From: Jeffrey Delapena
To: Heidi Pozzo; Rebecca Messinger
Cc: Oliver Orjiako; Jose Alvarez
Subject: RE: Examiner Decision for PLD-2025-00106 Livingstone Meadows
Date: Thursday, October 1, 2026 3:59:00 PM

Hello Heidi,

Thank you for providing this comment and attachment. Confirming these have been received and will be added to the Comprehensive Plan Index of Record.

Best,

Jeff Delapena
Program Assistant
COMMUNITY PLANNING

564.397.4558

NOTICE OF PUBLIC DISCLOSURE: This e-mail account is public domain. Any correspondence from or to this e-mail account may be a public record. Accordingly, this email, in whole or in part may be subject to disclosure pursuant to RCW 42.56, regardless of any claim of confidentiality or privilege asserted by an external party.

From: Heidi Pozzo <hcpheidi@yahoo.com>
Sent: Thursday, October 1, 2026 3:48 PM
To: Jeffrey Delapena <Jeffrey.Delapena@clark.wa.gov>; Rebecca Messinger <Rebecca.Messinger@clark.wa.gov>
Cc: Oliver Orjiako <Oliver.Orjiako@clark.wa.gov>; Jose Alvarez <Jose.Alvarez@clark.wa.gov>
Subject: Fwd: Examiner Decision for PLD-2025-00106 Livingstone Meadows

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,

For submission to the Comp Plan Index, Examiner decision for Livingstone Meadows that copies in text from the concurrency report and staff report that staff performed an evaluation outside the code.

Staff performed an evaluation outside of the code's prescriptive measures on corridor capacity in compliance with CCC 40.350.020(F)(9), recognizing that existing factors would have impact on the operating level of the transportation corridor.

Begin forwarded message:

From: CommDev OA Land Use <CommDevOALandUse@clark.wa.gov>
Subject: Examiner Decision for PLD-2025-00106 Livingstone Meadows
Date: September 4, 2026 at 10:43:59 AM PDT
To: CommDev OA Land Use <CommDevOALandUse@clark.wa.gov>
Cc: Richard Daviau <Richard.Daviau@clark.wa.gov>

Good morning,

Please see attached Examiner Decision for PLD-2025-00106 Livingstone Meadows.

COMMUNITY DEVELOPMENT – LAND USE REVIEW
Office Assistant
commdevoalanduse@clark.wa.gov

Voicemail: 564.397.4911

Please leave your name, phone number, permit number if available or applicable and question.
A staff member will return your call within one business day or you may contact the assigned planner.

COMMUNITY DEVELOPMENT
Land Use Review

Hearing Decision

Notice to Parties of Record

Project Name: **Livingstone Meadows**
Case Number: **PLD-2025-00106**

The attached decision of the Land Use Hearing Examiner is final unless a motion for reconsideration is filed or an appeal is filed with Superior Court.

See the *Appeals* handout https://clark.wa.gov/media/document/57535 and https://clark.wa.gov/community-development/land-use-forms-and-fees for more information and fees.

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

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

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

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

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

Mailed on: September 4, 2026

BEFORE THE LAND USE HEARINGS EXAMINER
OF CLARK COUNTY, WASHINGTON

Regarding an application by August Development	)	**F I N A L O R D E R**
for preliminary plat approval to divide 4.8-acres into	)	**PLD-2025-00106 and**
22 lots in the R1-7.5 zone at 2419 and 2525 NE 144th	)	**WHR-2025-00353**
Street in unincorporated Clark County, Washington	)	**(Livingstone Meadows)**

A. SUMMARY

1. The applicant, August Development, requests approval to divide the roughly 4.8-acre parcel into 22 lots for single-family dwellings and a stormwater and access tract.

a. The subdivision parcel is located at 2419 and 2525 NE 144th Street; also known as tax assessor Parcels 117895200, 117895201, 117895202, and 117895206 (the "site"). The site and properties to the east, west, and northwest are zoned R1-7.5 (Residential, 7,500 square foot minimum lot size). Properties to the north, across NE 144th Street are zoned R1-10 (Residential, 10,000 square foot minimum lot size). Properties to the south are zoned R-22 (Residential, 22 dwelling units/acre).

b. The site is currently developed with two single family dwellings and associated outbuildings. The applicant proposed to retain the existing dwelling in the southeast corner of the site on proposed Lot 13, