICATION

In the coding of HPMS data, several data items required for applying the urban signalized capacity analysis are either "optional" or not required for rural sections. The data items of interest for capacity calculations, since they are used to identify lane groups, are:

- Data Item 88: Left Turning Lanes
- Data Item 89: Right Turning Lanes.

PROCEDURE

Although some states do code these items for rural sections, a provision must be made to handle cases where the data are not present; this could also be true for some urban sections. In the cases where rural signalized sections have nonzero values coded for these data items, the signalized intersection capacity is used. When these data are coded as zero, the following procedure is used:

$$C_A = 1{,}900 * N * f_w * f_{HV} * PHF * g/C \qquad (29)$$

where:

C_A = intersection approach capacity

N	=	number of lanes on the segment (one direction)
	=	Data Item 87 (Number of Peak Lanes)
f_w	=	adjustment factor for lane width (use Equation 22)
f_{HV}	=	adjustment factor for heavy vehicles (use Equation 23)
PHF	=	Peak Hour Factor
	=	0.88 for rural conditions, 0.92 for urban conditions
g/C	=	effective green time-to-cycle length ratio
	=	0.55 for principal arterials
	=	0.45 for minor arterials
	=	0.40 for collectors

The *g/C* ratio default values given above attempt to account for, in a general way, the presence of exclusive turn lanes and phases. These values are higher than the default values listed in Table 9-3 of *NCHRP 387* (0.40-0.45) but those values consider only through movement capacity.

STOP SIGN-CONTROLLED HIGHWAY CAPACITY

APPLICATION

All highways that have at least one stop sign and meet the density requirement (> .5/mile) on the inventory route.

PROCEDURE

The *HCM 2000* procedure for stop sign-controlled intersections is complex and highly dependent on turning movements on all the approaches. Procedures also vary for two-way controlled intersections versus all-way controlled intersections. None of these data are present in HPMS. Therefore, a highly simplified method is recommended. It is based on the *HCM 2000* procedure for two-way controlled intersections. This is the simpler and less data intensive of the two methods.

The procedure is based on first calculating the potential capacity for each turning movement. (It is assumed that the potential capacity is equal to the "movement capacity", and none of the *HCM 2000* procedures for converting potential capacity to movement capacity are used.) Where shared lanes exist for turning movements, an extra calculation is required to derive the potential (movement) capacity of the shared lane. This step combines the potential capacities for two or three turning movements (depending on the lane configuration) into a single potential capacity. The final capacity of the stop sign-controlled approach is then the sum of all the potential capacities calculated for the turning movements.

Step 1: Calculate Potential Capacity of Each Turning Movement

The procedure starts with *HCM* Equation 17-3. It first calculates the potential capacity for each of the movements on the stop sign-controlled approach:

$$C_{p,x} = CV_{c,x} \frac{e^{-V_{c,x}t_{c,x}/3600}}{1 - e^{-V_{c,x}t_{f,x}/3600}} \quad (30)$$

Where:

$C_{p,x}$	=	potential capacity of movement x (vph)
$CV_{c,x}$	=	conflicting flow rate for each movement x (vph); Table 12
$t_{c,x}$	=	critical gap (seconds) for each movement x
	=	$t_{c,base} + (P_{HV} * t_{c,HV})$
$t_{c,base}$	=	default values from Table 11
$t_{c,HV}$	=	1.0 for one or two-through lane roads (Data Item 34 <= 2)
	=	2.0 otherwise
P_{HV}	=	percent of heavy vehicles in traffic stream, peak period, expressed as a decimal
$t_{f,x}$	=	follow-up time (seconds) for each movement x
	=	$t_{f,base} + (P_{HV} * t_{f,HV})$
$t_{f,HV}$	=	0.9 for one or two-through lane roads (Data Item 34 <= 2)
	=	1.0 otherwise

Table 11. Default Values for Calculating Potential Capacities ($C_{p,x}$) of Stop Sign-Controlled Highways

Vehicle Movement (x)	Base Critical Gap, $t_{c,base}$	Follow-up Time, $t_{f,base}$
Right Turns	6.2	3.3
Through	6.5	4.0
Left Turns	7.1	3.5

Table 12. Default Values for Conflicting Flow Rates

Functional Class	Conflicting Flow Rate, $CV_{c,x}$
Rural Principal Arterials	100
Rural Minor Arterials	150
Other Rural	200
Urban Principal Arterials	250
Urban Minor Arterials	500
Other Urban	750

Clearly, the major assumption in this Step is that of the conflicting volumes. Basically, it is assumed that the intersection is composed of a higher class facility in one direction and a lower class facility in the other. Many stop sign-controlled intersections, particularly those with all-way control, are comprised of

similar class facilities intersecting. However, without detailed knowledge of such occurrences, the assumption is a reasonable default.

Step 2: Determine Approach Capacity

Several adjustments to potential capacity are defined in the *HCM 2000* in order to derive "movement capacity". Most of the adjustments are based on knowledge of turning movements on and the geometry of all approaches of the intersection. Since none of these data are available in HPMS, major assumptions would be required. ***As an alternative, the movement capacity is set equal to potential capacity for most cases, except for shared lanes.*** The adjustment for shared-lane capacity is essential for calculating intersection approach capacity. *HCM* Equation 17-15 is used in these cases:

$$C_{p,SH} = \frac{\sum_x V_x}{\sum_x \left(\frac{V_x}{C_{p,x}} \right)} \quad (31)$$

Where:

$C_{p,SH}$ = potential capacity of the shared lane (vph)

V_x = flow rate of the x movement in the shared lane (vph)

$C_{p,x}$ = potential capacity of the x movement in the shared lane (vph) from Equation 1.

Volumes for the turning movements on the intersection approach in question must be made in order to apply Equation 30. It is assumed that 10 percent of the approach volume is composed of left-turning vehicles and 10 percent composed of right turning vehicles (recommended defaults from Chapter 10 of *HCM 2000*). Total approach volume is calculated as:

Approach Volume = AADT * (K * 0.01) * (D * 0.01) (32)

Where:

AADT = Data Item 33

K = Data Item 85

D = Data Item 86

= MIN(70, Data Item 86)

Values for V_x are then computed for left turns, through movements and right turns by applying the assumed turning percentages to the approach volume: 10%, 80%, and 10%, respectively.

The number of lanes handling turning movements on the approach are then determined. This is based on Data Items 88 and 89 (Left and Right Turning Lanes) for urban sections and for rural sections where these data are coded. Table 3 shows how to handle each of the possible cases. The approach capacity is based on Equation 30 for nonshared lanes and Equation 31 for shared lanes. In some cases both terms are used. Note that C_A is adjusted to account for the number of lanes handling each movement. Where HPMS indicates "multiple" turning lanes, it is assumed that two such lanes exist. ***For rural sections – or for any sections where Data Items 88 and 89 are coded as zero – it is assumed that no exclusive left turn or right turn lanes exist.***

Table 13. Determining Stop Sign-Controlled Intersection Approach Capacity (C_A)

Left Turning Bay/Lanes Coding (Data Item 88)	Right Turning Bay/Lanes Coding (Data Item 89)	Approach Capacity Calculation, C_A (vph)
0, 4	0, 4	All movements made from a shared lane; $C_A = N_T C_{p,SH}$
	1, 2, 3	Shared LT + T lane; exclusive RT lane; $C_A = N_T C_{p,SH(LT+T)} + N_{RT} C_{p,RT}$
	5	Do not consider right turn volumes; $C_A = N_T C_{p,SH(LT+T)}$
1, 2, 3	0, 4	Shared RT + T lane; exclusive LT lane $C_A = N_T C_{p,SH(RT+T)} + N_{LT} C_{p,LT}$
	1, 2, 3	Exclusive lanes for all movements; $C_A = N_{LT} C_{p,LT} + N_T C_{p,T} + N_{RT} C_{p,RT}$
	5	Do not consider right turn volumes; $C_A = N_{LT} C_{p,LT} + N_T C_{p,T}$
5	0, 4	Do not consider left turn volumes $C_A = N_T C_{p,SH(RT+T)}$
	1, 2, 3	Do not consider left turn volumes $C_A = N_T C_{p,T} + N_{RT} C_{p,RT}$
	5	Consider only through volumes $C_A = N_T C_{p,T}$

Where:

N_T = Number of Peak Through Lanes
= 1 for rural highways with 2 through lanes
= 2 for rural highways with 3 through lanes
= Data Item 87 otherwise

N_{LT} = Number of Left Turn Lanes
= 2 if Data Item 88 = 1
= 1 if Data Item 88 = (2,3)
= 0 otherwise

N_{RT} = Number of Right Turn Lanes
= 2 if Data Item 89 = 1
= 1 if Data Item 89 = (2,3)
= 0 otherwise

$C_{p,SH}$ = potential capacity of the shared lane (vph) from Equation 31 (the terms in parentheses indicate which movements are being handled by the shared lane, e.g., "LT+T" means that left turns and through movements share the lanes

$C_{p,T}$ = potential capacity (assumed to be the movement capacity from Equation

30) for the through movement

$C_{p,RT}$ = potential capacity (assumed to be the movement capacity from Equation 30) for the right turn movement

$C_{p,LT}$ = potential capacity (assumed to be the movement capacity from Equation 30) for the left turn movement

Step 3: Set Peak Capacity to Approach Capacity

For HPMS, the Peak Capacity of the section is then based on the approach capacity of the stop sign-controlled intersection analyzed above. For urban sections, since the HPMS definition of urban capacity is one-way, the Peak Capacity is set equal to the approach capacity. For rural sections, it is based on the total number of through lanes (Data Item 34). This is done to account for the definition of capacity for 2- and 3-lane sections in HPMS, which is two-way capacity.

Rural 4+ through lanes

Peak Capacity = Approach Capacity

Rural 3-through lanes

Peak Capacity = Approach Capacity * 1.67 (assumes that the direction with two lanes is the inventory direction)

Rural 2-through lanes

Peak Capacity = Approach Capacity * 2

URBAN ONE/TWO/THREE LANE HIGHWAY CAPACITY

APPLICATION

These are used on highway sections in urban areas that do not meet the traffic control device density requirement for either signals or stop signs. They can either have one-way or two-way traffic flow, as follows:

- One-Way, One-Lane Highways: Data Item 34 = 1 and Data Item 27 = 1;
- Two-Way, 2/3-Lane Highways: Data Item 34 = (2 or 3) and Data Item 27 = 2; and
- Two-Way, One-Lane Highways: Data Item 34 = 2 and Data Item 27 = 1. This is an unusual occurrence but some states code unstriped highways in this manner. For HPMS, it is assumed that these are in fact two-lane highways. In these cases, lane width is determined as the larger of: (Data Item 54 divided by 2) or seven feet.

Many urban sections in HPMS with 1-3 lanes do not have traffic control devices present on the actual section. However, it is possible that these sections are influenced by traffic control devices upstream and downstream of the section. One approach to capacity estimation for these sections is to assume that the capacity is controlled by "off-section" traffic control devices, probably signals. This approach would use the simplified procedure for calculating signalized intersection capacity since the data required for the detailed procedure are lacking. The other approach is to assume that capacity is strictly a function of the section's characteristics, not off-section traffic control devices. Three reasons exist for using the latter

assumption. First, it is consistent with the HPMS philosophy of using the coded data to the maximum extent possible. Second, states can provide capacity estimates directly if off-section traffic control devices exert a major influence on the section's capacity. Third, even if off-section traffic control devices exist, the spacing of these may be large enough that they don't affect the section's capacity. For these reasons, it assumed that these sections are not under the influence of traffic control devices.

PROCEDURE

The recommended procedure is based on the adjusted saturation flow rate step from the Signalized Intersection procedure:

$$Capacity = s_o N f_w f_{HV} f_p f_a PHF \quad (33)$$

where:

s_o = base saturation flow rate per lane (pcphpl);
N = number of peak lanes (Data Item 87);
f_w = adjustment factor for lane width;
f_{HV} = adjustment factor for heavy vehicles in traffic stream;
f_p = adjustment factor for existence of parking activity;
f_a = adjustment factor for area type;
PFH = Peak Hour Factor.

Base Saturation Flow Rate, S_O

The base saturation flow rate is set at 1,900 pcphpl.

Adjustment Factor for Lane Width, f_W

The lane width adjustment factor is based directly on the *HCM 2000* procedure:

$$f_W = 1 + \frac{(W - 12)}{30} \quad (34)$$

where:

W = Lane Width (Data Item 54); minimum of 8, maximum of 16

Adjustment for Heavy Vehicles, f_{HV}

The heavy vehicle adjustment factor is based directly on the *HCM 2000* procedure, assuming 2 passenger car equivalents for heavy vehicles:

$$f_{HV} = \frac{100}{100 + HV\ (E_T - 1)} \quad (35)$$

where:

HV = percent heavy vehicles
E_T = 2.0 passenger car equivalents

The percent heavy vehicles factor is the sum of peak combination and single unit trucks (Data Items 81 and 83).

Adjustment for Parking, f_p

The calculation of the parking adjustment factor is:

$$f_p = \frac{N - 0.1 - \frac{18\ N_m}{3,600}}{N} \quad (36)$$

where:

f_p = parking adjustment factor

N = number of lanes in lane group

N_m = number of parking maneuvers per hour

= 6 for two-way streets for parking on one side

= 12 for two-way streets with parking on both sides or one-way streets with parking on one side

= 24 for one-way streets with parking on both sides (based on *HCM* Exhibit 10 - 20)

When parking is not allowed or unavailable (Data Item 61 = 3), f_p is set to 1.0. It is also set to 1.0 if Data Item 61 = 0.

Adjustment for Area Type

Area type is no longer coded in HPMS. An analysis of 1998 HPMS showed that 9 percent of urban signalized intersections were located in CBDs. The *HCM 2000* indicates that f_a should be 0.9 in CBDs, 1.0 elsewhere. Weighting these values with the findings from the 1998 HPMS data provides a value of 0.991 for f_a for urban conditions.

Peak Hour Factor

As discussed on *HCM* page 10-8, a default value of 0.92 is used for the PHF for urban sections.

HPMS DATA ITEMS USED IN CAPACITY CALCULATIONS

Item Number	Description	Item Number	Description
17	Functional System	80	Speed Limit
27	Type of Facility	81	Percent Peak Single Unit Trucks
30	Section Length	82	Percent Average Daily Single Unit Trucks
33	AADT	83	Percent Peak Combination Trucks
34	Number of Through Lanes	84	Percent Average Daily Combination Trucks
54	Lane Width	85	K Factor
55	Access Control	86	Directional Factor
56	Median Type	87	Number of Peak Lanes
57	Median Width	88	Left Turning Lanes
59	Right Shoulder Width	89	Right Turning Lanes
60	Left Shoulder Width	91	Typical Peak Percent Green Time
61	Peak Parking	92	Number At-Grade Intersections - Signals
70	Type of Terrain	93	Number At-Grade Intersections - Stop Signs
78	Percent Passing Sight Distance - **Rural**	94	Number At-Grade Intersections - Other /No Control

VOLUME/SERVICE FLOW RATIO (V/SF)

The volume-to-service flow (capacity) ratio is determined for each paved rural sample section and all urban sample sections. It is used as a measurement for congestion. The equations to determine the volume-to-service flow ratio are by type of facility. V/SF is not calculated for a sample section that is entirely on a structure (HPMS, Item 27 = 3,4).

Rural two- or three-lane facility:

V/SF = (AADT (HPMS, Item 33) * K-factor (HPMS, Item 85)) / Peak Capacity (HPMS, Item 95)

Rural Multilane and All Urban facilities:

V/SF = (AADT (HPMS, Item 33) * K-Factor (HPMS, Item 85) * Directional Factor (HPMS, Item 86)) / Peak Capacity (HPMS, Item 95)

HPMS DATA ITEMS USED IN V/SF RATIO

Item Number	Description
33	AADT
85	K-Factor
86	Directional Factor
95	Peak Capacity

Exhibit B

Northeast 179th Street and Northeast 29th Avenue Intersection Improvements

Public Works is reconstructing the intersection of Northeast 179th Street and Northeast 29th Avenue. The existing single-lane, all-way stop-sign-controlled intersection will be replaced with a roundabout. This change is necessary to accommodate increasing traffic volumes associated with residential and commercial development in the area.



Northeast 179th S
Frequently Aske

Road Construction I
Questi

Concurrency I

Project Timeline

Design: spring 2020 –
Construction: summer

Budget

The total budget identi
is $23.2 million, includi
for approximately a thir

Contact

Michael Tracy, project
Clark County Public Wo
564.397.4946
michael.tracy@clark.w

Construction Updates

+ March 5, 2026

+ Dec. 29, 2025

General Construction and Closure Information

Construction began in August 2025 and is scheduled to continue through spring 2027.

Reconstruction of the intersection requires building two bridges over fish-bearing streams and the construction of a l
treatment facility. With environmental and engineering constraints, it is not possible to construct the project without r
Closure schedules are subject to change. More specific closure and reopening dates will be posted on the project we
they are known.

It is not possible to know the exact dates of future construction stages and closures at this time. We will share new in
email, our website, social media, news media and signage as soon as it is available.

× What to expect during construction

- Construction activities generally 7 a.m. to 3:30 p.m., Mondays through Fridays, occasionally Saturdays
- Dust and noise abatement measures by the construction contractor
- Intermittent single-lane closures on open roads in the project area

+ During road closures

Project Information

+ What area is covered by the project?

+ Why is this project needed?

+ What does the project do?

+ Why install a roundabout?

+ How is public input used in the creation of this project?

+ What are the design plans?

Public Input and Community Outreach

+ Mailers

+ Aug. 12, 2025 Pre-Construction Community Informational Meeting

+ Virtual Open house - Jan. 27 2022

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Exhibit C

MT VISTA LOGISTICS

583,318 SF Class A industrial building for lease or for sale

PROJECT UPDATE
NOW UNDER CONSTRUCTION

17009 -16713 NE 50th Ave | Vancouver, WA



DEVELOPED BY

PANATTONI®

MTVISTALOGISTICS.COM

EXCLUSIVELY LEASED BY

km Kidder Mathews



ABOUT THE PROJECT

Mt Vista Logisitics offers prospective tenants a unique opportunity to maximize square footage under one roof.

As the Portland Metro industrial market continues to grow, so does the Vancouver submarket. This new Class-A development will offer strategically located distribution space, with superior clear heights, loading capabilities, and abundant trailer parking.

583,318 SF BUILDING

CLASS A OFFICE

LOADING DOORS INCLUDE
108 DH & 4 GL

40’ CLEAR HEIGHT

385 PARKING STALLS AND
177 TRAILER STALLS

2026 DELIVERY

33 ACRES
OF LAND

CONCRETE TILT CONSTRUCTION
WITH REINFORCED SLAB

3,000 AMPS OF POWER

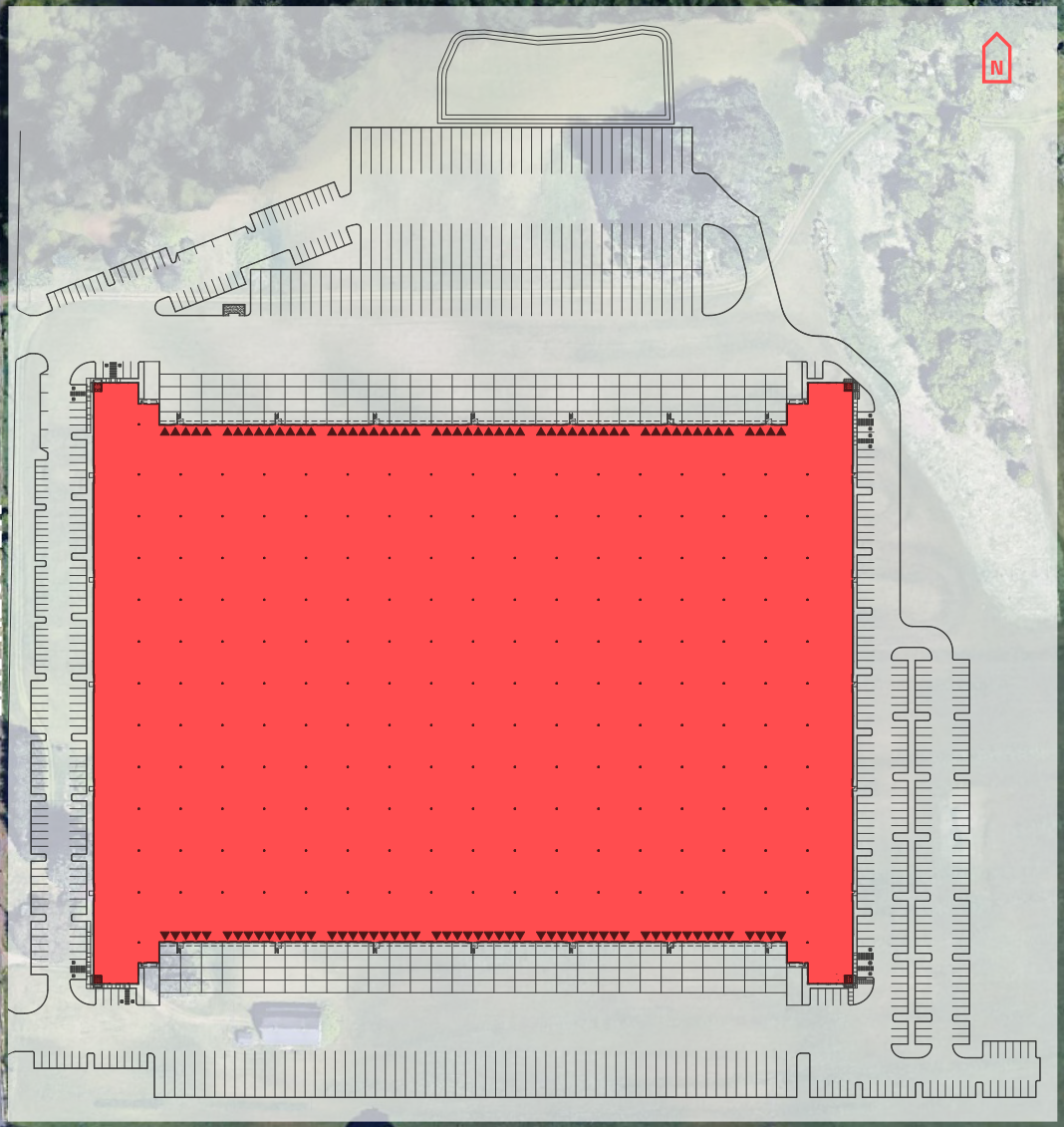
ESFR FIRE PROTECTION

BUSINESS PARK ZONING

CALL FOR SALE PRICE
& LEASE RATES

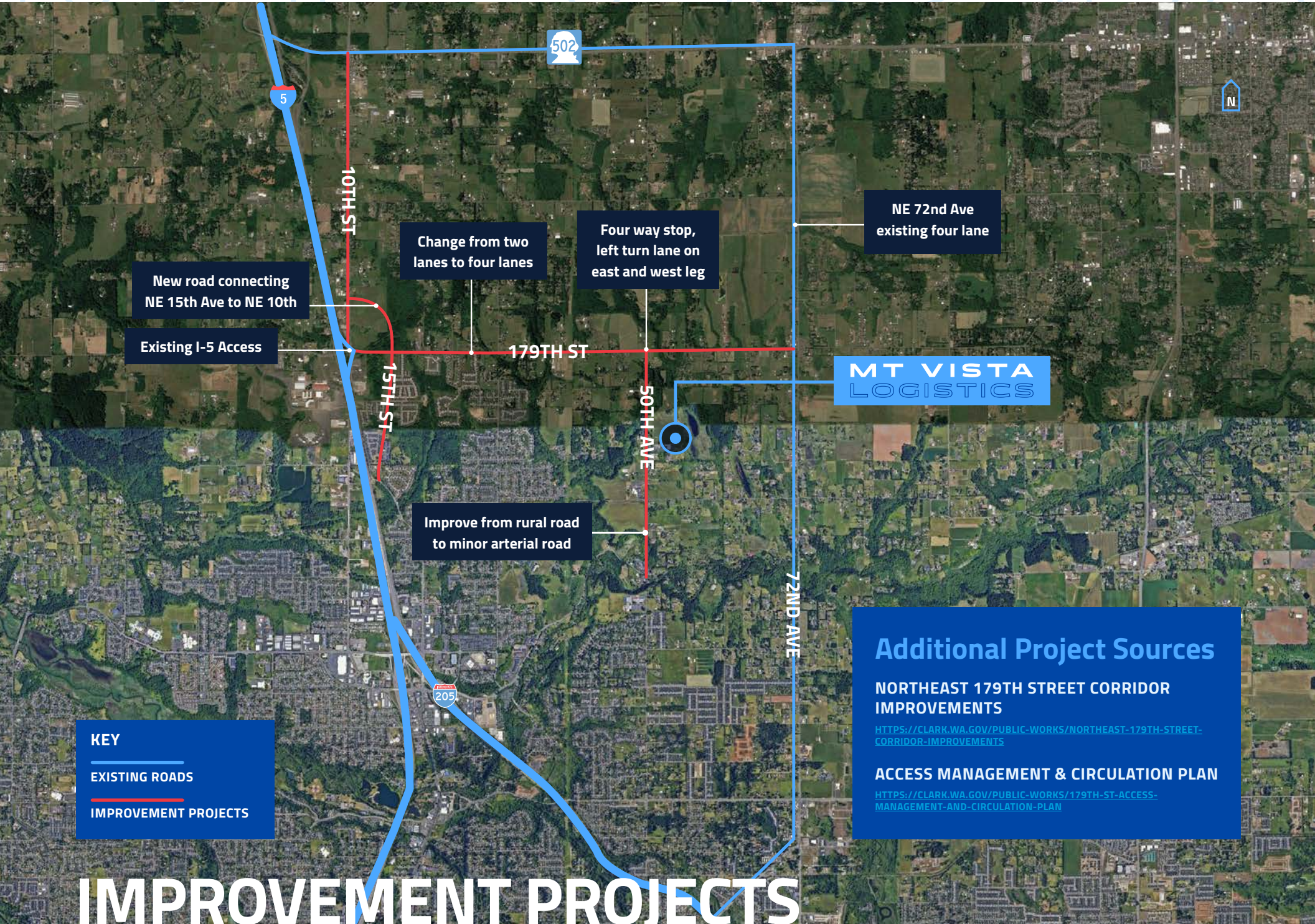
BUILDING HIGHLIGHTS

SITE PLAN



Building Size	583,318 SF
Dock Doors	108 dock high
Grade Doors	4 grade level
Clear Height	40’
Office Area	BTS
Truck Courts	130’
Fire System	ESFR
Column Spacing	50’ x 50’ 60’ speed bay
Electric	3,000 amps
Auto Parking	385 spaces
Trailer Parking	177 stalls

MT VISTA



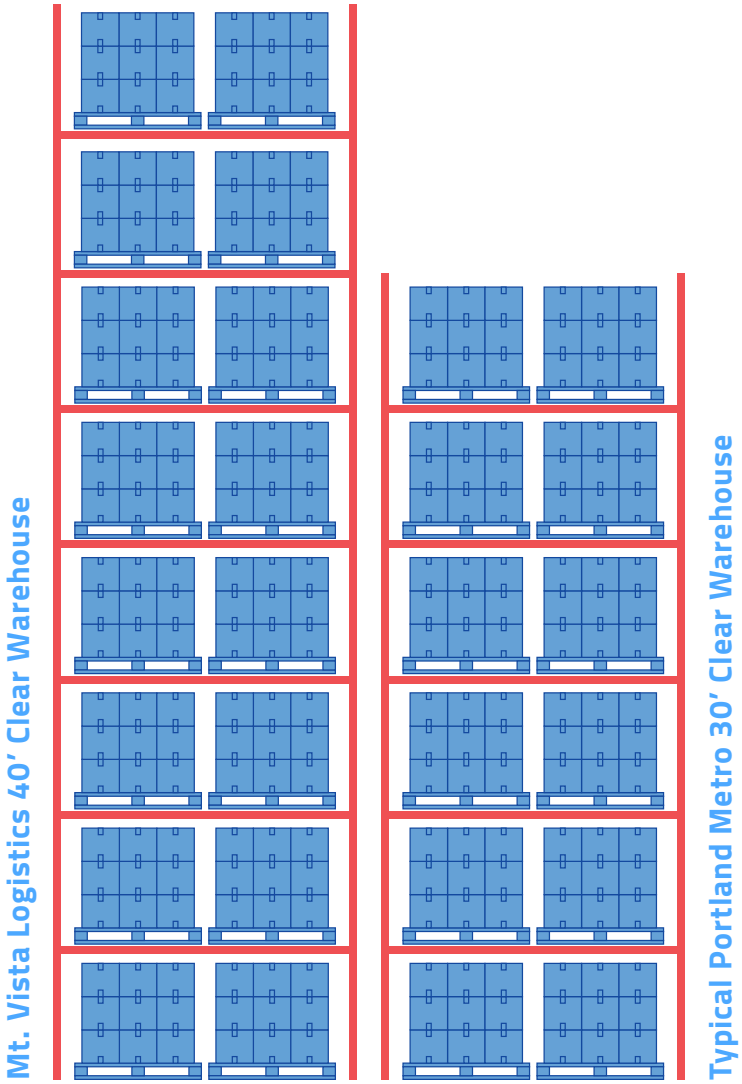
IMPROVEMENT PROJECTS

MT VISTA

NEARBY RETAILERS



COMBATING RISING RENTS



Take advantage of cubic footage at Mt Vista Logistics

INCREASE PALLET POSITION BY 33%

REDUCE YOUR LEASE FOOTPRINT BY AT LEAST 20%

SAVE 25% ON YOUR BASE RENT, AND EVEN MORE WHEN YOU CONSIDER NNN

	TYPICAL PORTLAND METRO	MT VISTA LOGISTICS
SF	100,000 SF	75,000 SF
Clear Height	30'	40'
Cubic Footage	3,000,000	3,000,000
Pallet Height	6	8
Estimated Base Rent	Base Rent @ $1.00* = $100,000/month + OP EX (NNN) @ $0.26* = $26,000/month	Base Rent @ $1.00* = $75,000/month + OP EX (NNN) @ $0.26* = $19,500 /month
Rent per Mo	$126,000	$94,500
5-Year Commitment	$8,189,480	$6,142,110

*Estimated rental rate/call for quote

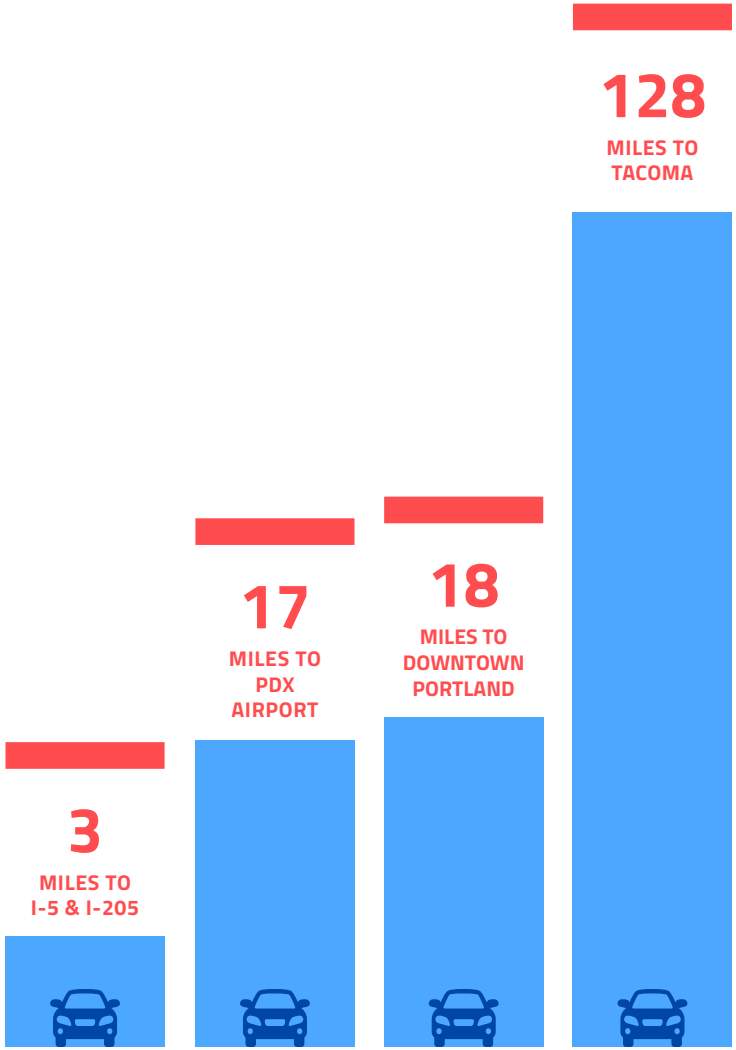
Potential Savings at Mt Vista Logistics

$31,500
INITIAL MONTHLY SAVINGS

$2,047,370 (25%)
TOTAL 5-YEAR COMMITMENT SAVINGS

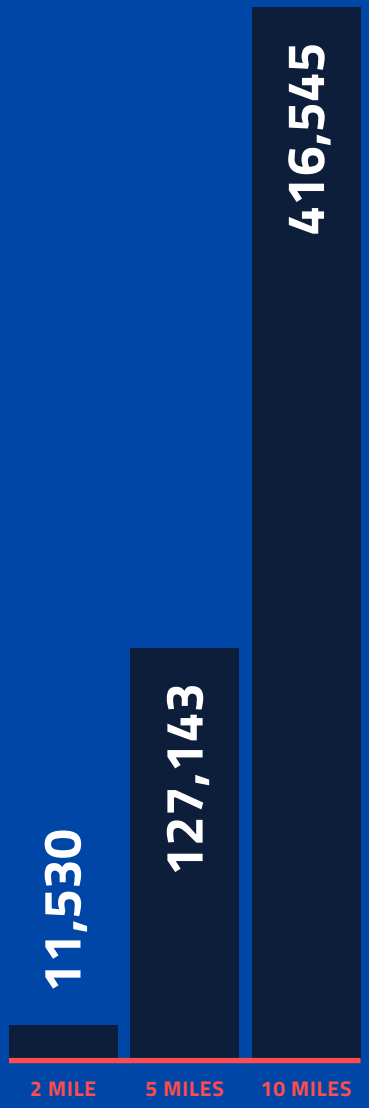


COMPLETELY CONNECTED

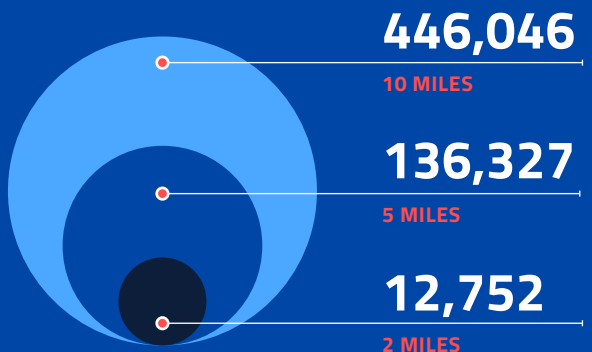


LABOR STATISTICS

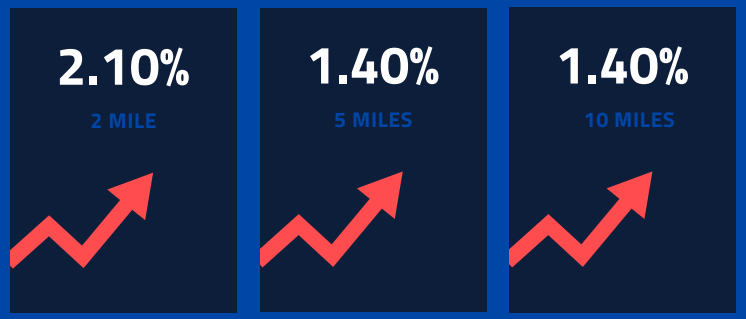
Estimated Population 2023



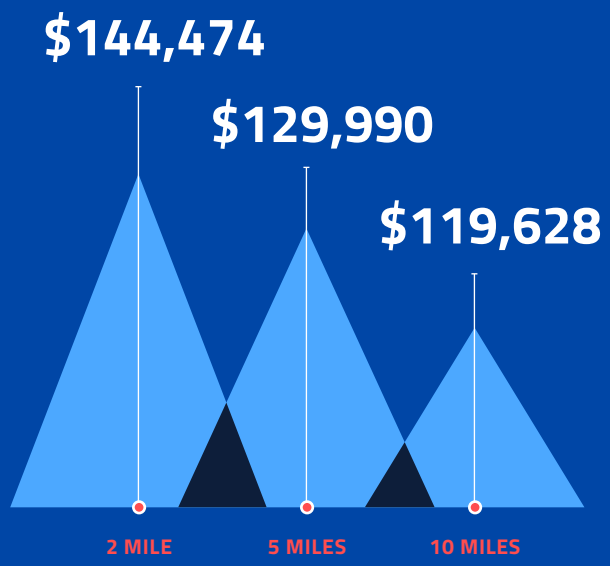
Population Forecast 2028



Population Growth 2023-2028



Average Household Income 2023



Estimated Employees 2023



Source: Applied Geographic Solutions 4/2023, TIGER Geography - RFULL9

MT VISTA LOGISTICS



For leasing information contact

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EXCLUSIVELY LEASED BY

Kidder Mathews

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WRITTEN TESTIMONY AND EXHIBIT

FOR THE CLARK COUNTY HEARING EXAMINER

In the Matter of:

174th Street Subdivision

Case No. PLD-2026-00002

Hearing Date: April 23, 2026

Hearing Examiner: Joe Turner

Applicant: Silver Buckle Homes / PLS Engineering

Submitted by:

Heidi Pozzo

Corridor Resident and Party of Record

Date: April 22, 2026

I. Introduction and Summary of Position

This written testimony is submitted for the record in Case No. PLD-2026-00002, the 174th Street Subdivision, scheduled for hearing before the Clark County Hearing Examiner on April 23, 2026. I am a resident of the NE 179th Street corridor and a party of record in this proceeding.

I have previously submitted into the record of this proceeding: (1) a SEPA EIS Challenge dated March 7, 2026 (in the record as Exhibit 48, and originally entered as part of Exhibit 16), arguing that the DNS issued for this application is legally insufficient under WAC 197-11-330 because the applicant's own TIS documents probable significant adverse environmental impacts that cannot be mitigated; and (2) Traffic Study and Concurrency Comments dated March 8, 2026 (in the record as Exhibit 49, originally part of Exhibit 16), identifying nine concurrency evaluation issues in advance of the concurrency report. I also submitted a separate letter earlier today, April 22, 2026, regarding the procedural concerns with the compressed public-review timeline between the April 8 staff report, the April 22 release of the concurrency report (Exhibit 52), and the April 23 hearing, and regarding the non-acknowledgment of those earlier comments in the Public Comments section of the April 8 staff report.

This testimony does not restate those earlier submissions. It is focused specifically on the concurrency analysis contained in Exhibit 52 (the April 8, 2026 Concurrency Staff Report by Craig Kathol, signed by David Jardin April 21, 2026, and released to the public on April 22, 2026) and in the applicant's April 9, 2026 volunteer letter (Exhibit 51). The arguments made in Exhibits 48 and 49 remain in the record and remain correct; this testimony supplements them with issues that could only be identified after Exhibit 52 and Exhibit 51 were issued.

Denial of this application is warranted, and Exhibit 52's bottom-line recommendation reaches the correct result. But the single ground Exhibit 52 articulates — that the applicant has not filed a CCC 40.350.030(B)(6)(a) volunteer letter for NE 179th Street / NE 50th Avenue — is a narrow procedural ground that the applicant has attempted to cure by filing Exhibit 51 on April 9, 2026 (the day after the staff report). The purpose of this testimony is to explain why the concurrency analysis in the record does not, on its own terms, support a finding that the development can comply with Clark County Code Section 40.350.020 in any respect — not only at the single intersection (NE 179th Street / NE 50th Avenue) identified in Exhibit 52. The applicant's own Transportation Impact Study (Lancaster Mobley, December 4, 2025, hereafter "the TIS") documents failures of the adopted concurrency standards at multiple additional locations. Exhibit 52 acknowledges several of these failures but excuses them through methodology that is not authorized by the Code.

This distinction matters because the corridor and approach-level concurrency failures extend far beyond NE 179th/NE 50th, and those failures cannot be cured by a volunteer letter that holds the pre-development failing baseline in place. The record before the Hearing Examiner documents code-compliance failures that the staff report does not address, and the Hearing

Examiner should make findings that reflect the full scope of the record rather than affirming denial on the narrower procedural ground alone.

Every argument in this testimony is grounded in the Clark County Code and in the applicant's own traffic study. I am a corridor resident, not a licensed traffic engineer. I am not asking the Hearing Examiner to substitute my engineering judgment for the applicant's. I am asking the Hearing Examiner to read the plain text of the Code against the plain text of the TIS, and to make findings where they do not match. Where I cite external sources such as the Highway Capacity Manual or FHWA materials, I do so only to confirm that the Code's approach is consistent with standard industry practice — not as an independent basis for any finding.

A. The Clark County Code Expressly Authorizes Denial of This Application

Before turning to the specific analytical defects in Exhibit 52, the threshold question is whether denial is authorized by the Clark County Code. It is. Three provisions, read together, establish both the obligation not to approve and the express authority to deny.

First, CCC 40.350.020(A) sets the overarching mandate:

> *"This section implements the requirements in RCW 36.70A.070 that counties: (1) Establish level of service standards for arterial and transit routes; and (2) Ensure that such standards are met or reasonably funded before new [development]."*

The Growth Management Act's requirement, implemented locally by Clark County, is that LOS standards must be met or reasonably funded before new development occurs. The applicant's own Transportation Impact Study documents failures of those standards — at the corridor level (Issue 2), at the intersection level (Issues 1 and 4), at the approach level (Issue 4), and at the single unsignalized intersection Exhibit 52 identifies (NE 179th/NE 50th). The standards are not met, and the reliance on "reasonably funded" planned improvements fails the CCC 40.350.020(F)(6) six-year test for key segments (Issues 3 and 6).

Second, CCC 40.350.020(E)(1) establishes a direct prohibition on approval in the absence of concurrency:

> *"Each development application subject to the provisions of this section shall require a concurrency review. No development application may be approved by the review authority until such time as a concurrency approval or conditional concurrency approval has been issued by the Public Works Director."*

(E)(1) is a gate. Until a concurrency approval is issued, approval is prohibited. In this case, Exhibit 52 is not a concurrency approval. It is a concurrency denial. No concurrency approval or conditional concurrency approval has been issued by the Public Works Director, and none is possible on the present record.

Third, CCC 40.350.030(B)(6) supplies express denial authority:

> *"Nothing in this section shall be construed to preclude denial of a proposed development where off-site road conditions are inadequate to provide a minimum*

level of service as specified in Section 40.350.020 or a significant traffic or safety hazard would be caused or materially aggravated by the proposed development; provided, that the applicant may voluntarily agree to mitigate such direct impacts in accordance with the provisions of RCW 82.02.020."

The three provisions, read together, are dispositive. (A) establishes that LOS must be met before new development. (E)(1) prohibits approval without a concurrency approval. (B)(6) expressly authorizes denial when off-site road conditions are inadequate to provide the minimum LOS. This application meets each predicate:

- Off-site LOS is not met. TIS Table 8 reports five corridor segments with v/c above 0.90 in 2028 buildout PM peak — the corridor standard under CCC 40.350.020(G)(1)(a) (Issue 2). At the four 2028 roundabout intersections and at NE 179th/NE 50th, warrants are met (Issue 1): correctly applied to the road as it will operate in 2028, the TIS's own data meets MUTCD Warrant 1A and Warrant 3 at NE 179th/NE 50th, and the County's affirmative decision to reconstruct each of these intersections as roundabouts is itself an operational determination that warrant-level conditions exist. The applicable tier of CCC 40.350.020(G)(1)(c) is therefore LOS D. Under LOS D, four of the five relevant unsignalized intersections fail at the aggregate level or at approach level (Issue 1 and Issue 4): NE 179th/NE 29th (v/c >1.00 aggregate-masked); NE 179th/NE 50th (aggregate LOS D with v/c >1.00 and a confirmed failing approach); the I-5 NB Ramps (aggregate LOS D at the compliance ceiling with a Sidra-confirmed approach at LOS F); and NE 179th/NE 15th Ave (aggregate LOS A masking a South approach at LOS F with v/c 1.210).
- The failing conditions are not "reasonably funded" within the CCC 40.350.020(F)(6) six-year test in any case. The I-5 interchange reconstruction — on which segments from NE Delfel Road to NE 15th Avenue depend — is a WSDOT-sponsored partnership project currently projected for 2031 completion, but the (F)(6) test requires more than a calendar projection: the 2031 date is itself the product of slippage from the 2018 projection of 2028 (Exhibit A); the Adopted 2026-2031 TIP (Exhibit H) describes the County's portion as "Planning and scoping underway"; and the County has no legal authority under RCW 47.06.140(2) to commit a state facility (Issue 6). The NE 179th Street segment between NE 29th Avenue and NE 50th Avenue is not reasonably funded for widening — the Adopted TIP (Exhibit H) lists it as Rank 2 with $17.95 million of $28.91 million (62%) unfunded and construction scheduled for 2031-Post 2031. The NE 179th Street / NE 50th Avenue roundabout reconstruction does not appear in the Adopted TIP at all and is publicly programmed for 2035 or later (Issues 3 and 7).
- The applicant's volunteer letter (Exhibit 51) does not cure the inadequate conditions. It commits only to match "2028 pre-development conditions" at one intersection — a baseline the TIS itself documents as already failing (Issue 7).

The Hearing Examiner should deny this application because (A) requires LOS to be met before new development, (E)(1) prohibits approval without a concurrency approval, and (B)(6) expressly authorizes denial when off-site LOS is inadequate. Exhibit 52 reaches the correct

bottom-line result — denial — on a narrower procedural ground. This testimony establishes the broader record basis for the same result.

B. Summary of Issues

This testimony raises the following code-based issues, each of which is demonstrated by the applicant's own TIS and each of which the Hearing Examiner can evaluate by comparing Code text against record text:

- **Issue 1.** Exhibit 52 evaluates intersections at the I-5 ramps and at NE 179th/NE 15th under the signalized-intersection standard in CCC 40.350.020(G)(1)(b). The TIS models those same intersections as roundabouts for the 2028 buildout horizon (TIS p.29). The signalized-intersection delay standard does not apply to roundabouts; the correct standard is (G)(1)(c). Warrants are met at these intersections: the TIS's own Warrant 1A analysis at NE 179th/NE 50th reaches the wrong conclusion because it used the 2+/1 lane configuration for a road the TIS itself acknowledges will operate as 1/1 in 2028; Warrant 3 was omitted entirely and is met on the TIS's own data; and the County's decision to reconstruct each intersection as a roundabout is itself a determination that warrant-level conditions exist. The applicable threshold under (G)(1)(c) is therefore LOS D. Under LOS D, four of the five relevant unsignalized intersections fail, each in a different way documented by the TIS itself.
- **Issue 2.** Five corridor segments fail the adopted volume-to-capacity (v/c) ratio of 0.90 under CCC 40.350.020(G)(1)(a) in the 2028 buildout PM peak hour (TIS Table 8, p.35). Exhibit 52 acknowledges the failures but excuses them as "corridor mobility facilitated with good intersection LOS." No provision of CCC 40.350.020 authorizes substitution of intersection-level findings for corridor-level v/c findings.
- **Issue 3.** The TIS uses the full Arterial Atlas planned capacity (1,800 vph, Pr-4cb) for NE 179th Street segments that are physically built as two-lane rural roads. Under CCC 40.350.020(F)(6), planned capacity may be credited only where the improvements are "reasonably funded and scheduled for completion of construction within six (6) years of the final date for a decision upon the development application." For segments tied to the WSDOT-controlled I-5 interchange, that test fails. For the segment between NE 29th Avenue and NE 50th Avenue, both prongs fail — the segment itself is not reasonably funded for widening, and the only planned intersection improvement (a roundabout) is programmed 2035+, outside the six-year window. The buildout capacity credit is unauthorized and the proper (G)(1)(a) substandard-tier analysis was never performed.
- **Issue 4.** Sidra roundabout output in the TIS appendix shows approach-level degree-of-saturation (v/c) exceeding 1.0 with LOS F at two of the four 2028 roundabouts. Aggregate intersection-wide average delay masks these approach failures. Reliance on intersection-average delay to find concurrency compliance at locations where individual approaches fail is not authorized by CCC 40.350.020.
- **Issue 5.** The TIS does not include Kozy Manor Estate, Four Creeks North, or Three Creeks East as in-process developments contributing trips to background volumes (TIS pp.16–17). These are concurrent corridor applications filed before this application,

impacting the same corridors and intersections. CCC 40.350.020(E)(2) requires chronological testing of multiple applications, and Exhibit 52 itself invokes (E)(2) at Finding 4 to justify conditioning a turn lane on this applicant.

- **Issue 6.** The TIS relies on planned reconstruction of the I-5/NE 179th Street interchange to produce concurrency-compliant results in 2028. The interchange is a WSDOT-sponsored partnership project that WSDOT currently projects for 2031 completion. Even at 2031 (inside the (F)(6) calendar window), the project fails the (F)(6) test on three independent grounds: the projection has slipped from 2028 to 2031 and is not reliable; the Adopted 2026-2031 TIP (Exhibit H) lists the County's portion as "Planning and scoping underway" rather than funded and scheduled; and the interchange is a state facility under RCW 47.06.140(2) that Clark County has no legal authority to commit.
- **Issue 7.** Exhibit 51, the applicant's April 9, 2026 volunteer letter, offers to "match 2028 pre-development conditions" at NE 179th/NE 50th. The 2028 pre-development condition at that intersection itself exceeds the CCC 40.350.020(G)(1)(c) standard in the TIS. A commitment to match a failing baseline does not cure the failure. The long-term compliance path at this intersection (the NE 179th/NE 50th roundabout) is currently programmed for 2035+, outside the CCC 40.350.020(F)(6) six-year window and not reasonably funded. Warrants at this intersection are met under the correct lane configuration (see Issue 1), placing the applicable LOS tier at D.
- **Issue 8.** The "corridor mobility facilitated with good intersection LOS" override in Exhibit 52 reflects selective approach-level scrutiny — when the applicant's TIS surfaces approach-level failures (as in the Taylor Reserve / Charbonneau TIS), staff applies the Code-authorized (G)(1)(c) framework; when the TIS does not, staff substitutes a non-Code phrase. The result is methodology that is inconsistent with Code-compliant concurrency review as demonstrated by Exhibit 60, a parallel concurrency staff report issued on the same day by the same engineer.

Each issue is self-contained. The Hearing Examiner can rule on any one of them independently of the others, and the denial recommendation is independently supported by each.

B. A Factual Error in Exhibit 52 on the Face of the Report

Before addressing the code-compliance issues, one factual error in Exhibit 52 should be noted because it affects the weight the record should give to the report's findings and signals the copy-paste pattern discussed more substantively in Issue 1:

- **TIS date.** Exhibit 52 at Finding 1 (page 1) describes the applicant's traffic study as "dated December 24, 2025." The TIS cover page and every page footer state "December 4, 2025." (TIS p.1, and every subsequent page header.) The December 24, 2025 date is the revision date of the Four Creeks North land use staff report — a separate application for a separate subdivision that also relied on a Lancaster Mobley TIS. The erroneous date in Exhibit 52 appears to be carried forward from that earlier staff report.

More substantively, as explained in Issue 1 below, the operative concurrency finding in Exhibit 52 (at pages 4–5) describes the I-5 ramps and NE 179th/NE 15th as "signalized intersections" in the 2028 buildout year. The TIS is explicit at page 29 that these are modeled as roundabouts in the 2028 horizon. The same "signalized" characterization appears verbatim in the concurrency staff reports for Four Creeks North (December 24, 2025, PLD-2025-00040) and Three Creeks East (January 7, 2026, PLD-2025-00077), which address the same intersections. Because these three staff reports were prepared by the same engineer within a few months and repeat the same characterization of the same intersections, the language in Exhibit 52 appears to be carried forward from prior reports without being updated to reflect the TIS-of-record in this case. This matters because the Code standard that applies to signalized intersections (CCC 40.350.020(G)(1)(b)) is not the Code standard that applies to roundabouts, and Exhibit 52's operative finding applies the wrong one.

II. Applicable Clark County Code Provisions

The following provisions of the Clark County Code govern the concurrency determination in this case. All are found in CCC Chapter 40.350 (Transportation and Circulation). Text is quoted as codified. Each is cited in the issue-specific sections that follow.

A. CCC 40.350.020(E)(2) — Chronological Testing of Multiple Applications

> *"The concurrency determination for multiple development applications impacting the same transportation corridors or intersections shall be tested chronologically in the order in which complete applications are filed with the county."*

B. CCC 40.350.020(G)(1)(a) — Corridor Level of Service Standard

> *"All collector and arterial roadway segments located within the Vancouver Urban Growth Area, but outside Vancouver city limits, as well as state highways of regional significance shall have a maximum volume to capacity (v/c) ratio no greater than 0.90, measured independently for each direction of travel. Roadway capacities shall be determined per Table 40.350.020-1 based on the County roadway designation and classification."*

For roadways not fully built-out to County standards, CCC 40.350.020(G)(1)(a) further provides:

> *"Roadways with lane widths of 12 feet or more and paved shoulders of 2 feet or more, the lane capacity is 800 vehicles per hour. Roadways with lane widths between 11 and 12 feet with paved shoulders of 2 feet or more, the lane capacity is 700 vehicles per hour. Roadways with lane widths less than 11 feet, the lane capacity is 600 vehicles per hour."*

C. CCC 40.350.020(G)(1)(b) — Signalized Intersection Standard

> *"All signalized intersections of regional significance in the unincorporated county shall operate with individual movement approach delays not exceeding the maximum 240 seconds, or two (2) cycles, of delay during the a.m. and p.m. peak hours of traffic."*

D. CCC 40.350.020(G)(1)(c) — Unsignalized Intersection Standard

> *"All unsignalized intersections of regional significance in the unincorporated county shall achieve LOS E standards or better (if warrants are not met). If warrants are met, unsignalized intersections of regional significance shall achieve LOS D standards or better. Intersection control or mitigation of unsignalized intersections shall be at the discretion of the Public Works Director and shall not obligate the county to meet this LOS 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 intersection approach; and (2) The worst movement on the failing approach is worsened by the proposed development. ..."*

E. CCC 40.350.020(F) — Determination of Operating Levels

CCC 40.350.020(F) specifies the factors used to determine the operating level of a transportation corridor or intersection of regional significance for concurrency purposes. The opening language provides:

> *"The operating level for a transportation corridor, signalized intersection, and/or unsignalized intersection shall be defined as the traffic characteristics of those roadways and intersections with consideration of the following factors: ..."*

The list that follows enumerates factors 1 through 9. The provision governing credit for planned improvements is CCC 40.350.020(F)(6):

> *"Any improvements being implemented as part of the county's transportation improvement program that are reasonably funded and scheduled for completion of construction within six (6) years of the final date for a decision upon the development application;"*

Two elements of (F)(6) are critical. First, the conditions are conjunctive: an improvement must be both "reasonably funded" and "scheduled for completion of construction within six (6) years." Meeting one but not the other is not sufficient. Second, the six-year clock runs from "the final date for a decision upon the development application" — not from some earlier or later reference point. For this application, that clock runs through approximately May or June 2032 (six years from a 2026 decision date).

(F)(6) is the Code's mechanism permitting buildout capacity (Arterial Atlas planned classification) to be credited in a concurrency analysis. Without (F)(6), the default under CCC 40.350.020(G)(1)(a) for roadways not fully built out to County standards is the reduced-capacity tier based on actual physical condition (800, 700, or 600 vph depending on lane and shoulder widths).

(F)(6) is also the local code implementation of RCW 36.70A.070(6)(b), the Growth Management Act's concurrency provision, which requires "improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years." RCW 47.06.140(2) reserves authority over state highways to WSDOT; together these provisions limit the improvements on which a Clark County concurrency determination may rely to those within the County's financial and legal authority to deliver.

F. CCC 40.350.030(B)(6)(a) — Volunteer Mitigation

> *"Nothing in this section shall be construed to preclude denial of a proposed development where off-site road conditions are inadequate to provide a minimum level of service as specified in Section 40.350.020 or a significant traffic or safety hazard would be caused or materially aggravated by the proposed development; provided, that the applicant may voluntarily agree to mitigate such direct impacts in accordance with the provisions of RCW 82.02.020."*

G. How These Provisions Interact

CCC 40.350.020(G)(1) establishes three distinct standards for three distinct facility types: corridors (v/c), signalized intersections (delay), and unsignalized intersections (LOS). The Code does not authorize trading findings under one standard for findings under another. A development that fails the corridor v/c standard is not rescued by passing the signalized-intersection delay standard. An intersection modeled as a roundabout is evaluated under (G)(1)(c) for unsignalized intersections, not under (G)(1)(b) for signalized intersections.

CCC 40.350.020(E)(2) requires chronological testing of multiple applications impacting the same corridors or intersections. The purpose is straightforward: later-filed applications must be evaluated against a baseline that includes earlier-filed applications' impacts, so that a series of separately-reviewed projects cannot collectively overload the transportation system while each individually appears to have no impact. Exhibit 52 applies (E)(2) at Finding 4 to condition this applicant with the turn lane obligation carried forward from the earlier-approved Viers PUD. The same logic requires concurrent in-process applications with earlier vesting dates to appear in this applicant's background volumes.

III. Issue 1 — Exhibit 52 Applies the Signalized Intersection Standard to Intersections the TIS Models as Roundabouts

This issue establishes that Exhibit 52 evaluates the 2028 roundabouts under the wrong Code standard, and that under the correct standard — CCC 40.350.020(G)(1)(c) at the LOS D tier — four of the five unsignalized intersections of regional significance along the NE 179th Street corridor fail. The consequence is direct: off-site road conditions at these intersections do not provide the minimum LOS the Code requires. Denial is authorized under CCC 40.350.030(B)(6) and required under CCC 40.350.020(A) and CCC 40.350.020(E)(1) as established in Part I.A.

A. The Code Standard

CCC 40.350.020(G)(1)(b) applies to "signalized intersections of regional significance," and sets a delay-based standard: no individual movement approach may exceed 240 seconds or two cycles of delay. CCC 40.350.020(G)(1)(c) applies to unsignalized intersections (including roundabouts, which are unsignalized by design) and sets a LOS-based standard: LOS E or better without signal warrants, LOS D or better with signal warrants met. The two standards use different metrics and apply to different facility types. They are not interchangeable.

B. What the TIS Shows

At TIS page 29, Daniel Stumpf, P.E., the applicant's traffic engineer, states:

> *"For future year 2028 conditions, the following intersections were modeled as roundabouts. 3. I-5 Southbound Ramps at NE 179th Street. 4. I-5 Northbound Ramps at NE 179th Street. 5. NE 179th Street at NE 15th Avenue. 6. NE 179th Street at NE 29th Avenue. Sidra software was used to model these intersections in accordance with the WSDOT Synchro & SimTraffic Protocol and WSDOT Sidra Policy Settings documents."*

The corresponding results appear in TIS Table 6 (p.30), which is titled "Intersection Capacity Analysis Summary" and carries the footnote: "¹ Intersection analyzed as a roundabout." The footnote marker is applied to each of the four intersections listed above in the 2028 Background and 2028 Buildout columns. Sidra output for these four intersections is provided in the TIS technical appendix.

The TIS is unambiguous. The I-5 Southbound Ramps, I-5 Northbound Ramps, NE 179th / NE 15th, and NE 179th / NE 29th are modeled as roundabouts for the 2028 analysis horizon. None of them is modeled as a signalized intersection in 2028.

C. What Exhibit 52 Says

The operative concurrency-corridor finding in Exhibit 52 appears on pages 4–5 of the report, where staff explains why the five v/c failures in TIS Table 8 do not support a denial:

> *"Staff reviewed the LOS and volumes reported at the NE 179th Street intersections used in the corridor evaluation and found that, in the 2028 buildout horizon, the signalized intersections at the Interstate 5 Northbound and Southbound ramps had*

approach delays that did not exceed the maximum delay. Staff also evaluated the signalized intersections at NE 179th Street/NE 15th Avenue and found the approach delays did not exceed the maximum delay in the AM or PM peak hours. Staff has determined, during the concurrency evaluation, that these intersections will comply with the adopted Concurrency standards for signalized intersections."

Exhibit 52 describes these intersections as "signalized" three times in two consecutive sentences. Applied to 2028 conditions, each description is inconsistent with TIS page 29.

D. Why This Is a Copy-Paste Error, Not a Reasoned Finding

The same language — referring to these intersections as "signalized" in the 2028 buildout year — appears verbatim in the concurrency staff reports issued by the same engineer for two earlier applications on the same corridor:

- **Four Creeks North Subdivision** (PLD-2025-00040; concurrency staff report portion of the revised land use package dated December 24, 2025) — same language, same intersections, same 2028 horizon.
- **Three Creeks East Subdivision** (PLD-2025-00077; concurrency staff report portion of the revised land use package dated January 7, 2026) — same language, same intersections, same 2028 horizon.

In each of those earlier cases, the applicant's TIS (also by Lancaster Mobley) modeled the same four intersections as roundabouts for 2028. The persistent reference to these intersections as "signalized" across three sequential staff reports suggests the operative paragraph was carried forward without being updated to reflect the TIS in each case. Whatever the origin, the result is that the operative concurrency-corridor finding in Exhibit 52 evaluates 2028 roundabout operations under the Code standard for signalized intersections.

E. Why This Matters Under the Code

The delay-based standard in CCC 40.350.020(G)(1)(b) (no movement approach over 240 seconds) is not the standard that applies to roundabouts. Roundabouts are unsignalized and are evaluated under CCC 40.350.020(G)(1)(c) — LOS-based, with attention to individual approach operations, signal warrants if applicable, and the five-peak-trip and worst-movement tests for mitigation. The standards are not interchangeable; a roundabout that "passes" an inapplicable 240-second test has not been shown to pass the test that actually applies to it.

Further, as demonstrated in Issue 4 below, when the TIS's Sidra output is examined at the approach level (which is how CCC 40.350.020(G)(1)(c) requires roundabouts to be evaluated), multiple individual approaches at the 2028 roundabouts exceed degree-of-saturation of 1.0 and operate at LOS worse than the applicable LOS D standard established in Section F below (including at LOS F in some cases). Exhibit 52 never reaches these approach failures because it applies the wrong standard from the outset.

F. Applying the Correct (G)(1)(c) Analysis: Warrants at the 2028 Intersections Were Met or Should Be Treated As Met, Which Tightens the Threshold to LOS D

CCC 40.350.020(G)(1)(c) establishes a two-tier LOS standard for unsignalized intersections of regional significance: "LOS E standards or better (if warrants are not met). If warrants are met, unsignalized intersections of regional significance shall achieve LOS D standards or better." Which tier applies at a given intersection depends on the warrant status. Three independent routes establish that LOS D is the applicable tier in 2028 at the intersections in this record.

F.1 The Warrant Analysis the TIS Did Perform — NE 179th/NE 50th — Is Met Once Corrected

The TIS performed a preliminary MUTCD Warrant 1A (Eight-Hour Vehicular Volume) analysis at NE 179th Street / NE 50th Avenue under 2028 Buildout conditions. It evaluated the intersection at a 2+/1 lane configuration (two or more lanes on the major street, one lane on the minor street), applied the 2+/1 threshold of 10,600 ADT for the major street, and concluded Warrant 1A was "not met" by 540 ADT (10,060 actual against the 10,600 threshold). The MUTCD signal warrant framework is set forth in FHWA Manual on Uniform Traffic Control Devices, 11th Edition with Revision 1 (December 2025), Part 4, Chapter 4C (Exhibit I).

The 2+/1 configuration is the wrong configuration. NE 179th Street between NE 29th Avenue and NE 50th Avenue is classified Pr-4cb on the Arterial Atlas but physically exists as a single lane in each direction. The TIS itself confirms this at pages 18–19: the NE 179th widening between NE 29th and NE 50th is "estimated to occur post-2030" and is explicitly excluded from the 2028 analysis-year improvement assumptions. A warrant analysis run at 2028 is a warrant analysis on a road that operates as one lane per direction, not two. Under the MUTCD 1/1 lane configuration (one lane major, one lane minor), the Warrant 1A threshold is 8,850 ADT major, 2,650 ADT minor. The TIS's own volumes (10,060 ADT major, 4,510 ADT minor) exceed both thresholds. Warrant 1A is met.

The TIS also omitted MUTCD Warrant 3 (Peak Hour). Warrant 3 uses the single highest peak hour rather than eight-hour averages, and its 2+/1 thresholds at the 100% level are 900 vph total on the major street and 75 vph on the higher-volume minor-street approach. The TIS's own reported PM peak volumes are 1,006 vph major and 451 vph minor. Warrant 3 also requires that minor-street traffic "suffer undue delay when entering or crossing the major street." TIS Table 6 reports the intersection at 2028 Buildout PM LOS F with 78 seconds of delay at v/c >1.00 — the operational definition of undue delay. Warrant 3 is met on the TIS's own figures. (Under the 1/1 lane configuration, Warrant 3 thresholds are lower still; the result is the same.)

In other words: the only warrant analysis the TIS performed at the one intersection where it performed any warrant analysis reaches the wrong conclusion because of a lane configuration error the TIS itself acknowledges, and the omission of Warrant 3 conceals an additional independent warrant finding. Correctly performed, the warrants are met at NE 179th/NE 50th.

F.2 No Warrant Analysis Was Performed at the Four 2028 Roundabout Locations

At the four intersections modeled as roundabouts in 2028 — the I-5 Southbound Ramps, the I-5 Northbound Ramps, NE 179th/NE 15th Avenue, and NE 179th/NE 29th Avenue — the TIS did not document any MUTCD warrant analysis. The record contains no Warrant 1, Warrant 3, or

other warrant finding at any of these four locations. Where the applicant's TIS does not perform the warrant analysis that the Code tiers in (G)(1)(c) depend on, the burden of establishing the looser LOS E tier has not been met. The applicable threshold presumptively tightens to LOS D.

F.3 The County's Own Capital Program Decisions Confirm That Warrants Are Met

A separate and independent basis for applying the LOS D tier is the County's own programming decisions. The County has affirmatively decided to reconstruct each of these four intersections — and NE 179th/NE 50th — with intersection-control improvements at the level of roundabout reconstruction. Those decisions are reflected in the County's capital program, in the TIP, and in the TIS's own list of planned improvements at pages 27–28.

The MUTCD warrant framework exists to identify when an unsignalized intersection has outgrown stop-controlled operation and requires affirmative intersection-control measures. A traffic signal is one such measure; a roundabout is another, at typically equal or greater cost and design effort. A jurisdiction cannot simultaneously conclude (a) that an intersection requires full reconstruction as a roundabout and (b) that the underlying operating conditions do not rise to the level that would warrant signal-tier intersection control. The two positions are internally inconsistent. By programming roundabout reconstructions at each of these intersections, Clark County has made the operational determination that warrant-level conditions exist. That determination applies to (G)(1)(c)'s tiered standard in the same way a formal MUTCD warrant finding would: the tight tier, LOS D, applies.

F.4 Under LOS D, the 2028 Buildout Data Shows Failures at Four of Five Intersections

The 2028 Buildout PM values from TIS Table 6 (p.30) at the four roundabout intersections plus NE 179th/NE 50th (which remains unsignalized in 2028), evaluated against the applicable LOS D standard:

Intersection	Aggregate LOS (delay)	Aggregate v/c	Approach-level failure?	Compliance under LOS D
I-5 SB Ramps at NE 179th (roundabout)	B (17 s)	—	None documented	Passes
I-5 NB Ramps at NE 179th (roundabout)	D (45 s)	—	Yes — Mov 18 DoS 1.138, LOS F (Issue 4)	**Fails at approach**
NE 179th / NE 15th Ave (roundabout)	A (8 s)	0.75	Yes — South approach DoS 1.210, LOS F (Issue 4)	**Fails at approach**
NE 179th / NE 29th Ave (roundabout)	C (26 s)	>1.00	Necessarily yes — aggregate v/c > 1.00 means at	**Fails**

Intersection	Aggregate LOS (delay)	Aggregate v/c	Approach-level failure?	Compliance under LOS D
			least one approach exceeds capacity	
NE 179th / NE 50th Ave (two-way stop)	D (37 s)	>1.00	Yes — NB approach failing (confirmed by Ex. 52)	**Fails**

(Sources: TIS Table 6 pp.30–31 for aggregate values; TIS Sidra appendix for approach-level data; Exhibit 52 Finding 3 for NE 179th/NE 50th.)

Four of the five unsignalized intersections of regional significance along the NE 179th corridor do not meet the applicable LOS D standard under CCC 40.350.020(G)(1)(c) in the 2028 Buildout PM peak:

- I-5 NB Ramps (roundabout): aggregate LOS D at 45 seconds — at the LOS D compliance ceiling — with Mov 18 at the South approach (I-5 NB off-ramp right-turn) operating at degree-of-saturation 1.138, LOS F, with a 1,610-foot 95th-percentile queue. Approach-level operation fails LOS D.
- NE 179th / NE 15th Avenue (roundabout): aggregate LOS A masks a South approach (NE 15th Ave northbound) operating at degree-of-saturation 1.210, LOS F, with 124.9 seconds of delay and a 971-foot queue. Approach-level operation fails LOS D.
- NE 179th / NE 29th Avenue (roundabout): aggregate LOS C with 26 seconds of delay, but aggregate v/c exceeds 1.00. A v/c ratio above 1.00 at the intersection-wide level is a mathematical certainty that at least one approach is operating at v/c greater than 1.00 — demand exceeds capacity. The aggregate LOS C reported for the intersection masks that condition; it does not cure it.
- NE 179th / NE 50th Avenue (two-way stop): aggregate LOS D with 37 seconds of delay (at the compliance ceiling), v/c exceeds 1.00, and Exhibit 52 itself confirms the failing northbound approach at Finding 3.

Only the I-5 SB Ramps passes LOS D unambiguously. The looser LOS E threshold would not change this count materially: the aggregate values at NE 179th/NE 29th still show v/c above 1.00, and the approach-level Sidra failures at the I-5 NB Ramps and NE 179th/NE 15th still show LOS F. Those conditions do not pass under any tier of (G)(1)(c) when evaluated at the approach level the Code requires. The warrant-analysis framework merely sets the threshold above which compliance fails; approach-level Sidra output in the TIS itself documents that the failures exceed that threshold whichever tier applies.

The warrant-analysis gap is not a technicality. It is the step the Code identifies as the mechanism for determining which tier of (G)(1)(c) applies. The TIS skipped it. Exhibit 52 did not ask for it. The record therefore does not establish compliance under either tier: the tight tier (LOS D) is failed at three intersections, and the looser tier (LOS E) has not been invoked because the predicate analysis was not performed.

G. Remedy

The Hearing Examiner should decline to adopt the Exhibit 52 finding that the concurrency-corridor failures are excused by intersection performance, and should further decline to find that the 2028 roundabout intersections satisfy (G)(1)(c). Specifically:

- Find that the TIS at page 29 models the I-5 ramps, NE 179th/NE 15th, and NE 179th/NE 29th as roundabouts in 2028.
- Find that CCC 40.350.020(G)(1)(b), the signalized-intersection delay standard, does not apply to roundabouts.
- Find that the Exhibit 52 characterization of those intersections as "signalized" in 2028 is not supported by the record, and that the intersection-level findings made under the signalized standard therefore do not support excusing the corridor failures.
- Find that CCC 40.350.020(G)(1)(c) tiers its LOS standard at unsignalized intersections based on whether signal warrants are met, and that on the present record the tight tier — LOS D — applies for at least three independent reasons: (a) the one warrant analysis the TIS did perform (at NE 179th/NE 50th) reaches the wrong conclusion because it applied the 2+/1 lane configuration to a road the TIS acknowledges will operate as 1/1 in 2028, and under the correct 1/1 configuration Warrant 1A is met by the TIS's own volumes; (b) the TIS omitted MUTCD Warrant 3 entirely, and Warrant 3 is met by the TIS's own peak-hour volumes combined with the TIS's own LOS F / v/c >1.00 finding at NE 179th/NE 50th; and (c) the County's own decision to program roundabout reconstructions at each of the four 2028 roundabout intersections and at NE 179th/NE 50th is an affirmative determination that warrant-level operating conditions exist at these locations.
- Find that no warrant analysis was performed at any of the four 2028 roundabout locations, and that the burden of establishing the looser LOS E tier rests on the record produced by the applicant and has not been met.
- Find that under the LOS D threshold, the TIS 2028 Buildout PM data (TIS Table 6, combined with the Sidra approach-level output in the TIS appendix) shows failures at four of the five unsignalized intersections of regional significance: (a) the I-5 NB Ramps at aggregate LOS D (45 seconds) with an individual approach at LOS F (DoS 1.138, Mov 18); (b) NE 179th/NE 15th Avenue with a South approach at LOS F (DoS 1.210, 124.9 seconds delay); (c) NE 179th/NE 29th Avenue with aggregate v/c above 1.00 (which necessarily means at least one approach is at or above capacity); and (d) NE 179th/NE 50th Avenue with aggregate LOS D, v/c above 1.00, and the failing NB approach confirmed by Exhibit 52. Only the I-5 SB Ramps passes unambiguously.

- Find that these LOS failures, independently and in combination with the corridor v/c failures documented in Issue 2, mean that off-site road conditions along the NE 179th Street corridor of regional significance are inadequate to provide the minimum LOS specified in CCC 40.350.020(G)(1)(c), and that denial is authorized under CCC 40.350.030(B)(6) and required under CCC 40.350.020(A) and CCC 40.350.020(E)(1) as established in Part I.A of this testimony.

IV. Issue 2 — Five Corridor Segments Fail the Adopted 0.90 v/c Standard and the Code Does Not Authorize Excusing Corridor Failures with Intersection Findings

This issue establishes that TIS Table 8 itself documents five corridor segments failing the adopted v/c 0.90 standard in 2028 Buildout PM peak, and that Exhibit 52's attempt to excuse those failures through "corridor mobility facilitated with good intersection LOS" is unauthorized by the Code and technically unsound for the roundabout intersections at issue. The consequence is direct: the corridor standard under CCC 40.350.020(G)(1)(a) is not met on the record. Denial is authorized under CCC 40.350.030(B)(6) and required under CCC 40.350.020(A) and CCC 40.350.020(E)(1) as established in Part I.A.

A. The Code Standard

CCC 40.350.020(G)(1)(a) establishes the corridor concurrency standard: v/c no greater than 0.90, measured independently for each direction of travel. This is a volume-based test, applied to roadway segments, not to intersections. The Code does not contain any provision that excuses a corridor v/c failure on the ground that intersections along the corridor operate within intersection-level standards.

B. What the TIS Shows

TIS Table 8 ("Roadway Capacity Analysis Summary," pages 35–36) reports five separately-listed segments exceeding the 0.90 threshold in the 2028 buildout PM peak hour. The TIS bolds each value in excess of 0.90. The five failing segments are:

Roadway	From	To	Class.	Cap. (vph)	2028 AM	2028 PM
NE 179th St	NE Delfel Rd	Interstate 5	Pr-4cb	1,800	0.581	**1.047**
NE 179th St	Interstate 5	NE 15th Ave	Pr-4cb	1,800	0.591	**1.149**
NE 10th Ave	NE 199th St	NE 194th St	M-2cb	900	0.373	**1.003**
NE 10th Ave	NE 189th St	NE 179th St	M-2cb	900	0.564	**1.334**
NE 15th Ave	NE 179th St	NE 174th St	M-2cb	900	0.377	**0.979**

(Source: TIS Table 8, pp. 35–36. Each PM value exceeds 0.90 and is bolded in the original TIS per the table's own notation: "BOLDED text indicates a roadway capacity in excess of 0.90.")

The two segments of NE 179th Street between NE Delfel Road and NE 15th Avenue carry the bulk of east-west corridor travel across the I-5 interchange. The NE 10th Avenue segment from NE 189th to NE 179th reports 2028 PM v/c of 1.334 — demand 33 percent above capacity. These are not marginal numbers.

C. What Exhibit 52 Says

Exhibit 52 at page 4 acknowledges the five v/c failures:

> *"Evaluation of the concurrency corridor capacity levels represented in the County Code yielded capacity at acceptable levels except for the NE 179th Street road segment between NE Delfel Road and Interstate 5; between Interstate 5 and NE 15th Avenue, the NE 10th Avenue road segment between NE 189th Street and NE 179th Street, between NE 199th Street to NE 194th Street; and the NE 15th Avenue road segment between NE 179th Street and NE 174th Street in the buildout year. The traffic study indicates that the above corridors will have a volume to capacity (v/c) ratio of greater than 0.9 in the 2028 buildout horizon."*

Exhibit 52 at page 5 then excuses those failures through the following two sentences:

> *"Since the signalized and unsignalized intersections bounding the corridor segments analyzed are anticipated to operate at levels that meet or exceed concurrency standards in the buildout horizon, staff believes that the reported v/c ratio over the NE 179th Street, NE 10th Avenue, and NE 15th Avenue corridors does not represent roadway deficiencies, rather corridor mobility facilitated with good intersection LOS. Therefore, staff concludes that no further analysis or mitigation is required with this development."*

D. The "Corridor Mobility Facilitated With Good Intersection LOS" Methodology Is Not in the Code

The concept of substituting intersection-level findings for corridor-level v/c findings — whether phrased as "corridor mobility facilitated with good intersection LOS" or any other formulation — does not appear anywhere in CCC 40.350.020. There is no provision at (G)(1)(a) through (c) that permits a failing corridor segment to be excused by the performance of an adjacent intersection. The three paragraphs of the Code set three standards for three facility types, and each must be satisfied on its own terms.

This matters because the Hearing Examiner applies the Code as adopted. If the Council had wished to authorize the Public Works Director or the concurrency engineer to trade corridor findings for intersection findings, it could have said so. The Council did not say so. The absence is not an ambiguity to be filled in by staff judgment — the Code's structure (three standards, three facility types) is a deliberate separation, and "corridor mobility facilitated with good intersection LOS" is not a Code category.

The boilerplate nature of the methodology further undermines any claim that it represents a site-specific engineering judgment appropriately deferred to. The same sentence about "corridor mobility facilitated with good intersection LOS" appears verbatim across the concurrency staff reports for:

- 174th Street Subdivision (Exhibit 52, April 8, 2026)
- Four Creeks North Subdivision (December 24, 2025)

- Three Creeks East Subdivision (January 7, 2026)

The characterization is not the result of an analysis specific to this application; it is a standard paragraph applied to every application in the corridor. The Hearing Examiner is being asked to treat a generic template sentence as if it were a case-specific finding substituting for the Code-required v/c analysis.

E. The Intersection Findings Cannot Substitute for Corridor Findings in Any Event

Even if CCC 40.350.020 were somehow read to authorize this substitution — and it cannot be — the intersection findings on which staff relies are the same findings challenged in Issue 1 (wrong standard applied to roundabouts) and Issue 4 (approach-level failures masked by intersection-average delay). The entire intersection-mobility argument depends on intersection findings that the TIS does not actually support. The argument collapses if either Issue 1 or Issue 4 is resolved against staff.

F. The Override Logic Fails Even on Its Own Terms Because Roundabouts Operate Differently Than Signals

Set aside the Code-authority question for a moment. The "corridor mobility facilitated with good intersection LOS" sentence rests on an implicit assumption that if intersections move traffic efficiently, the segments between them must also be functioning adequately. For signalized intersections, that assumption has a limited theoretical basis. For roundabouts — which is what the TIS models at each of the four intersections bounding the failing corridor segments in 2028 — the assumption is not just limited. It has the relationship backwards. Efficient roundabout operation is what causes the downstream segment to be overloaded.

F.1 How Signalized Intersections Relate to Segments

At a signalized intersection, vehicles queue at the stop line during the red phase and discharge as a platoon when the phase turns green. The signal is, in effect, metering flow: it controls how many vehicles can enter the downstream segment during each signal cycle. The Highway Capacity Manual Chapter 18 (Urban Street Segments) explicitly models this relationship. The platoon dispersion model calculates how signal-generated platoons spread as they travel downstream, and the proportion of vehicles arriving during green is a key variable in segment LOS determination.

Because of this metering effect, there is at least a theoretical basis for the idea that a signal processing traffic efficiently (low delay) constrains what reaches the downstream segment. The segment cannot receive more traffic than the signal releases. The override logic has at least a structural premise in the signal case.

F.2 How Roundabouts Relate to Segments — The Premise Reverses

Roundabouts operate on a fundamentally different principle. There is no red phase, no metering of flow. Vehicles yield at the entry and proceed into the circulatory roadway when an acceptable gap appears. HCM Chapter 22 defines roundabout capacity as a function of the availability of

entering vehicles to accept gaps in the conflicting circulating stream; NCHRP Research Report 1043 — Guide for Roundabouts (2023, submitted as Exhibit J), which supersedes NCHRP Report 672 (2010), sets forth the operational theory underlying that methodology. The practical result is that roundabouts process traffic continuously rather than in discrete platoons.

When a roundabout operates at LOS A or B — gaps plentiful, delays low — it is passing nearly all arriving traffic straight through to the downstream segment with minimal delay. There is no stored queue releasing in bursts. There is continuous, uninterrupted flow. The critical implication: a roundabout showing good LOS is delivering the full, unmetered arrival demand onto the downstream segment. Good intersection LOS at a roundabout is not evidence that the downstream segment is functioning adequately. It is the mechanism by which the segment becomes overloaded.

F.3 The TIS's Own Data Illustrates the Point

The TIS Sidra output for the 2028 Buildout PM scenario at NE 179th Street / NE 15th Avenue roundabout shows the westbound NE 179th Street through movement at 2,068 vehicles per hour, LOS A, approximately 4 seconds of delay. That is one movement at one intersection. Those 2,068 vehicles per hour are flowing through the roundabout at LOS A and then directly onto the NE 179th Street segment between I-5 and NE 15th Avenue. That segment is the second-worst-performing segment in Table 8 at 2028 PM v/c of 1.149. The roundabout is not holding these vehicles back. It is efficiently loading the segment that cannot accommodate them.

The same pattern holds at the I-5 NB Ramps roundabout in 2028 Buildout PM. Sidra reports 1,160 vph on the eastbound NE 179th Street through movement at LOS A, and 701 vph on the westbound through movement also at LOS A. Those vehicles continue onto the NE 179th Street corridor segments east of I-5 (segment v/c 1.149) and west of I-5 (segment v/c 1.047 between NE Delfel and I-5). Meanwhile, as Issue 4 establishes, the ramp approach itself operates at v/c 1.168 and LOS F with a 1,871-foot queue — a condition that the aggregate LOS C reported for the intersection obscures. Every data point points the same direction: the intersection is processing the through volumes at LOS A and masking the failing ramp approach inside a volume-weighted average.

F.4 The TIS's Sidra Software Itself States the Limit of Intersection LOS

The Sidra output appended to the TIS contains a note that appears verbatim on each roundabout output sheet: "Intersection and Approach LOS values are based on average delay for all movements (v/c not used)." That is the applicant's engineering software telling the reader that the intersection LOS is calculated by averaging delay across all movements — high-volume and low-volume alike — and specifically that v/c is not part of the calculation. The LOS letter grade that Exhibit 52 relies on as a proxy for corridor adequacy is a volume-weighted delay average that does not incorporate the v/c information the Code requires for corridor concurrency determinations.

F.5 HCM Chapter 22 Requires Separate Segment Analysis for Roundabout Corridors

HCM Chapter 22 recognizes that roundabout corridors require their own segment-level analysis combined with roundabout intersection methods. The HCM 7th Edition added specific roundabout-corridor procedures with performance measures for sequential roundabout intersections and the segments between them. No portion of that methodology appears to have been applied in the TIS submitted for this application or in any of the staff reports for concurrent corridor applications. The Sidra intersection output and the Table 8 segment v/c ratios are parallel analyses. They are not a corridor-level roundabout analysis. The record therefore does not contain the one methodology that could legitimately integrate roundabout performance with segment v/c.

F.6 What This Means for the Exhibit 52 Override

The override's implicit inference — efficient intersection operation implies adequate segment operation — fails at each of the four roundabouts bounding the failing corridor segments. The roundabouts are continuously delivering full demand to segments that cannot carry it. The good intersection LOS at these locations is not evidence against the segment v/c failures; it is the operational mechanism causing them. The Code's separate v/c standard for corridors exists precisely to capture this condition, which intersection-level LOS measurements are structurally incapable of detecting.

G. Remedy

The Hearing Examiner should:

- Find that the TIS documents five corridor segments exceeding v/c 0.90 in 2028 buildout PM peak.
- Find that CCC 40.350.020(G)(1)(a) establishes an independent corridor standard that must be satisfied on its own terms.
- Find that no provision of CCC 40.350.020 authorizes excusing corridor v/c failures on the basis of intersection-level findings.
- Find that for the four intersections bounding the failing corridor segments — each modeled as a roundabout in 2028 — the intersection operates without metering downstream flow, which means good roundabout LOS delivers full arrival demand to the downstream segment and does not evidence segment adequacy.
- Find that the TIS's own Sidra output states "Intersection and Approach LOS values are based on average delay for all movements (v/c not used)," confirming that the intersection LOS figures on which Exhibit 52 relies do not incorporate the v/c information required for corridor concurrency determinations.
- Find that the Exhibit 52 conclusion that corridor failures "do not represent roadway deficiencies" is unsupported by the Code and by the operational record.

- Find that these corridor v/c failures, independently and in combination with the other failures documented in this testimony, mean off-site road conditions along the NE 179th Street corridor of regional significance are inadequate to provide the minimum LOS specified in Section 40.350.020, and that denial is authorized under CCC 40.350.030(B)(6) and required under CCC 40.350.020(A) and CCC 40.350.020(E)(1) as established in Part I.A of this testimony.

V. Issue 3 — The TIS Uses Buildout Capacity Without Establishing That CCC 40.350.020(F)(6) Is Satisfied for the Segments at Issue

This issue establishes that the TIS's use of 1,800 vph Pr-4cb buildout capacity for NE 179th Street segments is not authorized on the record, because the CCC 40.350.020(F)(6) predicate for that credit is not met. The consequence is direct: the corridor v/c values the TIS reports are produced by a denominator the Code does not support, and the corridor-level compliance the TIS claims under the (F)(6) denominator is not established on the record. Denial is authorized under CCC 40.350.030(B)(6) and required under CCC 40.350.020(A) and CCC 40.350.020(E)(1) as established in Part I.A.

A. The Code Standard

CCC 40.350.020(F)(6), quoted in Part II.E above, permits planned (Arterial Atlas buildout) capacity to be credited in a concurrency analysis only where the improvements are "reasonably funded and scheduled for completion of construction within six (6) years of the final date for a decision upon the development application." The two conditions are conjunctive. An improvement that is funded but not scheduled for completion within six years does not satisfy (F)(6), and neither does an improvement scheduled for completion within six years but not reasonably funded.

Where (F)(6) is not satisfied, the default capacity provision in CCC 40.350.020(G)(1)(a) for roadways not fully built out to County standards applies: 800 vph for lane widths of 12 feet or more with paved shoulders of 2 feet or more; 700 vph for lane widths between 11 and 12 feet with paved shoulders of 2 feet or more; and 600 vph for lane widths less than 11 feet.

B. What the TIS Shows

TIS Table 8 (pp.35–36) reports roadway capacity for each analyzed segment. For NE 179th Street, every segment is assigned the Arterial Atlas buildout classification Pr-4cb and a capacity of 1,800 vph:

- NE 179th Street (NE Delfel Rd – Interstate 5): Pr-4cb, 1,800 vph, 2028 PM v/c 1.047
- NE 179th Street (Interstate 5 – NE 15th Ave): Pr-4cb, 1,800 vph, 2028 PM v/c 1.149
- NE 179th Street (NE 15th Ave – NE 29th Ave): Pr-4cb, 1,800 vph, 2028 PM v/c 0.694
- NE 179th Street (NE 29th Ave – NE 50th Ave): Pr-4cb, 1,800 vph, 2028 PM v/c 0.462
- NE 179th Street (NE 50th Ave – NE 72nd Ave): Pr-4cb, 1,800 vph, 2028 PM v/c 0.249

None of these NE 179th Street segments is physically built to the Pr-4cb cross-section (four-lane divided with center median and bike facilities). They are two-lane rural cross-sections, narrow paved shoulders, drainage ditches, and varying lane widths. The Pr-4cb / 1,800 vph denominator used in Table 8 therefore reflects planned — not existing — capacity.

The TIS does apply the CCC 40.350.020(G)(1)(a) substandard-capacity tier to NE 174th Street (the frontage road for this application). At TIS page 34:

> *"Specific to the roadway of NE 174th Street, the existing street cross section consists of travel lanes that are generally less than 11 feet wide. According to Code section 40.350.020(G)(1)(a) for roadways not fully built-out to County standards: ... Roadways with lane widths less than 11 feet, the lane capacity is 600 vehicles per hour. ... Therefore, the roadway capacity of NE 174th Street was evaluated based on both the planned roadway capacity as well as the 600 vehicle per hour directional capacity detailed in 40.350.020(G)(1)(a)."*

The TIS therefore demonstrates it knows how to apply (G)(1)(a) when it chooses to. For NE 179th Street, it does not, instead implicitly invoking (F)(6) to credit buildout capacity. The question is whether the (F)(6) predicate — both funding and six-year completion — is established on the record for each NE 179th Street segment at issue.

C. (F)(6) Is Not Satisfied for the Segments Tied to the I-5 Interchange

The NE 179th Street segments from NE Delfel Road to Interstate 5 and from Interstate 5 to NE 15th Avenue depend on reconstruction of the I-5/NE 179th Street interchange for their planned buildout capacity to materialize. The interchange is under WSDOT jurisdiction, not County jurisdiction.

WSDOT currently projects completion of the interchange reconstruction in 2031. Two independent deficiencies follow. First, 2031 falls outside the CCC 40.350.020(F)(6) six-year window measured from the final date for a decision on this 2026 application. Even accepting WSDOT's current projection at face value, (F)(6) credit is unavailable. Second, the County cannot guarantee a WSDOT delivery schedule. "Reasonably funded" and "scheduled for completion of construction" under a code provision adopted by Clark County — and enforced against Clark County under RCW 36.70A.070(6)(b) — require a commitment the County has the authority to make. The County does not control WSDOT's capital program and cannot commit state funding to complete state facilities.

The November 7, 2018 WSDOT letter submitted with this testimony as Exhibit A documents this jurisdictional reality and flagged then that interchange improvements were "not anticipated to be operationally functional until 2028." That 2028 date has not been met; the current WSDOT projection has slipped to 2031. The history of repeated slippage confirms that the timing of WSDOT facilities is not something the County can commit to within (F)(6)'s required certainty.

Because (F)(6) is not satisfied for the Delfel–I-5 and I-5–NE 15th segments, the correct capacity denominator is the (G)(1)(a) substandard tier. The TIS's reported v/c values of 1.047 and 1.149 using the 1,800 vph buildout denominator are therefore a best-case, not worst-case, characterization of 2028 corridor conditions. Under a (G)(1)(a) analysis, the failure is deeper.

D. (F)(6) Is Not Satisfied for NE 179th Street Between NE 29th Avenue and NE 50th Avenue

The NE 179th Street segment from NE 29th Avenue to NE 50th Avenue presents a separate (F)(6) problem: both of the conjunctive conditions fail.

First, the segment itself is not reasonably funded for the widening and reconstruction needed to deliver the Pr-4cb (four-lane divided) cross-section the TIS's 1,800 vph denominator assumes. No capital project to widen NE 179th Street from NE 29th Avenue to NE 50th Avenue to the Pr-4cb configuration is programmed as reasonably funded in the County's current six-year TIP. The "reasonably funded" prong of (F)(6) — requiring a real financial commitment to the planned improvement, not merely its inclusion in a long-range plan or Arterial Atlas classification — is not met.

Second, the only intersection-level improvement at NE 50th Avenue — a roundabout reconstruction of NE 179th/NE 50th — is currently programmed for approximately 2035 or later. That is well outside the (F)(6) six-year window measured from a 2026 decision date. The "scheduled for completion of construction within six (6) years" prong of (F)(6) fails regardless of funding status, and both prongs fail together regardless of either.

D.1 The TIS Itself Acknowledges the Widening Is Post-2030 and Excluded From the 2028 Analysis

The TIS contains an internal contradiction on this precise point. At pages 18 and 19, the TIS narrative expressly states that the widening of NE 179th Street between NE 29th Avenue and NE 50th Avenue is estimated to occur post-2030, and the narrative excludes that widening from the 2028 analysis-year improvement assumptions. The TIS further lists the NE 179th/NE 50th roundabout reconstruction as expected post-2030 and likewise excluded from the 2028 assumptions.

Yet TIS Table 8 evaluates the 29th–50th segment at 1,800 vph — the Pr-4cb capacity that requires the very four-lane widening the narrative acknowledges will not be in place in 2028. The TIS therefore uses, as the denominator in its 2028 v/c calculation, a capacity figure that corresponds to a cross-section the same TIS states will not exist in 2028. That is the definition of (F)(6) non-compliance. The TIS's narrative correctly identifies the improvement as beyond the (F)(6) window; the TIS's capacity analysis proceeds as if the improvement were already in place.

D.2 What the Analysis Would Show If the Correct Code-Authorized Capacity Were Used

TIS Table 8 reports this segment at 2028 PM v/c of 0.462 using the Pr-4cb / 1,800 vph buildout denominator. The same table's 0.462 v/c ratio, multiplied by the 1,800 vph capacity, yields an implied peak-direction volume of approximately 831 vph. The following sensitivity analysis applies the CCC 40.350.020(G)(1)(a) substandard tiers to that same 831 vph volume to illustrate what the analysis would show under the Code-authorized capacity:

Capacity Basis	Capacity (vph)	PM Volume (vph)	v/c	Threshold	Result
Arterial Atlas Pr-4cb (as used in TIS)	1,800	831	0.462	0.90	Passes (as credited)
(G)(1)(a) lanes ≥ 12′ with shoulders	800	831	1.039	0.90	**Fails**
(G)(1)(a) lanes 11– 12′ with shoulders	700	831	1.187	0.90	**Fails**
(G)(1)(a) lanes < 11′	600	831	1.385	0.90	**Fails**

(Volumes derived from TIS Table 8: 0.462 v/c multiplied by 1,800 vph equals 831 vph. The same volume is applied against each (G)(1)(a) capacity tier. Capacity figures are taken directly from CCC 40.350.020(G)(1)(a).)

This is an illustrative sensitivity analysis, not a definitive v/c determination. The Code-authorized capacity tier that would apply to this segment depends on field measurement of lane widths and shoulder widths, which I am not in a position to perform. What the analysis shows is that under every (G)(1)(a) capacity tier — regardless of which one applies — the segment fails the 0.90 v/c standard at the TIS's own reported volume. The result ranges from 1.039 (mildly failing) at the most generous tier to 1.385 (demand exceeds capacity by nearly 40%) at the least generous. Because the TIS did not perform this analysis, the record does not establish which tier applies or what the resulting v/c is. But the sensitivity analysis confirms that the omitted analysis is not a technicality: the segment's compliance is directly at issue, not academic.

I do not assert that the segment fails as a factual matter. The authoritative determination would require the (G)(1)(a) analysis that the TIS omitted. The defect is the absence of that analysis. Under CCC 40.350.020(F) and (G), the burden of demonstrating concurrency compliance rests on the record produced by the applicant's TIS. Where that record uses a capacity figure the same TIS acknowledges will not exist in the analysis year, the conclusion that follows from the figure is not supported.

E. Segment-by-Segment (F)(6) Status Based on the Adopted 2026-2031 TIP

The TIS uses 1,800 vph Pr-4cb buildout capacity for every segment of NE 179th Street it analyzes. For that denominator to be authorized, (F)(6) requires a specific predicate: the improvements that would deliver the buildout cross-section must be both reasonably funded AND scheduled for completion of construction within six years of the decision. The Adopted 2026-2031 Clark County Transportation Improvement Program (Exhibit H) — the primary-source document for determining TIP status under County practice — supplies the answer. Status for the NE 179th Street segments analyzed in TIS Table 8:

NE 179th Street Segment	TIS reported 2028 PM v/c (at 1,800 vph)	Planned improvement	Adopted TIP status (Exhibit H)	(F)(6) satisfied?
NE Delfel Rd – I-5	1.047 (FAILS)	I-5/NE 179th Interchange (WSDOT joint project)	TIP Project A: "Planning and scoping underway"; WSDOT-sponsored; 2031 projection (slipped from 2028)	**No**
I-5 – NE 15th Ave	1.149 (FAILS)	I-5/NE 179th Interchange (WSDOT joint project)	TIP Project A: "Planning and scoping underway"; WSDOT-sponsored; 2031 projection (slipped from 2028)	**No**
NE 15th – NE 26th Ave	(see Note 1)	NE 179th St widening (NE 15th–NE 26th Ave)	TIP Project E: County project, on Reasonably Funded list	Potentially yes (subject to verification of schedule)
NE 29th – NE 50th Ave	0.462 (as credited)	NE 179th St widening (NE 29th–NE 50th Ave)	TIP Rank 2: $17.95M of $28.91M (62%) unfunded; "CN 2031–Post 2031"; "Pending CN funding"	**No**
NE 50th – NE 72nd Ave	0.249 (as credited)	Not programmed for widening in current TIP	No project entry in Adopted TIP	**No**

Note 1: TIS Table 8 includes this segment at 1,800 vph but does not separately report a v/c specific to the NE 15th–NE 26th Ave segment; values for NE 15th–NE 29th Ave (v/c 0.694) encompass this stretch. The segment's (F)(6) status would turn on verification that TIP Project E meets both the "reasonably funded" and "scheduled for completion within six years" prongs; I do not reach that question here because the segments that establish the concurrency failure (at v/c 1.047 and 1.149) are dispositive on their own.

The significance of this segment-by-segment view: (F)(6) credit for buildout capacity at 1,800 vph is not authorized on the record for the NE Delfel–I-5, I-5–NE 15th, NE 29th–NE 50th, and NE 50th–NE 72nd segments of NE 179th Street. Without that credit, the default (G)(1)(a) substandard-tier analysis applies. The TIS did not perform that analysis. The two segments reported as failing under the improperly credited denominator (Delfel–I-5 at 1.047 and I-5–NE 15th at 1.149) are already above the 0.90 threshold even with the improper credit. The NE 29th–NE 50th segment reported at 0.462 under the improper credit would require the (G)(1)(a) analysis to determine the actual v/c, as the illustrative sensitivity analysis in Section D.2 above shows.

F. Corroboration — Kittelson Applied the Substandard Tier to NE 179th Street

Clark County has accepted the application of the (G)(1)(a) substandard tier to NE 179th Street corridor segments in at least one other corridor study. The Kittelson & Associates Transportation Impact Study prepared for the Kozy Manor Estate Subdivision (PLD-2025-00014) applied the 600 vph substandard-lane-width capacity to NE 179th Street rural segments that are not fully built out to County standards. The County accepted that analysis as the basis for the Kozy Manor Estate staff recommendation revised January 8, 2026 (Exhibit D to this testimony). The applicant's engineer in this case (Lancaster Mobley / PLS Engineering) and the engineer in the Kozy Manor case (Kittelson & Associates) evaluated the same road under the same Code provisions in the same analysis window and applied (F)(6) and (G)(1)(a) differently. The internal inconsistency of the 174th Street Subdivision TIS — applying (G)(1)(a) to NE 174th Street but not to similarly substandard segments of NE 179th Street — is thus confirmed by an independent County-accepted analysis of the same corridor.

G. Remedy

The Hearing Examiner should:

- Find that CCC 40.350.020(F)(6) authorizes credit for planned buildout capacity only where improvements are both reasonably funded AND scheduled for completion of construction within six years of the decision date.
- Find that the record does not establish (F)(6) satisfaction for the NE 179th Street segments from NE Delfel Road to Interstate 5 and from Interstate 5 to NE 15th Avenue. These segments depend on the WSDOT-controlled I-5 interchange reconstruction, which (a) is a state-sponsored project the County cannot commit under RCW 47.06.140(2), (b) appears in the Adopted 2026-2031 TIP (Exhibit H) as a "partnership project" with status "Planning and scoping underway," and (c) carries a current WSDOT completion projection of 2031 that is itself the product of repeated slippage from the 2028 date WSDOT projected in 2018 (Exhibit A).
- Find that the record does not establish (F)(6) satisfaction for the NE 179th Street segment from NE 29th Avenue to NE 50th Avenue: the Adopted 2026-2031 TIP (Exhibit H) shows this segment (TIP Rank 2) with $17.95 million of $28.91 million (62%) unfunded, status "Pending CN funding," and construction scheduled "2031-Post 2031." The only planned intersection improvement (a roundabout at NE 179th/NE 50th) does not appear in the Adopted TIP and is programmed for 2035 or later. Both prongs of the (F)(6) conjunctive test fail independently.
- Find that the absence of a CCC 40.350.020(G)(1)(a) substandard-tier analysis for these segments means the record does not establish compliance with the corridor v/c standard as required for concurrency approval.
- Find that these (F)(6) failures, independently and in combination, mean off-site road conditions on the NE 179th Street corridor are inadequate to provide the minimum LOS specified in Section 40.350.020, and that denial is authorized under CCC

40.350.030(B)(6) and required under CCC 40.350.020(A) and CCC 40.350.020(E)(1) as established in Part I.A of this testimony.

VI. Issue 4 — The TIS Sidra Output Shows Approach-Level Roundabout Failures That Are Masked by Intersection-Average Delay Reporting

This issue establishes that the TIS Sidra output — appended to the TIS itself — documents individual approach-level failures at two of the four 2028 roundabouts that the TIS's aggregate intersection LOS reporting conceals. CCC 40.350.020(G)(1)(c) requires approach-level evaluation. The consequence is direct: the record contains primary-source evidence of failing approaches at intersections of regional significance that Exhibit 52 never addresses. Denial is authorized under CCC 40.350.030(B)(6) and required under CCC 40.350.020(A) and CCC 40.350.020(E)(1) as established in Part I.A.

A. The Code Standard

CCC 40.350.020(G)(1)(c) requires unsignalized intersections of regional significance to achieve LOS E or better (LOS D if warrants are met), and specifically ties mitigation obligations to failing approaches. The Code language refers to "the failing intersection approach" and "the worst movement on the failing approach." The Code test is therefore at the approach level, not the intersection-aggregate level. This is consistent with the Highway Capacity Manual (HCM 7th Edition), which assigns LOS to individual approaches and movements at roundabouts, not just to the intersection as a whole.

B. What the TIS Sidra Output Shows

The TIS technical appendix contains the Sidra 9 output for each roundabout under each analysis scenario. The relevant 2028 Buildout PM Peak Hour output is summarized below:

NE 179th Street at I-5 NB Ramps — 2028 Buildout PM Peak (TIS Appendix, Site 6 STPM)

- South approach (I-5 NB Ramps off-ramp), right-turn movement (Mov 18, eastbound onto NE 179th): degree of saturation 1.138, LOS F, 95% back-of-queue 1,610.6 feet (61.6 vehicles), average delay 74.6 seconds.
- Aggregate "All Vehicles" line for the same intersection and scenario: degree of saturation 1.138, average delay 26.2 seconds, LOS C, queue reported as 1,610.6 feet.

The intersection-average delay of 26.2 seconds and LOS C — the figures the concurrency-corridor finding in Exhibit 52 relies on — conceal that the southbound off-ramp from I-5 approaches the roundabout with demand flow 1,982 vehicles per hour, exceeds capacity, and backs up over 1,600 feet. That queue length is a safety issue independent of the concurrency issue: the distance from the roundabout back up the I-5 northbound off-ramp to the mainline gore point is a finite length, and a 1,600-foot queue approaches or exceeds the distance available before spillback onto the I-5 mainline.

NE 179th Street at NE 15th Avenue — 2028 Buildout PM Peak (TIS Appendix, Site 7 STPM)

- South approach (NE 15th Avenue northbound): all three movements (left, through, right) report degree of saturation 1.210, LOS F, 95% back-of-queue 971.1 feet (38.3 vehicles), average delay 124.9 seconds on the approach as a whole.
- Aggregate "All Vehicles" line for the same intersection and scenario: degree of saturation 1.210, average delay 36.7 seconds, LOS D.

Again, the intersection-average reports LOS D at 36.7 seconds — acceptable under any standard — while an entire approach (all movements, not just one) operates at failure with over 120 seconds of delay and a queue extending nearly 1,000 feet back from the roundabout entry. The NE 15th Avenue northbound approach is the primary route serving the south half of the NE 179th corridor — a route serving residential developments along NE 15th Avenue south of the corridor.

C. Why Intersection-Average Masks Approach Failure at Roundabouts

Roundabouts are unsignalized by design. Approach capacity is governed by gap acceptance in the circulating stream. When one approach has high demand and the other approaches have low demand, the low-demand approaches experience short delays regardless of the high-demand approach's condition. Averaging across approaches therefore tells you nothing about whether any individual approach is operating at or beyond capacity. HCM 7 treats this explicitly: roundabout LOS is reported per approach, and intersection-wide averages are provided only as a summary.

The Sidra output itself acknowledges this. The note printed on every Sidra output page in the TIS appendix states:

> *"Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement. Intersection and Approach LOS values are based on average delay for all movements (v/c not used)."*

In other words, the software itself flags that the intersection-level LOS is an average that does not incorporate v/c. The v/c threshold that matters under CCC 40.350.020(G)(1)(c) — "the failing intersection approach" — is the per-movement and per-approach figure, not the intersection average.

D. What Exhibit 52 Says and Does Not Say

Exhibit 52 does not discuss approach-level v/c or LOS at any of the four 2028 roundabouts. The concurrency-corridor finding at pages 4–5 references "approach delays" generally (and under the signalized-intersection standard, as described in Issue 1), but does not identify any specific approach or movement, does not report degree-of-saturation, does not report queue length, and does not reach the CCC 40.350.020(G)(1)(c) failing-approach analysis for any unsignalized intersection other than NE 179th/NE 50th.

The record therefore contains Sidra output showing two roundabout approaches with v/c above 1.0 and LOS F under the 2028 buildout scenario — findings the applicant's own engineer generated — but the concurrency staff report reaches no finding about them.

E. Remedy

The Hearing Examiner should:

- Find that the TIS Sidra output shows approach-level degree-of-saturation exceeding 1.0 and LOS F on the South approach at NE 179th/NE 15th and on the South approach (Mov 18) at the I-5 NB Ramps, in the 2028 Buildout PM Peak hour.
- Find that CCC 40.350.020(G)(1)(c) requires evaluation at the approach and movement level, not the intersection-aggregate level.
- Find that the concurrency-corridor finding in Exhibit 52 does not address these approach-level failures, and the record therefore does not support a finding that the 2028 roundabout operations comply with (G)(1)(c).
- Find that these approach-level failures, independently and in combination with the other failures documented in this testimony, mean off-site road conditions at these intersections of regional significance are inadequate to provide the minimum LOS specified in Section 40.350.020, and that denial is authorized under CCC 40.350.030(B)(6) and required under CCC 40.350.020(A) and CCC 40.350.020(E)(1) as established in Part I.A of this testimony.

VII. Issue 5 — The TIS Omits Concurrent In-Process Developments Required by CCC 40.350.020(E)(2) to Be Tested Chronologically

This issue establishes that the TIS omits three earlier-filed concurrent applications (Kozy Manor Estate, Four Creeks North, Three Creeks East) from its in-process trip background in violation of CCC 40.350.020(E)(2). The consequence is direct: the corridor v/c values and intersection LOS findings reported by the TIS are minimum-failure values rather than ceilings. The failures already documented in the TIS are understatements of what the Code-required analysis would produce. Denial is authorized under CCC 40.350.030(B)(6) and required under CCC 40.350.020(A) and CCC 40.350.020(E)(1) as established in Part I.A.

A. The Code Standard

CCC 40.350.020(E)(2) requires the concurrency determination for multiple applications impacting the same corridors and intersections to be tested chronologically. The practical effect is that later-filed applications must include the traffic impacts of earlier-filed applications on the same corridors and intersections in their background volumes. Without this rule, separately-reviewed projects could collectively exceed corridor and intersection capacity while each individually appeared compliant.

Exhibit 52 invokes this provision in its own Finding 4 to justify carrying forward the NE 50th Avenue / NE 174th Street turn lane obligation from the earlier-approved Viers PUD (PLD-2022-00121):

> *"This determination has been made based on CCC 40.350.020(E)(2) that states 'The concurrency determination for multiple development applications impacting the same transportation corridors or intersections shall be tested chronologically...'"*

The concurrency staff engineer has applied (E)(2) as an obligation running from earlier projects to this applicant. The same logic runs in the other direction: applications that were filed before this application, and that impact the same corridor and intersections, must appear as in-process traffic in this application's background volumes.

B. What the TIS Shows

The TIS lists in-process developments at pages 16–17. Reviewing that list against the other applications in progress on the NE 179th Street corridor at the time of the TIS, the following earlier-filed concurrent applications are not included in the in-process trip contribution to background volumes:

- **Kozy Manor Estate Subdivision** (PLD-2025-00014; Kittelson & Associates TIS). Addresses the same NE 179th corridor and same I-5 ramp intersections. Staff report revised January 8, 2026.
- **Four Creeks North Subdivision** (PLD-2025-00040; Lancaster Mobley TIS — same consulting firm as the 174th Street Subdivision TIS). Addresses the same NE 179th corridor and intersections. Staff report revised December 24, 2025.

- **Three Creeks East Subdivision** (PLD-2025-00077; Lancaster Mobley TIS — same consulting firm as the 174th Street Subdivision TIS). Addresses the same NE 179th corridor and intersections. Staff report revised January 7, 2026.

The TIS does reference "Three Creeks East PUD" (TIS p.18, again at pp.25 and 39) but only in connection with coordinated mitigation at the single intersection of NE 179th/NE 50th. The Three Creeks East trip generation is not added to background volumes at the other study intersections or corridor segments. Referencing a concurrent development for mitigation coordination at one location is not the same as including its trips in background conditions corridor-wide, which is what CCC 40.350.020(E)(2) requires for any application impacting the same corridors or intersections.

These three omitted applications are not marginal. Each was filed and vested before the 174th Street Subdivision (which vested January 26, 2026). Each is a Clark County application being reviewed by the same County concurrency engineer during the same time period, addressing the same corridor segments and intersections, and generating significant peak-hour trips.

C. The (E)(2) Obligation Runs to the Applicant, Not Only from the Applicant

Exhibit 52 applies (E)(2) to extract an obligation from this applicant: because Viers PUD was approved earlier and was conditioned with a turn lane, and because this applicant's development contributes to the volume warranting that turn lane, this applicant is required to build it. That is the correct reading of (E)(2) at Finding 4.

The same rule applied to background volumes produces the opposite result. If earlier applications on the same corridor are in-process, their peak-hour trips belong in this applicant's background, and the resulting v/c and LOS values in Table 8 and Table 6 would be higher. A Code provision that is operative in one direction to impose an obligation cannot be inoperative in the other direction when it would reveal additional failures.

D. The Effect on the Exhibit 52 Findings

Without adjudicating the precise traffic count that each omitted project would contribute, two propositions follow directly from the omission:

- Every corridor v/c and intersection LOS reported in the TIS is a floor estimate, not a ceiling. Adding in-process trips from omitted projects makes each finding worse, never better.
- The five v/c failures already documented in TIS Table 8 are the minimum level of corridor failure in 2028. The actual failure is deeper by whatever volume the omitted concurrent applications contribute.

The Hearing Examiner does not need to find exactly how much deeper the failure goes. The Hearing Examiner only needs to find that the TIS's background assumptions are incomplete under (E)(2), and that the corridor and approach-level failures it nevertheless documents are therefore the minimum, not the maximum, of what the record supports.

E. Illustrative Cumulative Impact — NE 179th Street (NE 29th – NE 50th)

An illustration of the magnitude at issue, drawn from the three omitted applications' own traffic studies, makes the point concrete. All three TIS documents analyze the same NE 179th Street segment between NE 29th Avenue and NE 50th Avenue in the same 2028 horizon year. Each uses the same 1,800 vph Pr-4cb denominator. Each reports its own segment v/c in isolation from the others:

Study	Engineer	Date	Reported PM v/c	Implied PM volume (vph)
174th Street Subdivision TIS	Lancaster Mobley	12/2025	0.462	831
Three Creeks East PUD TIS	Lancaster Mobley	06/2025	0.426	767
Four Creeks North TIS	PLS Engineering	04/2025	0.419	754

(Sources: respective TIS Table 8 and equivalent tables. Implied volume = reported v/c multiplied by 1,800 vph Pr-4cb capacity.)

The three studies evaluate the same segment in the same horizon year and report different volumes because each includes only its own project trips and an in-process list that excludes the others. Taking the highest single volume (831 vph from the 174th Street TIS) and adding the net contributions to this segment from Three Creeks East and Four Creeks North produces a combined PM peak volume conservatively estimated in the range of 880 to 910 vph. Applied against the (G)(1)(a) substandard capacity tiers discussed in Issue 3, the combined loading yields v/c of approximately 1.10 to 1.14 at the 800 vph tier and 1.47 to 1.52 at the 600 vph tier — both well above the 0.90 threshold.

The combined-volume estimate involves engineering judgment about trip distribution that I am not in a position to perform authoritatively. I present these figures as illustrative of the magnitude of the gap, not as a definitive cumulative-impact finding. The specific (E)(2) defect — that the TIS background does not include earlier-filed concurrent applications as required — stands on its own regardless of the size of the resulting quantitative error. What the illustration demonstrates is that the error is substantial, not trivial.

Three Creeks East independently confirms a related point. The Three Creeks East TIS (Lancaster Mobley, June 2025) evaluated NE 50th Avenue between NE 179th Street and NE 174th Street and reported a 2028 Buildout PM v/c of 1.130 in the northbound direction — a separate failing segment that the 174th Street TIS evaluates at 0.524 for the same segment, same horizon, without including the Three Creeks East trips. Two studies by the same engineering firm for the same corridor in the same analysis year reach materially different v/c figures on this segment because neither study includes the other's trips in background.

F. Remedy

The Hearing Examiner should:

- Find that CCC 40.350.020(E)(2) requires chronological testing of multiple applications impacting the same corridors and intersections.
- Find that the TIS does not include Kozy Manor Estate, Four Creeks North, or Three Creeks East — each filed before the 174th Street Subdivision and each impacting the same NE 179th Street corridor — as in-process developments in the background volume calculation.
- Find that the resulting corridor v/c and intersection LOS values in the TIS are therefore minimum-failure values, and that additional in-process trips required by (E)(2) would produce deeper failures, not shallower.
- Find that this (E)(2) deficiency, independently and in combination with the other failures documented in this testimony, means the record does not establish compliance with CCC 40.350.020 and that denial is authorized under CCC 40.350.030(B)(6) and required under CCC 40.350.020(A) and CCC 40.350.020(E)(1) as established in Part I.A of this testimony.

VIII. Issue 6 — The TIS Relies on a WSDOT-Controlled Interchange That Fails CCC 40.350.020(F)(6) on Reliability, Funding, and Jurisdictional Authority

This issue establishes that the TIS's 2028 Buildout results — on which Exhibit 52 relies — assume reconstruction of the I-5/NE 179th Street interchange, but the record does not support crediting that reconstruction under CCC 40.350.020(F)(6) for three independent reasons. The consequence is direct: the compliance the TIS reports along the Delfel Road–I-5–NE 15th segments is produced by credit that the Code does not authorize. Denial is authorized under CCC 40.350.030(B)(6) and required under CCC 40.350.020(A) and CCC 40.350.020(E)(1) as established in Part I.A.

A. The Code and Statutory Standard

CCC 40.350.020(F)(6), as quoted in Part II.E, permits credit in a concurrency determination for improvements that are "reasonably funded and scheduled for completion of construction within six (6) years of the final date for a decision upon the development application." The two conditions are conjunctive. The provision implements RCW 36.70A.070(6)(b), which requires "improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years."

RCW 47.06.140(2) reserves authority over state highways — including their interchanges — to WSDOT. A county's concurrency determination cannot rely on the completion of facilities the county does not control, because the county cannot make the financial commitment required by (F)(6) and the GMA for those facilities. "Reasonably funded and scheduled for completion of construction within six (6) years" requires a level of certainty about both money and timing that, for a WSDOT facility, only WSDOT can provide.

B. What the TIS Shows

The TIS relies on a series of planned improvements to produce the 2028 Buildout scenario results. At TIS pages 27–28, the planned improvements assumed in the analysis include:

- Reconstruction of the I-5 / NE 179th Street interchange with roundabouts at both ramp terminals.
- Reconstruction of NE 179th Street / NE 15th Avenue as a roundabout.
- Reconstruction of NE 179th Street / NE 29th Avenue as a roundabout.
- Reconstruction of NE 179th Street / NE 50th Avenue (described in the TIS as "planned for reconstruction as a roundabout sometime between 2025 through 2028").

The I-5 interchange and its ramp terminal intersections are state facilities under WSDOT jurisdiction. Their reconstruction is a WSDOT project, not a Clark County project.

C. The Record Does Not Establish (F)(6) Compliance for the Interchange, Whether Measured by Calendar, by Funding, or by Jurisdictional Authority

WSDOT's current published projection for completion of the I-5 / NE 179th Street interchange reconstruction is 2031. Taken at face value, this date falls inside the CCC 40.350.020(F)(6) six-year window by calendar math alone — a 2026 decision places the (F)(6) window through approximately mid-2032. But calendar math is not the (F)(6) test. The Code requires that improvements be both "reasonably funded" AND "scheduled for completion of construction within six (6) years." The record before the Hearing Examiner fails that conjunctive test three ways.

First, the 2031 date is not reliable. The November 7, 2018 WSDOT letter (Exhibit A) anticipated the interchange would be "operationally functional until 2028." That target was not met. The projection has since slipped to 2031 — a three-year deterioration in schedule over the intervening period. A project whose publicly stated completion projection has moved from 2028 to 2031 over the last several years does not supply the schedule certainty (F)(6) requires. A 2031 projection that is itself the product of repeated slippage is not a "scheduled completion" on which concurrency may rely. If 2031 slips further — which historical experience on this project suggests — the project does not complete within the (F)(6) window at all.

Second, the project is not "reasonably funded" in the (F)(6) sense. The Adopted 2026-2031 Clark County Transportation Improvement Program (Exhibit H) includes the I-5/NE 179th Street project (TIP Project A) with the project description: "This project is a joint project with the Washington State Department of Transportation (WSDOT). WSDOT will enhance or replace the I-5 Bridges and improve the roadway under the bridge and reconfigure the onramps/off-ramps." The status field on the TIP's project detail sheet reads "Planning and scoping underway" — not "funded," not "scheduled," not "under construction." The TIP reflects the County's portion of the joint project. It does not and cannot reflect a WSDOT financial commitment to completion of the interchange itself. The "reasonably funded" prong of (F)(6) requires more than scoping work on a partnership project.

Third, and most fundamentally, the interchange is not within County authority. The concurrency determination is a County obligation under RCW 36.70A.070(6)(b) and CCC 40.350.020(F). The financial commitment (F)(6) requires must be a commitment the County has the legal authority to make. RCW 47.06.140(2) reserves authority over state highways to WSDOT. The County has no authority to commit state funds or to schedule state capital project delivery. Reliance on a WSDOT completion projection — however dated — is not equivalent to a County financial commitment under (F)(6). The County's own TIP describes the interchange as a "partnership project with WSDOT." That partnership language is accurate: Clark County is a partner in, not the sponsor of, the interchange reconstruction. The County's Comprehensive Plan, its concurrency findings, and its development approvals cannot rely on a state-sponsored project as if it were a County commitment.

Any one of these three deficiencies is sufficient to defeat (F)(6) credit for the interchange. Together, they establish that the TIS's reliance on the interchange to produce concurrency-compliant 2028 results is unauthorized under CCC 40.350.020(F)(6). Because the segments from NE Delfel Road to NE 15th Avenue depend on this credit to report v/c below the Code

threshold at 1,800 vph, and the credit fails, those segments' compliance is not established on the record. Denial is required under CCC 40.350.020(A) (LOS must be met before new development), CCC 40.350.020(E)(1) (approval prohibited without concurrency approval), and CCC 40.350.030(B)(6) (denial authorized where off-site road conditions are inadequate).

D. The 2018 WSDOT Letter Corroborates the Jurisdictional Issue

WSDOT submitted comments to Clark County on the original urban holding removal proposal for this corridor on November 7, 2018 (signed by Michael A. Williams, WSDOT Planning Manager, addressed to Oliver Orjiako, Clark County Community Development). The letter addresses Comprehensive Plan Amendment CPZ2018-00021 (urban holding removal, I-5 MP 9.52). WSDOT's position was that the I-5 / NE 179th Street interchange "lacks adequate capacity for any additional development" until improvements are completed; that the 2016 state legislative appropriation of $50 million for the interchange would not be available until the 2023–2025 biennium and improvements were "not anticipated to be operationally functional until 2028;" that there was a then-unidentified $9 million shortfall in corridor transportation improvements; and that "it's critical that both the NE 179th Street improvements and the I-5 interchange improvements are either in place or considered fully funded prior to the removal of the Urban Holding designation." On that basis, WSDOT supported the then-existing County staff recommendation of denial. The letter is submitted with this testimony as Exhibit A.

The letter's specific dollar figures are dated. What remains current is its jurisdictional observation: the interchange is a WSDOT facility, its timing depends on WSDOT funding and WSDOT construction scheduling, and the County cannot substitute its own will for WSDOT's delivery. The 2028 date WSDOT targeted in 2018 was not achieved; the current 2031 date has itself been the subject of repeated revision.

E. What Exhibit 52 Says and Does Not Say

Exhibit 52 does not address the jurisdictional question or the (F)(6) timing question. The concurrency-corridor finding assumes the 2028 Buildout intersection operations (which depend on all four roundabouts being built, including the two ramp terminals at I-5) and makes no finding about whether the I-5 interchange is in place, under actual construction, or the subject of a financial commitment within the (F)(6) six-year window. The record does not contain the specific (F)(6) factual findings that would support reliance on the interchange reconstruction as an in-place capacity factor for the 2028 analysis year.

F. Remedy

The Hearing Examiner should:

- Find that the TIS 2028 Buildout scenario assumes reconstruction of the I-5 / NE 179th Street interchange with roundabouts at both ramp terminals.
- Find that the I-5 interchange is under WSDOT jurisdiction, and that the Adopted 2026-2031 Clark County Transportation Improvement Program (Exhibit H) describes the

County's portion as a "joint project with the Washington State Department of Transportation" with status "Planning and scoping underway."

- Find that CCC 40.350.020(F)(6) requires improvements to be both reasonably funded AND scheduled for completion of construction within six years of the decision date, and that this requires a commitment the County has authority to make.
- Find that the record does not establish (F)(6) compliance for the interchange on any of three independent grounds: the 2031 completion projection is the product of slippage from the 2018 WSDOT letter's 2028 target (Exhibit A) and does not represent the schedule certainty (F)(6) requires; "Planning and scoping underway" is not "reasonably funded" within the meaning of (F)(6); and the County has no legal authority under RCW 47.06.140(2) to commit a state facility's financial or schedule delivery.
- Find that the failure of (F)(6) credit for the interchange means the TIS's 2028 v/c calculations for the NE 179th Street segments depending on that credit (Delfel to I-5, v/c 1.047; I-5 to NE 15th Ave, v/c 1.149) overstate the capacity available to these segments.
- Find that this failure, independently and in combination with the other failures documented in this testimony, means the application does not comply with CCC 40.350.020 and requires denial under CCC 40.350.020(A), CCC 40.350.020(E)(1), and CCC 40.350.030(B)(6) as set forth in Part I.A of this testimony.

IX. Issue 7 — The April 9, 2026 Volunteer Letter (Exhibit 51) Does Not Cure the Concurrency Failure

This issue establishes that the applicant's volunteer letter filed the day after Exhibit 52 issued does not cure the concurrency failure at NE 179th/NE 50th or elsewhere. The letter commits only to matching a pre-development baseline that itself exceeds the Code standard, and the long-term compliance path (the NE 179th/NE 50th roundabout) is programmed for 2035 or later — outside the CCC 40.350.020(F)(6) six-year window. The consequence is direct: there is no Code-compliant path to concurrency approval at this intersection on the present record. Denial is authorized under CCC 40.350.030(B)(6) and required under CCC 40.350.020(A) and CCC 40.350.020(E)(1) as established in Part I.A.

A. Background

On April 9, 2026 — the day after Exhibit 52 was issued recommending denial on the ground that the applicant had not submitted a CCC 40.350.030(B)(6)(a) volunteer letter — the applicant submitted a letter signed by Robert Root of Silver Buckle Homes (Exhibit 51). The letter purports to volunteer mitigation at NE 179th Street / NE 50th Avenue. It states that the applicant will construct a northbound left-turn lane, a shared northbound through/right lane, and a southbound receiving lane with 90 feet of queue storage.

The letter's stated performance commitment is to "match 2028 pre-development conditions" at the intersection.

B. The Code Standard

CCC 40.350.020(G)(1)(c) applies to unsignalized intersections and requires LOS E (or LOS D if signal warrants are met) after accounting for the proposed development's impacts. The provision does not permit a development to proceed where its mitigation merely restores the intersection to its pre-development operating condition if that pre-development condition itself fails the standard.

C. What the TIS Shows About Pre-Development 2028 Conditions

The TIS analysis of NE 179th Street / NE 50th Avenue under 2028 Background Conditions (i.e., without the 174th Street Subdivision trips) shows approach-level delays that exceed the CCC 40.350.020(G)(1)(c) standard. This is the basis for the concurrency staff engineer's Exhibit 52 finding that the applicant's development "adds at least five (5) peak period trips to a failing intersection approach" — the approach is already failing in the 2028 Background.

A commitment to restore the intersection to its 2028 Background condition is therefore a commitment to restore a failing condition. The performance commitment in Exhibit 51 does not bring the intersection into compliance with the Code standard; it brings the intersection back to the failing baseline from which the applicant's trips would further worsen it.

D. Volunteer Letters Cure Only the Failure They Address

Even if Exhibit 51 were sufficient to cure the procedural concern at NE 179th / NE 50th (which it is not, for the reason above), it would not cure:

- The five corridor v/c failures on NE 179th Street, NE 10th Avenue, and NE 15th Avenue (Issue 2).
- The approach-level roundabout failures at NE 179th/NE 15th and the I-5 NB Ramps (Issue 4).
- The (E)(2) cross-exclusion problem in the TIS background (Issue 5).
- The WSDOT jurisdictional problem with the I-5 interchange (Issue 6).

CCC 40.350.030(B)(6)(a) permits an applicant to volunteer mitigation "for such direct impacts" identified in the concurrency review. The provision does not convert a concurrency review with multiple documented failures into an approval simply because one of the failures is the subject of a volunteer letter. Each failure under CCC 40.350.020 must be addressed on its own terms.

E. The Long-Term Compliance Path at NE 179th / NE 50th Is a Roundabout That Is Not Reasonably Funded Within the (F)(6) Window

The Code's long-term compliance path for NE 179th / NE 50th Avenue is intersection reconstruction as a roundabout. That is the County's publicly stated plan, reflected in the TIS's own list of planned improvements (TIS pp.27–28) and in the record before the Hearing Examiner. The project's status matters:

- The NE 179th / NE 50th roundabout is not reasonably funded on the County's six-year TIP.
- The current publicly stated completion date is approximately 2035 or later.
- 2035 is well outside the CCC 40.350.020(F)(6) six-year window measured from a 2026 decision date.

Under (F)(6), reliance on the planned roundabout to resolve the intersection's operating deficiency within the concurrency period is not available. The (F)(6) conjunctive test — reasonably funded AND scheduled for completion of construction within six years — fails on both prongs. The roundabout cannot supply concurrency compliance at this intersection within the applicable horizon.

The volunteer letter (Exhibit 51) offers interim channelization improvements (northbound left-turn lane, shared northbound through/right lane, southbound receiving lane, 90 feet of queue storage). But Exhibit 51 is explicit that its performance target is only the failing 2028 pre-development baseline — not a roundabout-equivalent operation. It commits to restoring failing conditions, not resolving them. The result is an intersection with a documented failing approach, no Code-compliant long-term improvement within the (F)(6) window, and a volunteer commitment that does not bring it into compliance.

The warrant-analysis question at this intersection is addressed in Issue 1 Section F above. In brief: the TIS did perform a Warrant 1A analysis at NE 179th / NE 50th, but applied the 2+/1 lane configuration to a road the TIS itself acknowledges will operate as 1/1 in 2028 (the

widening is post-2030, per TIS pp.18–19). Under the correct 1/1 configuration, Warrant 1A is met by the TIS's own volumes. MUTCD Warrant 3 was omitted entirely and is also met by the TIS's own PM peak volumes combined with the TIS's own LOS F / v/c >1.00 finding. Warrants are therefore met at NE 179th/NE 50th, which means the applicable tier under CCC 40.350.020(G)(1)(c) is LOS D. The intersection's 2028 Buildout PM reported aggregate LOS D with v/c exceeding 1.00 places it at the compliance ceiling with demand exceeding capacity, confirming the failing approach that Exhibit 52 independently identifies.

By contrast, the Charbonneau Engineering TIS for Taylor Reserve Subdivision (PLD-2025-00026) did perform a signal warrant analysis at the failing NE St. Johns Road / NE 50th Avenue intersection, concluding: "The peak hour signal warrant is currently met, however installing a signal at this location would not be desirable due to the distance (approximately 1,200 feet) to the signal at Saint Johns Road and Lalonde Road." That Code-compliant warrant discussion — surfacing the warrant result, addressing its implications, and identifying an alternative intersection control — is what the 174th Street Subdivision TIS omitted at NE 179th/NE 50th and handled incorrectly when it did attempt the Warrant 1A analysis.

F. Remedy

The Hearing Examiner should:

- Find that the performance commitment in Exhibit 51 ("match 2028 pre-development conditions") does not satisfy CCC 40.350.020(G)(1)(c) because the 2028 pre-development condition at NE 179th / NE 50th is itself a failing condition under the TIS.
- Find that the record does not contain a Code-compliant signal warrant analysis at NE 179th Street / NE 50th Avenue: the Warrant 1A analysis performed by the TIS applied the wrong lane configuration, Warrant 3 was omitted, and correct application of either warrant under the TIS's own volumes is met, confirming that the tight LOS D tier of (G)(1)(c) applies.
- Find that the long-term planned improvement at NE 179th / NE 50th (roundabout reconstruction, currently projected for 2035 or later) is not reasonably funded within the CCC 40.350.020(F)(6) six-year window.
- Find that Exhibit 51 does not purport to address — and does not cure — the corridor v/c failures, approach-level roundabout failures, cross-exclusion, or WSDOT-jurisdictional issues.
- Find that the denial recommendation is independently supported by code-compliance failures the volunteer letter does not reach, and that denial is authorized under CCC 40.350.030(B)(6) and required under CCC 40.350.020(A) and CCC 40.350.020(E)(1) as established in Part I.A of this testimony.

X. Issue 8 — The Override in Exhibit 52 Reflects Selective Approach-Level Scrutiny, Inconsistent With How the Same Code Provisions Were Applied to a Parallel Application

A. Why This Contrast Matters

Each of the issues above stands on its own terms under CCC 40.350.020 and the 174th Street Subdivision record. This section adds a corroborating contrast: the same County concurrency engineer, reviewing a parallel subdivision application in the same jurisdiction, applied a Code-compliant methodology at an analogous failing unsignalized intersection that Exhibit 52 does not apply here. The contrast illustrates that the methodological defects identified in Issues 1, 2, and 4 are not inherent to the Code or to the concurrency review process. The Code was applied correctly in the parallel application. It was not applied the same way here. The consequence for this application: Exhibit 52's "corridor mobility facilitated with good intersection LOS" override is not a Code-compliant substitute for the approach-level analysis (G)(1)(c) requires. Denial on the broader record is authorized under CCC 40.350.030(B)(6) and required under CCC 40.350.020(A) and CCC 40.350.020(E)(1) as established in Part I.A.

B. The Parallel Application — Taylor Reserve Subdivision (PLD-2025-00026)

Taylor Reserve Subdivision is a 36-lot single-family subdivision at 5220 NE 114th Street, located several miles south of the 174th Street Subdivision but in the same jurisdiction under the same Clark County Code. Its concurrency record is before the Hearing Examiner on the same April 23, 2026 hearing date as this application. The applicable documents are:

- The Charbonneau Engineering Traffic Analysis Report dated December 31, 2024 (submitted with this testimony as Exhibit F, hereafter "the Charbonneau TIS").
- The April 8, 2026 Concurrency Staff Report — Exhibit 60 in the Taylor Reserve record — prepared by the same staff engineer (Craig Kathol) and signed by the same manager (David Jardin) on the same date (April 21, 2026) as the Exhibit 52 report in this case (submitted with this testimony as Exhibit G).

C. Charbonneau Reports Approach-Level LOS for Every Intersection, Every Scenario

The Charbonneau TIS presents capacity analysis results in Table 2 at page 5. The table reports, for each study intersection, the type of control, the peak hour, and — critically — the critical movement (labeled "Crit. Mov't"), LOS, delay, and v/c for three scenarios: 2024 Existing, 2027 Background, and 2027 Total. Each unsignalized stop-controlled intersection is evaluated at the approach level, not just the intersection aggregate.

At NE 50th Avenue and NE St. Johns Road (two-way stop control), Table 2 reports the following approach-level results:

Scenario / Peak	Crit. Mov't	Control	LOS	Delay (s)	v/c	Ex 60?	Failure
2024 Existing AM	NB	Two-way Stop	E	38.8	0.16	—	—
2024 Existing PM	NB	Two-way Stop	F	60.7	0.22	—	**LOS F**
2027 Background AM	NB	Two-way Stop	F	58.1	0.23	Yes	**LOS F**
2027 Background PM	NB	Two-way Stop	F	90.6	0.30	Yes	**LOS F**
2027 Total AM	NB	Two-way Stop	F	62.3	0.24	Yes	**LOS F**
2027 Total PM	NB	Two-way Stop	F	96.9	0.32	Yes	**LOS F**

(Source: Charbonneau TIS Table 2, p.5. All entries for NE 50th Ave / NE St. Johns Road, northbound approach. Critical movement reported as NB throughout.)

D. What Exhibit 60 Does With the Approach-Level Failure

Exhibit 60 (Taylor Reserve concurrency staff report) does not ignore the LOS F approach at NE St. Johns Road. At page 3, Exhibit 60 states:

> *"The traffic study indicated operating levels and standard delay times with a LOS better than the minimum allowable LOS E for unsignalized intersections except for the intersection of NE St. Johns Road/NE 50th Avenue. The traffic study indicates that this intersection currently operates at a LOS F and will continue to operate at a LOS F in the 2027 background and buildout scenarios."*

Exhibit 60 then proceeds through a CCC 40.350.020(G)(1)(c) analysis: it identifies the failing approach (northbound); quotes the five-peak-period-trips and worst-movement-worsened tests verbatim; and concludes:

> *"Staff compared the anticipated impacts against the criteria in the code section listed above and found that because the proposed development will not be generating/sending five (5) or more development generated trips to the failing approaches, none of the criterion was met."*

That analysis is Code-compliant. The approach-level failure is surfaced in the record; the Code provision that governs unsignalized failing approaches is cited; the criterion in that provision is

applied to the specific facts; and the result follows from the Code. Whether one agrees with each step or not, the methodology is the methodology the Code prescribes.

The Charbonneau TIS further documents (at page 5) that Charbonneau performed a signal warrant analysis at NE 50th/NE St. Johns: "The peak hour signal warrant is currently met, however installing a signal at this location would not be desirable due to the distance (approximately 1,200 feet) to the signal at Saint Johns Road and Lalonde Road." The resulting analysis and Exhibit 60 reach the conclusion that, because the applicant does not distribute the minimum five trips to the failing northbound approach, mitigation is not required notwithstanding the LOS F finding.

E. What Exhibit 52 Does Differently — and Why It Is Defective

Exhibit 52 invokes the same (G)(1)(c) framework at NE 179th Street / NE 50th Avenue, the one intersection where the TIS's own Table 6 exposes an unsignalized approach failure. For that specific location, Exhibit 52 applies the 5-trips-and-worst-movement test, finds the criteria met, and recommends denial. That analytical step mirrors the Taylor Reserve treatment at NE St. Johns Road, except the result is the opposite because this applicant contributes five or more trips.

The defect is what Exhibit 52 does — and does not do — along the five failing corridor segments. On those segments, approach-level scrutiny is neither performed nor meaningfully engaged:

- The TIS does not provide approach-level LOS tables for unsignalized approaches along NE 179th Street west of the I-5 ramps, or at NE 10th Avenue cross-streets between NE 199th and NE 179th.
- Exhibit 52 does not identify which specific approaches along the failing corridor segments operate at what LOS in the 2028 horizon.
- Exhibit 52 does not apply the (G)(1)(c) 5-trips-and-worst-movement test at any of those unsignalized approaches.
- Instead, Exhibit 52 substitutes a single generic sentence at pages 4–5 — "corridor mobility facilitated with good intersection LOS" — that cites no provision of CCC 40.350.020 and relies only on signalized-intersection delay at the bounding intersections (which are themselves modeled as roundabouts in 2028, see Issue 1).

The contrast is the selective-scrutiny pattern. When approach-level LOS is reported to staff (as at NE St. Johns Road, where Charbonneau's Table 2 surfaces it), staff engages with it under (G)(1)(c). When the applicant's TIS does not report approach-level LOS along the failing corridor segments, staff does not ask for it and substitutes a non-Code phrase. The result is that approach-level scrutiny is applied only where the underlying analysis forced it to be visible — not everywhere the Code actually requires it.

F. Exhibit 52's Own Hedge Confirms the Defect

Exhibit 52 itself at page 5 acknowledges the limitation of its corridor v/c treatment:

> *"It should be noted that the reported v/c in the applicant's traffic study should be used as an indicator that these roadway segments should be subjected to site-specific study with a more detailed operational analysis before any major design, reconstruction, or investment decisions are made."*

Staff thus acknowledges in writing, in the same paragraph that excuses the corridor failures, that the corridor v/c values actually indicate a condition warranting "more detailed operational analysis." That is what CCC 40.350.020 itself already requires — the Code's standards exist precisely to identify roadway conditions requiring mitigation. A concurrency finding that a development complies because the corridor failures do not warrant further analysis, while simultaneously acknowledging that the failures do warrant further analysis, is internally inconsistent on its face.

G. The Same Engineer, the Same Day, the Same Code

Ex. 52 (174th Street Subdivision, denial) and Exhibit G to this testimony (Taylor Reserve Subdivision, approval) were both prepared by Craig Kathol, both signed by David Jardin on April 21, 2026, and both issued under the same Clark County Code provisions. The two documents apply different analytical approaches to the treatment of approach-level LOS failures at unsignalized intersections on the County's concurrency regional significance network, in the same analysis window. That difference is not explained by facts on the ground: both analyses concerned failing unsignalized approaches at intersections of NE 50th Avenue, and both involved subdivision applicants of similar scale. The difference is in methodology, and the difference is inconsistent with Code-compliant concurrency review.

H. Remedy

The Hearing Examiner should:

- Find that CCC 40.350.020(G)(1)(c) requires evaluation of unsignalized intersections of regional significance at the approach level, including identification of critical movements and application of the 5-trips-and-worst-movement test where failing approaches exist.
- Find that the record does not contain approach-level analyses for unsignalized approaches along the five failing corridor segments identified in TIS Table 8 (other than NE 179th/NE 50th).
- Find that Exhibit 52's substitution of "corridor mobility facilitated with good intersection LOS" for the (G)(1)(c) analysis at those locations is not authorized by any provision of CCC 40.350.020.
- Find that Exhibit 60 (Taylor Reserve) demonstrates that Code-compliant treatment of approach-level LOS failures at unsignalized intersections is both possible and consistent with County practice where the underlying TIS provides the approach-level data.
- Find that Exhibit 52's own statement at page 5 — that the corridor v/c values indicate a condition requiring "more detailed operational analysis" — is inconsistent with its contemporaneous conclusion that no further analysis is required.

- Find that the record as a whole — as established by the issues above and corroborated by this Taylor Reserve contrast — shows that off-site road conditions along the NE 179th Street corridor of regional significance are inadequate to provide the minimum LOS specified in Section 40.350.020, and that denial is authorized under CCC 40.350.030(B)(6) and required under CCC 40.350.020(A) and CCC 40.350.020(E)(1) as established in Part I.A of this testimony.

XI. Conclusion and Requested Findings

The applicant's own TIS and the concurrency staff report, read together and compared against the plain text of CCC 40.350.020, document a pattern of concurrency failures that extend well beyond the single procedural ground identified in Exhibit 52. At every analytical level the Code establishes, the record shows non-compliance:

- **Corridor level —** five segments fail the 0.90 v/c standard in 2028 Buildout PM peak (TIS Table 8), and the relief staff relies on ("corridor mobility facilitated with good intersection LOS") has no Code basis.
- **Intersection level —** the operative finding characterizes 2028 roundabouts as "signalized intersections" and evaluates them under the wrong Code standard (Issue 1), while Sidra approach-level output shows LOS F at two of the four 2028 roundabouts (Issue 4).
- **Methodological level —** the TIS uses Arterial Atlas buildout capacity (1,800 vph) for NE 179th Street segments without establishing on the record that CCC 40.350.020(F)(6)'s conjunctive conditions — reasonably funded AND scheduled for completion within six years — are met segment by segment; for the I-5 adjacent segments, (F)(6) fails because of WSDOT jurisdiction; for NE 29th–NE 50th, it fails because the only planned improvement is programmed 2035+ (Issue 3). The TIS also omits earlier-filed corridor applications (Kozy Manor, Four Creeks North, Three Creeks East) from the (E)(2) chronological background (Issue 5).
- **Jurisdictional level —** the 2028 Buildout scenario depends on the I-5 interchange reconstruction, a WSDOT-sponsored partnership project that fails the CCC 40.350.020(F)(6) test on three independent grounds: the 2031 completion projection is the product of repeated slippage from 2028 and is not reliable; the Adopted 2026-2031 TIP (Exhibit H) describes the County's portion as "Planning and scoping underway" rather than funded and scheduled; and the interchange is a state facility the County has no legal authority to commit under RCW 47.06.140(2) (Issue 6).
- **Procedural cure level —** the volunteer letter (Exhibit 51) commits to restoring a pre-development condition that itself fails the Code standard, the TIS's warrant analysis at NE 179th/NE 50th applied the wrong lane configuration and omitted MUTCD Warrant 3 entirely (correctly applied, both are met, placing the applicable (G)(1)(c) tier at LOS D), and the long-term improvement (the NE 179th/NE 50th roundabout) is not reasonably funded within the (F)(6) six-year window (Issue 7).
- **Corroborating contrast —** the same concurrency engineer, signed the same day by the same manager, applied the Code-authorized (G)(1)(c) approach-level framework to a parallel failing unsignalized intersection in the Taylor Reserve application (Exhibit 60) where the underlying TIS provided approach-level data. The methodology applied here differs not because the Code differs but because the underlying TIS did not surface approach-level data along the failing corridor segments and staff did not require it (Issue 8).

Each of these issues is established by the text of the Clark County Code and the text of the applicant's own Transportation Impact Study. None requires the Hearing Examiner to substitute my engineering judgment for the applicant's or the County's. Each rests on a comparison of what the Code requires against what the TIS reports.

I respectfully request that the Hearing Examiner:

- Affirm the staff recommendation of denial.
- Enter findings that reach the substantive concurrency failures documented in the record, not only the procedural ground stated in Exhibit 52.
- Specifically find that CCC 40.350.020(F)(6), (G)(1)(a), (G)(1)(b), (G)(1)(c), and (E)(2), as well as RCW 36.70A.070(6)(b) and RCW 47.06.140(2), are not satisfied on the record before the Examiner.
- Find that Exhibit 51, the applicant's volunteer letter, does not cure those failures.

These findings matter because they define what must be cured before this application — or any similarly situated application on this corridor — can be approved. A decision that rests only on the procedural volunteer-letter ground invites a refiled application with a supplemental letter and leaves the underlying Code-compliance failures in the TIS undisturbed. A decision that addresses the record as a whole tells the applicant, the County, and the public what the Code actually requires on this corridor.

Thank you for the Hearing Examiner's careful consideration of this testimony.

Respectfully submitted,

Heidi Pozzo

Corridor Resident and Party of Record

Mailing Address: 13023 NE Highway 99, Ste 7-298, Vancouver, WA 98686

Case No. PLD-2026-00002 — 174th Street Subdivision

April 22, 2026

Appendix A — Record References and Exhibits Submitted with This Testimony

Primary Record Documents Cited

The following documents are already in the record for Case No. PLD-2026-00002 and are cited in this testimony by exhibit number and TIS page number:

- **174th Street Subdivision Transportation Impact Study,** Lancaster Mobley (Daniel Stumpf, P.E.), December 4, 2025. 39 pages plus technical appendices including Sidra 9 output for the 2028 roundabout analyses. Cited as "TIS p.__".
- **Exhibit 52 — Concurrency Staff Report,** Craig Kathol (staff engineer), David Jardin (manager), Clark County Public Works, Report Issue Date April 8, 2026, Manager signature April 21, 2026. 7 pages.
- **Exhibit 51 — Volunteer Letter,** Robert Root, Silver Buckle Homes, DocuSigned April 9, 2026.
- **Staff Report and Recommendation,** Melissa Curtis (Planner III), Clark County Community Development, Revised April 8, 2026.

Supporting Documents Submitted as Exhibits With This Testimony

The following documents were not previously entered into the record for this case and are submitted herewith for inclusion, so that the Hearing Examiner may consider them under the substantial-evidence standard:

- **Exhibit A —** WSDOT Comments on Comprehensive Plan Amendment to Remove Urban Holding (CPZ2018-00021, I-5 MP 9.52). Letter from Michael A. Williams, WSDOT Planning Manager, to Oliver Orjiako, Clark County Community Development, November 7, 2018. Referenced in Issue 6.
- **Exhibit B —** Staff Report and Recommendation for Four Creeks North Subdivision (PLD-2025-00040), Clark County, revised December 24, 2025. Referenced in Issues 1 and 2 to establish verbatim recurrence of the "signalized intersections" language and the "corridor mobility facilitated with good intersection LOS" language.
- **Exhibit C —** Staff Report and Recommendation for Three Creeks East Subdivision (PLD-2025-00077), Clark County, revised January 7, 2026. Referenced in Issues 1 and 2 for the same purpose.
- **Exhibit D —** Staff Report and Recommendation for Kozy Manor Estate Subdivision (PLD-2025-00014), Clark County, revised January 8, 2026. Referenced in Issue 3 to establish Kittelson & Associates' application of the 600 vph substandard-lane-width capacity on NE 179th Street corridor segments.
- **Exhibit E —** Staff Report and Recommendation for Taylor Reserve Subdivision (PLD-2025-00026), Clark County, April 8, 2026 (land use staff report). Referenced in Issue 8 as the land use counterpart to Exhibit G.

- **Exhibit F —** Charbonneau Engineering, Traffic Analysis Report for Taylor Reserve Subdivision, December 31, 2024. Referenced in Issue 8 for its Table 2 approach-level LOS reporting methodology, and for its signal warrant analysis at NE 50th Avenue / NE St. Johns Road.
- **Exhibit G —** Taylor Reserve Subdivision Concurrency Staff Report (Exhibit 60 in the Taylor Reserve record), Clark County, April 8, 2026, signed by David Jardin April 21, 2026. Prepared by the same staff engineer (Craig Kathol) as Exhibit 52 in this case. Recommends approval with conditions of the Taylor Reserve application, based on a CCC 40.350.020(G)(1)(c) analysis that Exhibit 52 did not perform at similarly situated unsignalized approaches along the failing corridor segments identified in TIS Table 8. Referenced throughout Issue 8.
- **Exhibit H —** Adopted 2026-2031 Transportation Improvement Program, Clark County Public Works, adopted November 4, 2025 (Resolution No. 2025-11-01). Referenced in Issues 3 and 6 for the primary-source status of TIP Project A (I-5/NE 179th Street, "Planning and scoping underway," joint project with WSDOT) and TIP Rank 2 (NE 179th Street, NE 29th Avenue–NE 50th Avenue, $17.95M of $28.91M unfunded, CN 2031–Post 2031), and for the absence of a TIP entry for the NE 179th/NE 50th roundabout reconstruction.
- **Exhibit I —** Federal Highway Administration, Manual on Uniform Traffic Control Devices (MUTCD), 11th Edition with Revision 1 (December 2025), Part 4 — Highway Traffic Signals, Chapter 4C — Traffic Control Signal Needs Studies. Referenced in Issue 1 Sections F.1 and F.2 and Issue 7 Section E for MUTCD Warrant 1A (Eight-Hour Vehicular Volume, Section 4C.02 and Table 4C-1) and the Peak Hour Warrant, including the 8,850/2,650 ADT thresholds for the 1/1 lane configuration.
- **Exhibit J —** Federal Highway Administration / Transportation Research Board, NCHRP Research Report 1043 — Guide for Roundabouts (2023). This is the current authoritative federal/TRB reference on roundabouts, and supersedes NCHRP Report 672: Roundabouts: An Informational Guide, 2nd Edition (2010). Referenced in Issue 2 Section F.1–F.5 for the operational principles of roundabout intersections (continuous gap acceptance rather than signal metering) and the relationship between roundabout intersection capacity and downstream segment performance.

These exhibits are offered to show that the errors and methodological departures documented in Exhibit 52 are not isolated to this case. The Hearing Examiner may consider the exhibits as substantial evidence in the record of this proceeding; however, the code-compliance findings requested in Part X of this testimony can each be reached on the basis of Exhibit 52 and the TIS alone, without any reference to the supplemental exhibits.

Code Provisions Cited

- CCC 40.350.020(E)(2) — chronological testing of multiple applications
- CCC 40.350.020(F) — determination of operating levels (factors for concurrency analysis)

- CCC 40.350.020(F)(6) — credit for improvements "reasonably funded and scheduled for completion of construction within six (6) years"
- CCC 40.350.020(G)(1)(a) — corridor v/c standard and substandard-lane-width capacity
- CCC 40.350.020(G)(1)(b) — signalized intersection delay standard
- CCC 40.350.020(G)(1)(c) — unsignalized intersection LOS standard
- CCC 40.350.030(B)(6) — off-site road conditions and denial authority
- CCC 40.350.030(B)(6)(a) — volunteer mitigation
- RCW 36.70A.070(6)(b) — GMA transportation concurrency
- RCW 47.06.140(2) — state highway authority
- RCW 82.02.020 — voluntary mitigation agreements

Your Future. Your Voice.

CLARK2045

Manufactured Home Park Information Session

Comment Online

CLARK COUNTY COMMUNITY PLANNING • 1300 Franklin St., PO Box 9810, Vancouver, WA 98666-9810 • 564.397.2280

Comment Form

Information Session: Manufactured Home Park Overlay and Code
September 14, 2026 • Public Service Center, 1300 Franklin St

Please use the QR code above to comment online or fill out this sheet in pen and drop it in the comment box. **Please print clearly!** These comments will be shared with the Clark County Council.

After hearing tonight's presentation, do you support the proposed manufactured home park overlay?	☒ Yes ☐ No ☐ Don't Know
After hearing tonight's presentation, do you support the proposed use exception for affordable housing?	☐ Yes ☒ No ☐ Don't Know

Name: Janet Easley

Address: 16500 SE 1st ST., Unit 154, Vancouver Unit 154

Comments: I live in Cascade Park village. I sent an email on 9-13-26 on the exception. I am against it.

Would you like to be added to our comprehensive plan notification list? If so, please print your e-mail address clearly here: easleyhje@gmail.com

Other ways to comment:

- Comment online: https://bit.ly/2025CPComments or use QR code at top pf page
- Ask a question or comment by email: comp.plan@clark.wa.gov
- Mail: Community Planning, MHP Comments, PO Box 9810, Vancouver, WA 98666-9810
- Testify or submit written comments to the Clark County Council for their Oct. 1, 4pm hearing. Look for more information at https://bit.ly/2025CPMtg

Thank you for participating!



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After hearing tonight's presentation, do you support the proposed manufactured home park overlay?	☒ Yes ☐ No ☐ Don't Know
After hearing tonight's presentation, do you support the proposed use exception for affordable housing?	☐ Yes ☐ No ☒ Don't Know

Name: Linda Huettl

Address: 16500 SE 1ST ST Unit 94 Vancouver WA 98684

Comments: I have an issue with "economic viability" - are there standards to prove this or could you develop some.

Thank you for your work thus far.

Would you like to be added to our comprehensive plan notification list? If so, please print your e-mail address clearly here: lynnlnk24c@gmail.com

Other ways to comment:

- Comment online: https://bit.ly/2025CPComments or use QR code at top pf page
- Ask a question or comment by email: comp.plan@clark.wa.gov
- Mail: Community Planning, MHP Comments, PO Box 9810, Vancouver, WA 98666-9810
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Thank you for participating!

4

Your Future. Your Voice.

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Manufactured Home Park Information Session

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Please use the QR code above to comment online or fill out this sheet in pen and drop it in the comment box. **Please print clearly!** These comments will be shared with the Clark County Council.

After hearing tonight's presentation, do you support the proposed manufactured home park overlay?	☒ Yes ☐ No ☐ Don't Know
After hearing tonight's presentation, do you support the proposed use exception for affordable housing?	☐ Yes ☒ No ☐ Don't Know

Name: Lisa Rowe

Address: 16500 SE 1st St #129 Vancouver 98684

Comments: I moved to Vancouver specifically for this mobile home park. I was planning to move to Portland but so glad I'm here! I thought I'd be here the rest of my life. If I lose my home I'll have nothing and will have to leave WA. If there is other land available, why would you destroy our already affordable housing? Our homes are on foundations and can't be moved. We could literally lose $200,000! Replacing our homes with studio & 1 bedroom apartments doesn't help families. Or people with disabilities that can't do stairs. Seems like a cookie cutter plan that's not right for Clark County. It's different here, it's special. People come here for a better quality of life. for the open, green space. Apparently, it's more quantity over quality for the growth plan. We need manufactured home parks. Just saying Clark County has 10,000 new units won't bring new residents. We could attract more families by giving an option to own their own home. They would fill schools, support local businesses, etc. Our homes allow for easy

Would you like to be added to our comprehensive plan notification list? If so, please print your e-mail address clearly here: lisarowe77@gmail.com

Other ways to comment:

- Comment online: https://bit.ly/2025CPComments or use QR code at top pf page
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Thank you for participating!

For other formats, contact the Clark County ADA Office 564.397.2322 / 711 or 800.833.6388 / ADA@clark.wa.gov

access to bring in kids, pets, groceries. There is sufficient dedicated parking, no shared walls, lots of indoor/outdoor storage, room to garden. So many benefits to these homes. The tiny apartments will only accomodate individuals, which is still needed. But, it's limited and isn't right for families, seniors, disabled. And in 10-15 years they'll be even less appealing as they become run down.
We all understand that progress and growth are necessary for the cities and county but, it shouldn't be at the sacrifice of our homes.

We need more parks! Even the typical layout of home > carport > home > carport, etc. would allow for more homes in a park. They're safe, quiet, affordable. People hear "mobile home" and think "trailer", "wheels", "space rent" and don't understand mobile home living at all. When looking at the big picture, mortgage & space rent can be less than apartment rent. And so many more benefits. I lived in one for 23 years in CA before moving here. several friends bought homes in my park after seeing my place and how affordable it was. Even with no amenities, a mobile home has so much more to offer.
In the current economy, they won't appreciate as quickly but, they do, so you can't lose even if you just get your money back if you sell. I bought my home for $150 000 and sold for $365 000. That allowed me to buy my home here in Vancouver. If I lose my home, I lose everything and couldn't get an apartment with my social security.

We appreciate the temporary moratoreum and the attention being paid to this issue but, we need a permanent solution soon for our own well being! It's so stressful thinking about possibly being homeless! And it's all out of our hands.

Please save our homes!

Thank You

Subject: Public Comment: Legal Precedents & 5 Core Requirements to Amend the MHP Overlay (Hazel Dell Mobile Home Community)

Dear Clark County Planning Team and County Councilors,

My name is **Nancee Alexander**, and I am a resident of **Hazel Dell Mobile Home Community** (1709 NE 78th St, Unit 140). While I strongly support the intent of the proposed **Manufactured Home Park (MHP) Overlay Zone**, I am writing to formally submit specific Washington State statutory and municipal code precedents that the county must adopt to close the open-ended "economic viability" exemption, mandate landlord mitigation, and establish dedicated space-rent stabilization under **CCC 40.250.120**.

As currently written, the overlay allows owners to redevelop a park if they demonstrate that continuing operations is no longer financially viable. For mega-corporations and institutional private equity groups—like GSC Investments, which currently has our community bundled for sale—this standard is dangerously easy to manipulate. Large corporate owners have the resources to artificially inflate operating costs, defer routine maintenance, or alter financial ledgers to manufacture a "loss" on paper, creating a backdoor avenue to force a rezoning change.

In fact, we are already seeing predatory management tactics at play right now at Hazel Dell Mobile Home Community that could be used to exploit this very loophole:

- Long-term, regular residents who have lived here for years are currently paying approximately **$700 a month** in space rent.
- However, the corporate owners have spiked the new move-in price to **$1,250 a month**.

This extreme **$550-per-month discrepancy** has intentionally broken our local housing ecosystem. Because of this artificial entry rate, **Hazel Dell Mobile Home Community currently has 13 unleased lots sitting empty, with our longest vacant lot sitting unleased for over 270 days.** Furthermore, I have spoken directly with neighbors who are trapped—trying to sell their homes *below* what they originally paid for them because incoming buyers are completely priced out by the exorbitant $1,250 lot rent.

The financial crisis this corporate squeezing creates for families is devastating. **I have a neighbor right now who is juggling both a mortgage on their mobile home unit alongside our regular monthly site lease payments.** If a predatory corporate buyer is permitted to use an unviability loophole to shut down this park, residents like my

neighbor will face immediate financial ruin—left completely homeless while still legally forced to pay off a bank mortgage on a structure that has nowhere to sit.

Compounding these economic pressures, the landlord has consistently mishandled statutory notification procedures. The landlord initially bypassed certified mail or personal hand-delivery as strictly mandated by **RCW 59.20.325(2)**, choosing instead to tape time-sensitive notices to residents' exterior doors. While the owners eventually attempted to fix this error by mailing "return receipt" letters, **they explicitly omitted the legally required disclosures identifying where tenants can find organizational and financial assistance to pursue their right to purchase.** Hiding these state-mandated resource channels directly subverts the intent of the law and actively hinders a senior community's ability to protect itself.

Clark County does not need to reinvent the wheel to fix this. Cities across Washington State have already written strict ordinances that protect land *solely* for mobile home park preservation, successfully defeating corporate legal pushback. To ensure this overlay stands up to judicial scrutiny, I urge the Planning Commission and Council to adopt and integrate the following five core regulatory frameworks into the final text of **CCC 40.250.120**:

1. **Establish a Senior Mobile Home Park Sub-district:** Within the broader MHP Overlay, the county should create a specific Senior MHP Sub-district to protect designated 55+ age-restricted communities like Hazel Dell Mobile Home Community. This sub-district will codify the park's specialized role in providing senior affordable housing, creating an additional legal barrier that prevents corporate buyers from converting senior spaces into market-rate rentals or non-residential developments.
2. **Remove the Open-Ended 'Economic Viability' Loophole (Precedent: *Laurel Park Community, LLC v. City of Tumwater*):** Clark County should eliminate the vague financial unviability loophole by mirroring the **City of Tumwater Municipal Code (TMC) Chapter 18.49**. Tumwater's strict preservation overlay was challenged by corporate landowners but was explicitly **upheld by the U.S. Ninth Circuit Court of Appeals** (*Laurel Park Community, LLC v. City of Tumwater*, 2012). The courts ruled that restricting land solely to mobile home use is a constitutionally sound exercise of local zoning authority to protect low-income housing. If an owner claims financial distress, the county should look to a Transfer of Development Rights (TDR) mechanism mirrored after **Kenmore Municipal Code (KMC) Chapter 18.80** to protect land value without sacrificing affordable housing, rather than granting a land-use conversion.
3. **Mandate a Triple-Rate Senior Displacement Mitigation Fee:** If a park closure or land-use conversion is ever approved under an unviability claim, the code

must mandate that the developer pay a penalty-tier mitigation fee equivalent to triple the standard baseline relocation costs. This mandatory fee must comprehensively cover 100% of the actual physical expenses required to safely dismantle, transport, and hook up manufactured homes to a new location under **RCW 59.21.021**, or mandate a mandatory buyout at pre-distressed market value if a unit has an active mortgage or cannot structurally survive a relocation.

4. **Codify Bright-Line Metrics for "Economic Viability" and Disqualify Self-Inflicted Losses:** The local code must explicitly define "economic unviability" to protect against manufactured claims. Land-use law guarantees a right to a reasonable economic return, not maximum corporate profit. The overlay must establish that a property remains legally and financially "viable" if its net operating income yields a baseline return equivalent to the annualized Federal Reserve Prime Rate (or a capped net yield of 5% to 7%). A developer's failure to meet an exorbitant corporate hurdle or private equity target (such as a 15% or 20% ROI) shall explicitly *not* constitute financial unviability. Furthermore, any unviability application must be automatically null and void if the owner has artificially engineered vacancies or manufactured paper losses through predatory rent-tiering, legally deficient statutory notices, or intentional maintenance neglect.
5. **Implement Local Vacancy Control to Prevent Evasion of State Law (HB 1217):** To definitively stop predatory rent-tiering, the overlay text must mandate local vacancy control that caps space rents on unleased lot parcels. Under Washington State's Rent Stabilization Law (**HB 1217**), the Legislature established a strict public policy protecting manufactured homeowners by capping annual lot increases at **5%** [HB 1217]. Corporate owners are actively evading the intent of HB 1217 by weaponizing a gap in state law—skyrocketing vacant entry rates to an extortionate **$1,250** to freeze the housing market and deliberately engineer a high vacancy rate. Clark County has the clear municipal land-use authority to tie rent stabilization directly to the physical land parcel itself within an affordable housing overlay zone. The code must mandate that upon a tenant vacancy or home sale, the lot rent increase is bound by the state's 5% cap based on the property's prior historical ledger [HB 1217]. This eliminates the financial incentive for private equity buyers to artificially starve the community of occupants to manufacture "economic unviability."

Please close this corporate loophole, adopt these proven Washington legal frameworks, and give the residents of Hazel Dell Mobile Home Community meaningful housing security.

Sincerely,

Nancee Alexander
Hazel Dell Mobile Home Community Resident
1709 NE 78th St, Unit 140, Vancouver, WA 98665

Councillors

I discovered an error in the previous packet and I wish to provide you with correct information. (Please see the attached for the correction)

Also Ii have been doing further research upon GSC holdings in unincorporated Clark County and the new updated metrics of the consequences of the GSC divestment of all of their properties (that I could find) located in unincorporated Clark County.

GSC is liquidating their holdings due to the passing of **HB 1217,** GSC began purchasing properties in 2016 and completed their purchase spree in 2022. During their purchase of Hazel Dell Estates MHC (of which I am a tenant) on 12/2/2022 thru the passing of **HB 1217** I have had my lease/rent raised $225.00, the $25.00 raise was last year, but at the same time as that low increase GSC also turned all utilities that were being paid by the park to pass through billing and stopped paying for our garbage pick up.. In essence, the tenants once again had a lease raise of approximately $100.00.

GSC has now reached the end of their abilities to legally raise our rent above the state mandated 5%. thus, the mass sell off of ALL of their Pacific Northwest holdings.Our county is a microcosm of what is happening all over the PNW.

Please make our overlay as strong and bullet proof as possible so the the residents of Clark County, especially our most vulnerable seniors once again feel safe and stable knowing that their homes are protected from predatory corporations such as GSC.

Thank you,

Nancee Alexander
1709 NE 78th St, Unit 140
Vancouver, WA 98665
(360)828-1056
engsetr@yahoo.com

Dear Councilors,

More information has come to my attention regarding the corporate real estate firm GSC Investments (operating locally under Collective Communities). The firm is actively bundling and divesting its entire portfolio of manufactured housing properties across the Pacific Northwest. This mass divestment is a direct reaction to the strong rent stabilization laws implemented in Washington State **(HB 1217)**, which strictly cap annual manufactured housing space rent increases at 5%. Because corporate equity groups can no longer extract unlimited rent hikes from vulnerable tenants, they are choosing to offload their assets en masse.

Within Clark County specifically, GSC is bundling and selling five of its communities located within our unincorporated borders. This includes the senior-restricted bundle of **Lazy Z Mobile Home Court** and **Hazel Dell Mobile Home Estates**, as well as three additional family-friendly communities in the Sifton and Orchards neighborhoods: **Sifton Gardens**, **Sunrise Acres**, and **Idylwood**. While the firm is also simultaneously divesting its **Battle Ground Mobile Home Community** (a 55-and-older senior community comprising nearly 180 lots that directly affects approximately 270 vulnerable older adults), that community sits within the incorporated city limits of Battle Ground; therefore, I am explicitly excluding it from this communication to focus solely on the immediate housing crisis facing unincorporated Clark County.

I also wish to make an important correction regarding the notice packet that was distributed to councilors. GSC did include information for seniors on finding financial assistance to potentially purchase the mobile home parks themselves. However, this resource information was printed at the very bottom of the letter in extremely small print. **They followed the letter of the law, but not the spirit of the law.**

Furthermore, I have conducted deeper research into the pending sale of **Hazel Dell Mobile Home Estates**. While a total acquisition price is not transparently listed, I uncovered commercial real estate listings for the park that market the space rent at an alarming $1,300 per month. All five of these local parks are currently being offered for sale as turnkey operations.

The potential sale of the senior-restricted bundle in Hazel Dell represents a sweeping threat to the county's affordable senior housing infrastructure. Together, **Lazy Z Mobile Home Court** (45 to 61 lots) and **Hazel Dell Mobile Home Estates** (128 lots) encompass a combined 173 to 189 total home sites. This corporate divestment directly jeopardizes the housing stability of approximately 260 to 320 vulnerable older adults, many of whom live alone and subsist entirely on fixed incomes.

Similarly, the sale of the all-ages bundle in the Sifton and Orchards neighborhoods delivers an equally devastating blow to local working families. Combined, **Sifton Gardens** (31 lots), **Sunrise Acres** (38 lots), and **Idylwood** (50 lots) encompass 119 total home sites. This divestment threatens to disrupt or displace approximately 270 to 330 local residents, including school-aged children and hard-working families who rely on these properties as one of the few remaining sources of unsubsidized affordable housing in the county.

When private equity portfolios of this scale are bundled and sold off as turnkey investment packets without transparent terms or fair opportunity for tenant purchase, it routinely triggers predatory rent restructuring or aggressive redevelopment schemes that displace entire neighborhoods of residents who have nowhere else to go. Because all five of these interconnected parks sit squarely within unincorporated Clark County, they fall directly under your jurisdiction. I urge the Council to closely monitor these pending sales, look into these notice deficiencies, and utilize all available county housing protections and zoning tools to safeguard these lots and the hundreds of residents who call them home.

Thank you for your time and prompt attention to this urgent matter.

Sincerely,

Nancee Alexander
1709 Northeast 78th Street, Unit 140
Vancouver, Washington 98665
360-828-1056
engsetr@yahoo.com

September 13, 2026

Dear Clark County Counselors,

Please find below a comprehensive overview of current entry-level, budget-friendly housing rates in Clark County, Washington. This breakdown tracks the local affordable market across various configurations, moving sequentially from individual single-room rentals up to standalone two-bedroom homes. **Please note that all listed costs and rental ranges are verified current as of September 13th, 2026.**

The baseline rates provided below are aggregated from active market inventories and historical rental indices across localized rental databases, specifically cross-referencing aggregate listings from Zillow, Apartments.com, HotPads, and Roomies.

The baseline monthly rent tiers reflect standard market-rate affordable housing, concentrated primarily in areas like Hazel Dell, North Image, Orchards, and Central Vancouver:

- **Single Room Rentals ($500 – $750 / month):** This entry point typically consists of a private bedroom within a shared single-family home or apartment complex. Utilities are often split among household members or bundled into a flat rate. Living areas, kitchens, and bathrooms are generally shared.
- **Studio Apartments ($1,050 – $1,350 / month):** These self-contained units generally offer under 500 square feet of open-concept living space combining the bedroom and kitchen areas, alongside a private bathroom. Communities at this price tier offer standard residential finishes and shared on-site laundry facilities.
- **One-Bedroom Apartments ($1,100 – $1,350 / month):** Providing a completely separate bedroom layout, these units average 600 to 700 square feet. This value tier features standard residential layouts and neighborhood parking.
- **Two-Bedroom Apartments ($1,500 – $1,700 / month):** These multi-room layouts range from 850 to 1,000 square feet, featuring a shared central living area, closet space, and standard community parking.
- **Two-Bedroom Duplexes or Townhomes ($1,700 – $1,950 / month):** Offering multi-level living or semi-private layouts with shared structural walls, these properties bridge the gap between apartments and standalone houses. They often feature small patios or private entryways, without the luxury add-on fees of newer master-planned developments.
- **Two-Bedroom Single-Family Homes ($2,200 – $2,400+ / month):** Detached standalone homes represent the upper tier of the affordable segment. While they

command a premium, they include completely private yards, individual driveways, and standalone garage space.

Please note that all options listed above represent temporary rental units. They are not real property belonging to the individual renting the site, and tenancy grants no equity, long-term ownership, or permanent housing security.

In actuality, as manufactured home owners, we are finding out that what we thought was long-term security and equity is instead a vulnerable position, as we do not own the land beneath our homes and remain entirely subject to escalating lot rents and displacement.

Sincerely,

Nancee Alexander
Tenant, Hazel Dell Estates MHC
360-828-1056
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neighbor will face immediate financial ruin—left completely homeless while still legally forced to pay off a bank mortgage on a structure that has nowhere to sit.

Compounding these economic pressures, the landlord has consistently mishandled statutory notification procedures. The landlord initially bypassed certified mail or personal hand-delivery as strictly mandated by **RCW 59.20.325(2)**, choosing instead to tape time-sensitive notices to residents' exterior doors. While the owners eventually attempted to fix this error by mailing "return receipt" letters, **they explicitly omitted the legally required disclosures identifying where tenants can find organizational and financial assistance to pursue their right to purchase.** Hiding these state-mandated resource channels directly subverts the intent of the law and actively hinders a senior community's ability to protect itself.

Clark County does not need to reinvent the wheel to fix this. Cities across Washington State have already written strict ordinances that protect land *solely* for mobile home park preservation, successfully defeating corporate legal pushback. To ensure this overlay stands up to judicial scrutiny, I urge the Planning Commission and Council to adopt and integrate the following five core regulatory frameworks into the final text of **CCC 40.250.120**:

1. **Establish a Senior Mobile Home Park Sub-district:** Within the broader MHP Overlay, the county should create a specific Senior MHP Sub-district to protect designated 55+ age-restricted communities like Hazel Dell Mobile Home Community. This sub-district will codify the park's specialized role in providing senior affordable housing, creating an additional legal barrier that prevents corporate buyers from converting senior spaces into market-rate rentals or non-residential developments.
2. **Remove the Open-Ended 'Economic Viability' Loophole (Precedent: *Laurel Park Community, LLC v. City of Tumwater*):** Clark County should eliminate the vague financial unviability loophole by mirroring the **City of Tumwater Municipal Code (TMC) Chapter 18.49**. Tumwater's strict preservation overlay was challenged by corporate landowners but was explicitly **upheld by the U.S. Ninth Circuit Court of Appeals** (*Laurel Park Community, LLC v. City of Tumwater*, 2012). The courts ruled that restricting land solely to mobile home use is a constitutionally sound exercise of local zoning authority to protect low-income housing. If an owner claims financial distress, the county should look to a Transfer of Development Rights (TDR) mechanism mirrored after **Kenmore Municipal Code (KMC) Chapter 18.80** to protect land value without sacrificing affordable housing, rather than granting a land-use conversion.
3. **Mandate a Triple-Rate Senior Displacement Mitigation Fee:** If a park closure or land-use conversion is ever approved under an unviability claim, the code

Subject: Public Comment: Legal Precedents & 5 Core Requirements to Amend the MHP Overlay (Hazel Dell Mobile Home Community)

Dear Clark County Planning Team and County Councilors,

My name is **Nancee Alexander**, and I am a resident of **Hazel Dell Mobile Home Community** (1709 NE 78th St, Unit 140). While I strongly support the intent of the proposed **Manufactured Home Park (MHP) Overlay Zone**, I am writing to formally submit specific Washington State statutory and municipal code precedents that the county must adopt to close the open-ended "economic viability" exemption, mandate landlord mitigation, and establish dedicated space-rent stabilization under **CCC 40.250.120**.

As currently written, the overlay allows owners to redevelop a park if they demonstrate that continuing operations is no longer financially viable. For mega-corporations and institutional private equity groups—like GSC Investments, which currently has our community bundled for sale—this standard is dangerously easy to manipulate. Large corporate owners have the resources to artificially inflate operating costs, defer routine maintenance, or alter financial ledgers to manufacture a "loss" on paper, creating a backdoor avenue to force a rezoning change.

In fact, we are already seeing predatory management tactics at play right now at Hazel Dell Mobile Home Community that could be used to exploit this very loophole:

- Long-term, regular residents who have lived here for years are currently paying approximately **$700 a month** in space rent.
- However, the corporate owners have spiked the new move-in price to **$1,250 a month**.

This extreme **$550-per-month discrepancy** has intentionally broken our local housing ecosystem. Because of this artificial entry rate, **Hazel Dell Mobile Home Community currently has 13 unleased lots sitting empty, with our longest vacant lot sitting unleased for over 270 days.** Furthermore, I have spoken directly with neighbors who are trapped—trying to sell their homes *below* what they originally paid for them because incoming buyers are completely priced out by the exorbitant $1,250 lot rent.

The financial crisis this corporate squeezing creates for families is devastating. **I have a neighbor right now who is juggling both a mortgage on their mobile home unit alongside our regular monthly site lease payments.** If a predatory corporate buyer is permitted to use an unviability loophole to shut down this park, residents like my

must mandate that the developer pay a penalty-tier mitigation fee equivalent to triple the standard baseline relocation costs. This mandatory fee must comprehensively cover 100% of the actual physical expenses required to safely dismantle, transport, and hook up manufactured homes to a new location under **RCW 59.21.021**, or mandate a mandatory buyout at pre-distressed market value if a unit has an active mortgage or cannot structurally survive a relocation.

4. **Codify Bright-Line Metrics for "Economic Viability" and Disqualify Self-Inflicted Losses:** The local code must explicitly define "economic unviability" to protect against manufactured claims. Land-use law guarantees a right to a reasonable economic return, not maximum corporate profit. The overlay must establish that a property remains legally and financially "viable" if its net operating income yields a baseline return equivalent to the annualized Federal Reserve Prime Rate (or a capped net yield of 5% to 7%). A developer's failure to meet an exorbitant corporate hurdle or private equity target (such as a 15% or 20% ROI) shall explicitly *not* constitute financial unviability. Furthermore, any unviability application must be automatically null and void if the owner has artificially engineered vacancies or manufactured paper losses through predatory rent-tiering, legally deficient statutory notices, or intentional maintenance neglect.
5. **Implement Local Vacancy Control to Prevent Evasion of State Law (HB 1217):** To definitively stop predatory rent-tiering, the overlay text must mandate local vacancy control that caps space rents on unleased lot parcels. Under Washington State's Rent Stabilization Law (**HB 1217**), the Legislature established a strict public policy protecting manufactured homeowners by capping annual lot increases at **5%** [HB 1217]. Corporate owners are actively evading the intent of HB 1217 by weaponizing a gap in state law—skyrocketing vacant entry rates to an extortionate **$1,250** to freeze the housing market and deliberately engineer a high vacancy rate. Clark County has the clear municipal land-use authority to tie rent stabilization directly to the physical land parcel itself within an affordable housing overlay zone. The code must mandate that upon a tenant vacancy or home sale, the lot rent increase is bound by the state's 5% cap based on the property's prior historical ledger [HB 1217]. This eliminates the financial incentive for private equity buyers to artificially starve the community of occupants to manufacture "economic unviability."

Please close this corporate loophole, adopt these proven Washington legal frameworks, and give the residents of Hazel Dell Mobile Home Community meaningful housing security.

Sincerely,

Nancee Alexander
Hazel Dell Mobile Home Community Resident
1709 NE 78th St, Unit 140, Vancouver, WA 98665

Councillors

I discovered an error in the previous packet and I wish to provide you with correct information. (Please see the attached for the correction)

Also Ii have been doing further research upon GSC holdings in unincorporated Clark County and the new updated metrics of the consequences of the GSC divestment of all of their properties (that I could find) located in unincorporated Clark County.

GSC is liquidating their holdings due to the passing of **HB 1217,** GSC began purchasing properties in 2016 and completed their purchase spree in 2022. During their purchase of Hazel Dell Estates MHC (of which I am a tenant) on 12/2/2022 thru the passing of **HB 1217** I have had my lease/rent raised $225.00, the $25.00 raise was last year, but at the same time as that low increase GSC also turned all utilities that were being paid by the park to pass through billing and stopped paying for our garbage pick up.. In essence, the tenants once again had a lease raise of approximately $100.00.

GSC has now reached the end of their abilities to legally raise our rent above the state mandated 5%. thus, the mass sell off of ALL of their Pacific Northwest holdings.Our county is a microcosm of what is happening all over the PNW.

Please make our overlay as strong and bullet proof as possible so the the residents of Clark County, especially our most vulnerable seniors once again feel safe and stable knowing that their homes are protected from predatory corporations such as GSC.

Thank you,

Nancee Alexander
1709 NE 78th St, Unit 140
Vancouver, WA 98665
(360)828-1056
engsetr@yahoo.com

Dear Councilors,

More information has come to my attention regarding the corporate real estate firm GSC Investments (operating locally under Collective Communities). The firm is actively bundling and divesting its entire portfolio of manufactured housing properties across the Pacific Northwest. This mass divestment is a direct reaction to the strong rent stabilization laws implemented in Washington State **(HB 1217)**, which strictly cap annual manufactured housing space rent increases at 5%. Because corporate equity groups can no longer extract unlimited rent hikes from vulnerable tenants, they are choosing to offload their assets en masse.

Within Clark County specifically, GSC is bundling and selling five of its communities located within our unincorporated borders. This includes the senior-restricted bundle of **Lazy Z Mobile Home Court** and **Hazel Dell Mobile Home Estates**, as well as three additional family-friendly communities in the Sifton and Orchards neighborhoods: **Sifton Gardens**, **Sunrise Acres**, and **Idylwood**. While the firm is also simultaneously divesting its **Battle Ground Mobile Home Community** (a 55-and-older senior community comprising nearly 180 lots that directly affects approximately 270 vulnerable older adults), that community sits within the incorporated city limits of Battle Ground; therefore, I am explicitly excluding it from this communication to focus solely on the immediate housing crisis facing unincorporated Clark County.

I also wish to make an important correction regarding the notice packet that was distributed to councilors. GSC did include information for seniors on finding financial assistance to potentially purchase the mobile home parks themselves. However, this resource information was printed at the very bottom of the letter in extremely small print. **They followed the letter of the law, but not the spirit of the law.**

Furthermore, I have conducted deeper research into the pending sale of **Hazel Dell Mobile Home Estates**. While a total acquisition price is not transparently listed, I uncovered commercial real estate listings for the park that market the space rent at an alarming $1,300 per month. All five of these local parks are currently being offered for sale as turnkey operations.

The potential sale of the senior-restricted bundle in Hazel Dell represents a sweeping threat to the county's affordable senior housing infrastructure. Together, **Lazy Z Mobile Home Court** (45 to 61 lots) and **Hazel Dell Mobile Home Estates** (128 lots) encompass a combined 173 to 189 total home sites. This corporate divestment directly jeopardizes the housing stability of approximately 260 to 320 vulnerable older adults, many of whom live alone and subsist entirely on fixed incomes.

Similarly, the sale of the all-ages bundle in the Sifton and Orchards neighborhoods delivers an equally devastating blow to local working families. Combined, **Sifton Gardens** (31 lots), **Sunrise Acres** (38 lots), and **Idylwood** (50 lots) encompass 119 total home sites. This divestment threatens to disrupt or displace approximately 270 to 330 local residents, including school-aged children and hard-working families who rely on these properties as one of the few remaining sources of unsubsidized affordable housing in the county.

When private equity portfolios of this scale are bundled and sold off as turnkey investment packets without transparent terms or fair opportunity for tenant purchase, it routinely triggers predatory rent restructuring or aggressive redevelopment schemes that displace entire neighborhoods of residents who have nowhere else to go. Because all five of these interconnected parks sit squarely within unincorporated Clark County, they fall directly under your jurisdiction. I urge the Council to closely monitor these pending sales, look into these notice deficiencies, and utilize all available county housing protections and zoning tools to safeguard these lots and the hundreds of residents who call them home.

Thank you for your time and prompt attention to this urgent matter.

Sincerely,

Nancee Alexander
1709 Northeast 78th Street, Unit 140
Vancouver, Washington 98665
360-828-1056
engsetr@yahoo.com

September 13, 2026

Dear Clark County Counselors,

Please find below a comprehensive overview of current entry-level, budget-friendly housing rates in Clark County, Washington. This breakdown tracks the local affordable market across various configurations, moving sequentially from individual single-room rentals up to standalone two-bedroom homes. **Please note that all listed costs and rental ranges are verified current as of September 13th, 2026.**

The baseline rates provided below are aggregated from active market inventories and historical rental indices across localized rental databases, specifically cross-referencing aggregate listings from Zillow, Apartments.com, HotPads, and Roomies.

The baseline monthly rent tiers reflect standard market-rate affordable housing, concentrated primarily in areas like Hazel Dell, North Image, Orchards, and Central Vancouver:

- **Single Room Rentals ($500 – $750 / month):** This entry point typically consists of a private bedroom within a shared single-family home or apartment complex. Utilities are often split among household members or bundled into a flat rate. Living areas, kitchens, and bathrooms are generally shared.
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command a premium, they include completely private yards, individual driveways, and standalone garage space.

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Sincerely,

Nancee Alexander
Tenant, Hazel Dell Estates MHC
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Official Public Comment Submission
CLARK COUNTY COMPREHENSIVE GROWTH MANAGEMENT PLAN

TO: Clark County Planning Commission & Clark County Councilors
FROM: Nancee Alexander, Resident of Hazel Dell Mobile Home Community
DATE: September 14, 2026
REGARDING: Proposed Amendments to CCC 40.250.120 (Manufactured Home Park Overlay Zone)

Executive Summary of Enclosed Written Testimony

This packet details critical structural vulnerabilities within the current draft text of the **Manufactured Home Park (MHP) Overlay Zone**, specifically targeting the unmonitored "Economic Viability" exemption clause.

Using current local case data from the **Hazel Dell Mobile Home Community**, this document demonstrates how predatory corporate operators utilize tiered entry pricing ($1,250 move-in vs. $700 baseline rents), unlawful delivery tactics (taping statutory notices directly to doors rather than via certified mail), and artificial lot vacancies (13 unleased lots; 270+ days vacant) to manufacture artificial financial distress and force land-use conversions.

Enclosed Legal Citations & Legislative Requests:

Requirement 1: Total elimination of open-ended economic loopholes via municipal frameworks established under *Laurel Park Community, LLC v. City of Tumwater* (9th Cir. 2012).
Requirement 2: Codification of a Senior MHP Sub-district utilizing density-credit mechanisms mirrored after Kenmore Municipal Code (KMC) Chapter 18.80.
Requirement 3: Statutory mandate for a corporate-funded **Triple-Rate Senior Displacement Mitigation Fee** reinforcing tenant protections under RCW 59.20 and RCW 59.21.
Requirement 4: Non-discretionary disqualification of applications relying on self-inflicted financial distress or predatory vacancy steering. The ordinance must explicitly

define "viability" as a modest baseline yield (5% to 7%), establishing that a corporation's failure to reach exorbitant private equity returns (such as a 20% ROI target) does *not* constitute legal grounds for a land-use conversion.

Requirement 5: Mandated local **vacancy control to prevent evasion of State Law (HB 1217)**, locking rent caps directly to the lot parcel rather than the tenant to eliminate predatory rent-tiering.

Submitted formally into the public record for the Clark County Manufactured Home Park Information Session.

Subject: Public Comment: Legal Precedents & 5 Core Requirements to Amend the MHP Overlay (Hazel Dell Mobile Home Community)

Dear Clark County Planning Team and County Councilors,

My name is **Nancee Alexander**, and I am a resident of **Hazel Dell Mobile Home Community** (1709 NE 78th St, Unit 140). While I strongly support the intent of the proposed **Manufactured Home Park (MHP) Overlay Zone**, I am writing to formally submit specific Washington State statutory and municipal code precedents that the county must adopt to close the open-ended "economic viability" exemption, mandate landlord mitigation, and establish dedicated space-rent stabilization under **CCC 40.250.120**.

As currently written, the overlay allows owners to redevelop a park if they demonstrate that continuing operations is no longer financially viable. For mega-corporations and institutional private equity groups—like GSC Investments, which currently has our community bundled for sale—this standard is dangerously easy to manipulate. Large corporate owners have the resources to artificially inflate operating costs, defer routine maintenance, or alter financial ledgers to manufacture a "loss" on paper, creating a backdoor avenue to force a rezoning change.

In fact, we are already seeing predatory management tactics at play right now at Hazel Dell Mobile Home Community that could be used to exploit this very loophole:

- Long-term, regular residents who have lived here for years are currently paying approximately **$700 a month** in space rent.
- However, the corporate owners have spiked the new move-in price to **$1,250 a month**.

This extreme **$550-per-month discrepancy** has intentionally broken our local housing ecosystem. Because of this artificial entry rate, **Hazel Dell Mobile Home Community currently has 13 unleased lots sitting empty, with our longest vacant lot sitting unleased for over 270 days.** Furthermore, I have spoken directly with neighbors who are trapped—trying to sell their homes *below* what they originally paid for them because incoming buyers are completely priced out by the exorbitant $1,250 lot rent.

The financial crisis this corporate squeezing creates for families is devastating. **I have a neighbor right now who is juggling both a mortgage on their mobile home unit alongside our regular monthly site lease payments.** If a predatory corporate buyer is permitted to use an unviability loophole to shut down this park, residents like my

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Compounding these economic pressures, the landlord has consistently mishandled statutory notification procedures. The landlord initially bypassed certified mail or personal hand-delivery as strictly mandated by **RCW 59.20.325(2)**, choosing instead to tape time-sensitive notices to residents' exterior doors. While the owners eventually attempted to fix this error by mailing "return receipt" letters, **they explicitly omitted the legally required disclosures identifying where tenants can find organizational and financial assistance to pursue their right to purchase.** Hiding these state-mandated resource channels directly subverts the intent of the law and actively hinders a senior community's ability to protect itself.

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Hazel Dell Mobile Home Community Resident
1709 NE 78th St, Unit 140, Vancouver, WA 98665

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Vancouver, Washington 98665
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September 13, 2026

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Official Public Comment Submission
CLARK COUNTY COMPREHENSIVE GROWTH MANAGEMENT PLAN

TO: Clark County Planning Commission & Clark County Councilors
FROM: Nancee Alexander, Resident of Hazel Dell Mobile Home Community
DATE: September 14, 2026
REGARDING: Proposed Amendments to CCC 40.250.120 (Manufactured Home Park Overlay Zone)

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Using current local case data from the **Hazel Dell Mobile Home Community**, this document demonstrates how predatory corporate operators utilize tiered entry pricing ($1,250 move-in vs. $700 baseline rents), unlawful delivery tactics (taping statutory notices directly to doors rather than via certified mail), and artificial lot vacancies (13 unleased lots; 270+ days vacant) to manufacture artificial financial distress and force land-use conversions.

Enclosed Legal Citations & Legislative Requests:

Requirement 1: Total elimination of open-ended economic loopholes via municipal frameworks established under *Laurel Park Community, LLC v. City of Tumwater* (9th Cir. 2012).
Requirement 2: Codification of a Senior MHP Sub-district utilizing density-credit mechanisms mirrored after Kenmore Municipal Code (KMC) Chapter 18.80.
Requirement 3: Statutory mandate for a corporate-funded **Triple-Rate Senior Displacement Mitigation Fee** reinforcing tenant protections under RCW 59.20 and RCW 59.21.
Requirement 4: Non-discretionary disqualification of applications relying on self-inflicted financial distress or predatory vacancy steering. The ordinance must explicitly

define "viability" as a modest baseline yield (5% to 7%), establishing that a corporation's failure to reach exorbitant private equity returns (such as a 20% ROI target) does *not* constitute legal grounds for a land-use conversion.

Requirement 5: Mandated local **vacancy control to prevent evasion of State Law (HB 1217)**, locking rent caps directly to the lot parcel rather than the tenant to eliminate predatory rent-tiering.

Submitted formally into the public record for the Clark County Manufactured Home Park Information Session.

Subject: Public Comment: Legal Precedents & 5 Core Requirements to Amend the MHP Overlay (Hazel Dell Mobile Home Community)

Dear Clark County Planning Team and County Councilors,

My name is **Nancee Alexander**, and I am a resident of **Hazel Dell Mobile Home Community** (1709 NE 78th St, Unit 140). While I strongly support the intent of the proposed **Manufactured Home Park (MHP) Overlay Zone**, I am writing to formally submit specific Washington State statutory and municipal code precedents that the county must adopt to close the open-ended "economic viability" exemption, mandate landlord mitigation, and establish dedicated space-rent stabilization under **CCC 40.250.120**.

As currently written, the overlay allows owners to redevelop a park if they demonstrate that continuing operations is no longer financially viable. For mega-corporations and institutional private equity groups—like GSC Investments, which currently has our community bundled for sale—this standard is dangerously easy to manipulate. Large corporate owners have the resources to artificially inflate operating costs, defer routine maintenance, or alter financial ledgers to manufacture a "loss" on paper, creating a backdoor avenue to force a rezoning change.

In fact, we are already seeing predatory management tactics at play right now at Hazel Dell Mobile Home Community that could be used to exploit this very loophole:

- Long-term, regular residents who have lived here for years are currently paying approximately **$700 a month** in space rent.
- However, the corporate owners have spiked the new move-in price to **$1,250 a month**.

This extreme **$550-per-month discrepancy** has intentionally broken our local housing ecosystem. Because of this artificial entry rate, **Hazel Dell Mobile Home Community currently has 13 unleased lots sitting empty, with our longest vacant lot sitting unleased for over 270 days.** Furthermore, I have spoken directly with neighbors who are trapped—trying to sell their homes *below* what they originally paid for them because incoming buyers are completely priced out by the exorbitant $1,250 lot rent.

The financial crisis this corporate squeezing creates for families is devastating. **I have a neighbor right now who is juggling both a mortgage on their mobile home unit alongside our regular monthly site lease payments.** If a predatory corporate buyer is permitted to use an unviability loophole to shut down this park, residents like my

neighbor will face immediate financial ruin—left completely homeless while still legally forced to pay off a bank mortgage on a structure that has nowhere to sit.

Compounding these economic pressures, the landlord has consistently mishandled statutory notification procedures. The landlord initially bypassed certified mail or personal hand-delivery as strictly mandated by **RCW 59.20.325(2)**, choosing instead to tape time-sensitive notices to residents' exterior doors. While the owners eventually attempted to fix this error by mailing "return receipt" letters, **they explicitly omitted the legally required disclosures identifying where tenants can find organizational and financial assistance to pursue their right to purchase.** Hiding these state-mandated resource channels directly subverts the intent of the law and actively hinders a senior community's ability to protect itself.

Clark County does not need to reinvent the wheel to fix this. Cities across Washington State have already written strict ordinances that protect land *solely* for mobile home park preservation, successfully defeating corporate legal pushback. To ensure this overlay stands up to judicial scrutiny, I urge the Planning Commission and Council to adopt and integrate the following five core regulatory frameworks into the final text of **CCC 40.250.120**:

1. **Establish a Senior Mobile Home Park Sub-district:** Within the broader MHP Overlay, the county should create a specific Senior MHP Sub-district to protect designated 55+ age-restricted communities like Hazel Dell Mobile Home Community. This sub-district will codify the park's specialized role in providing senior affordable housing, creating an additional legal barrier that prevents corporate buyers from converting senior spaces into market-rate rentals or non-residential developments.
2. **Remove the Open-Ended 'Economic Viability' Loophole (Precedent: *Laurel Park Community, LLC v. City of Tumwater*):** Clark County should eliminate the vague financial unviability loophole by mirroring the **City of Tumwater Municipal Code (TMC) Chapter 18.49**. Tumwater's strict preservation overlay was challenged by corporate landowners but was explicitly **upheld by the U.S. Ninth Circuit Court of Appeals** (*Laurel Park Community, LLC v. City of Tumwater*, 2012). The courts ruled that restricting land solely to mobile home use is a constitutionally sound exercise of local zoning authority to protect low-income housing. If an owner claims financial distress, the county should look to a Transfer of Development Rights (TDR) mechanism mirrored after **Kenmore Municipal Code (KMC) Chapter 18.80** to protect land value without sacrificing affordable housing, rather than granting a land-use conversion.
3. **Mandate a Triple-Rate Senior Displacement Mitigation Fee:** If a park closure or land-use conversion is ever approved under an unviability claim, the code

must mandate that the developer pay a penalty-tier mitigation fee equivalent to triple the standard baseline relocation costs. This mandatory fee must comprehensively cover 100% of the actual physical expenses required to safely dismantle, transport, and hook up manufactured homes to a new location under **RCW 59.21.021**, or mandate a mandatory buyout at pre-distressed market value if a unit has an active mortgage or cannot structurally survive a relocation.

4. **Codify Bright-Line Metrics for "Economic Viability" and Disqualify Self-Inflicted Losses:** The local code must explicitly define "economic unviability" to protect against manufactured claims. Land-use law guarantees a right to a reasonable economic return, not maximum corporate profit. The overlay must establish that a property remains legally and financially "viable" if its net operating income yields a baseline return equivalent to the annualized Federal Reserve Prime Rate (or a capped net yield of 5% to 7%). A developer's failure to meet an exorbitant corporate hurdle or private equity target (such as a 15% or 20% ROI) shall explicitly *not* constitute financial unviability. Furthermore, any unviability application must be automatically null and void if the owner has artificially engineered vacancies or manufactured paper losses through predatory rent-tiering, legally deficient statutory notices, or intentional maintenance neglect.
5. **Implement Local Vacancy Control to Prevent Evasion of State Law (HB 1217):** To definitively stop predatory rent-tiering, the overlay text must mandate local vacancy control that caps space rents on unleased lot parcels. Under Washington State's Rent Stabilization Law (**HB 1217**), the Legislature established a strict public policy protecting manufactured homeowners by capping annual lot increases at **5%** [HB 1217]. Corporate owners are actively evading the intent of HB 1217 by weaponizing a gap in state law—skyrocketing vacant entry rates to an extortionate **$1,250** to freeze the housing market and deliberately engineer a high vacancy rate. Clark County has the clear municipal land-use authority to tie rent stabilization directly to the physical land parcel itself within an affordable housing overlay zone. The code must mandate that upon a tenant vacancy or home sale, the lot rent increase is bound by the state's 5% cap based on the property's prior historical ledger [HB 1217]. This eliminates the financial incentive for private equity buyers to artificially starve the community of occupants to manufacture "economic unviability."

Please close this corporate loophole, adopt these proven Washington legal frameworks, and give the residents of Hazel Dell Mobile Home Community meaningful housing security.

Sincerely,

Nancee Alexander
Hazel Dell Mobile Home Community Resident
1709 NE 78th St, Unit 140, Vancouver, WA 98665

Councillors

I discovered an error in the previous packet and I wish to provide you with correct information. (Please see the attached for the correction)

Also Ii have been doing further research upon GSC holdings in unincorporated Clark County and the new updated metrics of the consequences of the GSC divestment of all of their properties (that I could find) located in unincorporated Clark County.

GSC is liquidating their holdings due to the passing of **HB 1217,** GSC began purchasing properties in 2016 and completed their purchase spree in 2022. During their purchase of Hazel Dell Estates MHC (of which I am a tenant) on 12/2/2022 thru the passing of **HB 1217** I have had my lease/rent raised $225.00, the $25.00 raise was last year, but at the same time as that low increase GSC also turned all utilities that were being paid by the park to pass through billing and stopped paying for our garbage pick up.. In essence, the tenants once again had a lease raise of approximately $100.00.

GSC has now reached the end of their abilities to legally raise our rent above the state mandated 5%. thus, the mass sell off of ALL of their Pacific Northwest holdings.Our county is a microcosm of what is happening all over the PNW.

Please make our overlay as strong and bullet proof as possible so the the residents of Clark County, especially our most vulnerable seniors once again feel safe and stable knowing that their homes are protected from predatory corporations such as GSC.

Thank you,

Nancee Alexander
1709 NE 78th St, Unit 140
Vancouver, WA 98665
(360)828-1056
engsetr@yahoo.com

Dear Councilors,

More information has come to my attention regarding the corporate real estate firm GSC Investments (operating locally under Collective Communities). The firm is actively bundling and divesting its entire portfolio of manufactured housing properties across the Pacific Northwest. This mass divestment is a direct reaction to the strong rent stabilization laws implemented in Washington State **(HB 1217)**, which strictly cap annual manufactured housing space rent increases at 5%. Because corporate equity groups can no longer extract unlimited rent hikes from vulnerable tenants, they are choosing to offload their assets en masse.

Within Clark County specifically, GSC is bundling and selling five of its communities located within our unincorporated borders. This includes the senior-restricted bundle of **Lazy Z Mobile Home Court** and **Hazel Dell Mobile Home Estates**, as well as three additional family-friendly communities in the Sifton and Orchards neighborhoods: **Sifton Gardens**, **Sunrise Acres**, and **Idylwood**. While the firm is also simultaneously divesting its **Battle Ground Mobile Home Community** (a 55-and-older senior community comprising nearly 180 lots that directly affects approximately 270 vulnerable older adults), that community sits within the incorporated city limits of Battle Ground; therefore, I am explicitly excluding it from this communication to focus solely on the immediate housing crisis facing unincorporated Clark County.

I also wish to make an important correction regarding the notice packet that was distributed to councilors. GSC did include information for seniors on finding financial assistance to potentially purchase the mobile home parks themselves. However, this resource information was printed at the very bottom of the letter in extremely small print. **They followed the letter of the law, but not the spirit of the law.**

Furthermore, I have conducted deeper research into the pending sale of **Hazel Dell Mobile Home Estates**. While a total acquisition price is not transparently listed, I uncovered commercial real estate listings for the park that market the space rent at an alarming $1,300 per month. All five of these local parks are currently being offered for sale as turnkey operations.

The potential sale of the senior-restricted bundle in Hazel Dell represents a sweeping threat to the county's affordable senior housing infrastructure. Together, **Lazy Z Mobile Home Court** (45 to 61 lots) and **Hazel Dell Mobile Home Estates** (128 lots) encompass a combined 173 to 189 total home sites. This corporate divestment directly jeopardizes the housing stability of approximately 260 to 320 vulnerable older adults, many of whom live alone and subsist entirely on fixed incomes.

Similarly, the sale of the all-ages bundle in the Sifton and Orchards neighborhoods delivers an equally devastating blow to local working families. Combined, **Sifton Gardens** (31 lots), **Sunrise Acres** (38 lots), and **Idylwood** (50 lots) encompass 119 total home sites. This divestment threatens to disrupt or displace approximately 270 to 330 local residents, including school-aged children and hard-working families who rely on these properties as one of the few remaining sources of unsubsidized affordable housing in the county.

When private equity portfolios of this scale are bundled and sold off as turnkey investment packets without transparent terms or fair opportunity for tenant purchase, it routinely triggers predatory rent restructuring or aggressive redevelopment schemes that displace entire neighborhoods of residents who have nowhere else to go. Because all five of these interconnected parks sit squarely within unincorporated Clark County, they fall directly under your jurisdiction. I urge the Council to closely monitor these pending sales, look into these notice deficiencies, and utilize all available county housing protections and zoning tools to safeguard these lots and the hundreds of residents who call them home.

Thank you for your time and prompt attention to this urgent matter.

Sincerely,

Nancee Alexander
1709 Northeast 78th Street, Unit 140
Vancouver, Washington 98665
360-828-1056
engsetr@yahoo.com

September 14, 2026 at 5:26 PM PDT

Dear Clark County Counselors,

Please find below a comprehensive overview of current entry-level, budget-friendly housing rates in Clark County, Washington. This breakdown tracks the local affordable market across various configurations, moving sequentially from individual single-room rentals up to standalone two-bedroom homes. **Please note that all listed costs and rental ranges are verified current as of September 13th, 2026.**

The baseline rates provided below are aggregated from active market inventories and historical rental indices across localized rental databases, specifically cross-referencing aggregate listings from Zillow, Apartments.com, HotPads, and Roomies.

The baseline monthly rent tiers reflect standard market-rate affordable housing, concentrated primarily in areas like Hazel Dell, North Image, Orchards, and Central Vancouver:

- **Single Room Rentals ($500 – $750 / month):** This entry point typically consists of a private bedroom within a shared single-family home or apartment complex. Utilities are often split among household members or bundled into a flat rate. Living areas, kitchens, and bathrooms are generally shared.
- **Studio Apartments ($1,050 – $1,350 / month):** These self-contained units generally offer under 500 square feet of open-concept living space combining the bedroom and kitchen areas, alongside a private bathroom. Communities at this price tier offer standard residential finishes and shared on-site laundry facilities.
- **One-Bedroom Apartments ($1,100 – $1,350 / month):** Providing a completely separate bedroom layout, these units average 600 to 700 square feet. This value tier features standard residential layouts and neighborhood parking.
- **Two-Bedroom Apartments ($1,500 – $1,700 / month):** These multi-room layouts range from 850 to 1,000 square feet, featuring a shared central living area, closet space, and standard community parking.
- **Two-Bedroom Duplexes or Townhomes ($1,700 – $1,950 / month):** Offering multi-level living or semi-private layouts with shared structural walls, these properties bridge the gap between apartments and standalone houses. They often feature small patios or private entryways, without the luxury add-on fees of newer master-planned developments.
- **Two-Bedroom Single-Family Homes ($2,200 – $2,400+ / month):** Detached standalone homes represent the upper tier of the affordable segment. While they

command a premium, they include completely private yards, individual driveways, and standalone garage space.

Please note that all options listed above represent temporary rental units. They are not real property belonging to the individual renting the site, and tenancy grants no equity, long-term ownership, or permanent housing security.

The data demonstrates a severe, systemic crisis of physical housing volume within Clark County's affordable market, highlighted by a sharp geographic imbalance. Compiling a total of fewer than 45 actual market vacancies across all low-tier configurations underscores a stark reality: even if an individual has the required income, there is effectively no immediate physical inventory available to absorb them.

When examining the county geographically, the severe supply bottleneck becomes even more acute for residents outside the urban core:

- **City of Vancouver (Incorporated):** Holds the majority of the county's remaining entry-level inventory with **32 total open vacancies**. This consists primarily of high-density studio and apartment layouts.
- **Unincorporated Clark County (Hazel Dell, Orchards, Five Corners, etc.):** Features a near-total exhaustion of affordable inventory, with only **13 total bargain units** immediately open across all unincorporated county boundaries combined.

Furthermore, across both jurisdictions, there are **0 active vacancies** for standalone two-bedroom single-family homes, duplexes, or townhomes within the entry-level price threshold.

In actuality, as manufactured home owners, we are finding out that what we thought was long-term security and equity is instead a vulnerable position, as we do not own the land beneath our homes and remain entirely subject to escalating lot rents and displacement. Because the open market in unincorporated Clark County has effectively zero vacancy to offer, displacement from a manufactured housing community leaves these residents with virtually no alternative shelter options anywhere near their existing neighborhoods.

Sincerely,

Nancee Alexander
Tenant, Hazel Dell Estates MHC
360-828-1056
engsetr@yahoo.com

(1.)

My name is Bobby Derricotte, I was born in Honolulu Hawaii on March 12, 1941, nine months before the attack on Pearl Harbor.

I joined the U.S. Navy on June 2, 1961. My basic training was in San Diego California. I was assigned a year's shore duty at Naval Base, San Diego. In September 1962 I was assigned sea duty aboard a World War 2 destroyer U.S.S. Taussig DD-746 home ported in San Diego. I was a Radioman with a "Top Secret" clearance in Encryption and Decryption of messages sent to our destroyer.

In 1963 our ship was being deployed to Vietnam when we received a request for a volunteer to join "Seal Team 2" with a "Top Secret" with encrypting to go on a "mission" into Hanoi. Our Captain asked if I would volunteer for the mission, I said yes.

I trained with the team and went on the "mission." After the mission I returned to my ship.

In January 1965 we sailed back to Vietnam. During that time I was ordered by the "High Command" to join "Seal Team 2" and other "Special Forces" groups into Cambodia and Laos because of the "Ho Chi Min" trail into those "neutral countries." We were in those countries over 2 weeks.

I was discharged on June 2, 1965 and ordered never to say about my missions in Vietnam and had no status as a Vietnam Veteran or Seal Team member until Oct. 2001 when everything about the missions were "declassified."

My Family never knew anything before that date.

"WHAT MAKES SERVICE TO AMERICA SPECIAL" KNOWING I AM SERVING GOD, AMERICA AND THE WORLD, PROTECTING THE FREEDOM OF "HUMAN BEINGS."

Robert Derricotte

Robert Derricotte, RM3

Your Future. Your Voice.

CLARK2045

Manufactured Home Park Information Session

Comment Online

CLARK COUNTY COMMUNITY PLANNING • 1300 Franklin St., PO Box 9810, Vancouver, WA 98666-9810 • 564.397.2280

Comment Form

Information Session: Manufactured Home Park Overlay and Code
September 14, 2026 • Public Service Center, 1300 Franklin St

Please use the QR code above to comment online or fill out this sheet in pen and drop it in the comment box. **Please print clearly!** These comments will be shared with the Clark County Council.

After hearing tonight's presentation, do you support the proposed manufactured home park overlay?	☐ Yes ☐ No ☒ Don't Know
After hearing tonight's presentation, do you support the proposed use exception for affordable housing?	☐ Yes ☐ No ☒ Don't Know

Name: Rosemarie Williams

Address: 1709 NE 78th St Unit 21 Vanc WA 98665

Comments:

Would you like to be added to our comprehensive plan notification list? If so, please print your e-mail address clearly here: ~~pasqualina72@yahoo.com~~ pasqualina72@yahoo.com

Other ways to comment:

- Comment online: https://bit.ly/2025CPComments or use QR code at top pf page
- Ask a question or comment by email: comp.plan@clark.wa.gov
- Mail: Community Planning, MHP Comments, PO Box 9810, Vancouver, WA 98666-9810
- Testify or submit written comments to the Clark County Council for their Oct. 1, 4pm hearing. Look for more information at https://bit.ly/2025CPMtg

Thank you for participating!

For other formats, contact the Clark County ADA Office 564.397.2322 / 711 or 800.833.6388 / ADA@clark.wa.gov



CLARK COUNTY COMMUNITY PLANNING • 1300 Franklin St., PO Box 9810, Vancouver, WA 98666-9810 • 564.397.2280

Comment Form

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After hearing tonight's presentation, do you support the proposed use exception for affordable housing?	☐ Yes ☐ No ☒ Don't Know

Name: Wayne DeBey

Address: 16500 SE 1st St, Unit 109, Vancouver 98684

Comments: As an owner of a manufactured home in Cascade Park Estates I appreciate the proposed overlay. I have concerns over the proposed use exception language and how large corporations with no connection to local residents. More information is appreciated.

Would you like to be added to our comprehensive plan notification list? If so, please print your e-mail address clearly here: fleurman@gmail.com

Other ways to comment:

- Comment online: https://bit.ly/2025CPComments or use QR code at top pf page
- Ask a question or comment by email: comp.plan@clark.wa.gov
- Mail: Community Planning, MHP Comments, PO Box 9810, Vancouver, WA 98666-9810
- Testify or submit written comments to the Clark County Council for their Oct. 1, 4pm hearing. Look for more information at https://bit.ly/2025CPMtg

Thank you for participating!

Please join us

SW Washington Manufactured Homeowners

for an

Educational Forum

October 3, 2026 — 930am to 3pm

930-10a Sign in, meet & greet, coffee & snacks

12-1p Free refreshments

at

United Methodist Church

15804 SE Mill Plain Blvd / Vancouver WA

No reservation is required, and there will be no membership fee for one year

GUEST SPEAKERS

Lisa Sohni and Brigid Henderson — Department of Commerce, Housing Division

Glen Yung — Clark County Counselor

Po Leapai — WLIHA Housing Alliance updates

****

WHO ARE WE?

SW Washington Manufactured Homeowners

We are a NEW LOCAL GROUP being established to address issues unique to our local manufactured home communities.

We welcome volunteers to help start a local movement to "Save Our Manufactured Home Communities". With your help and support we will be able to keep you up to date on zoning overlays, legislation, and park rule updates that apply to us locally.

Questions? please call

Sharon Pevey at 360-567-8646

Dick Sims at 360-749-3964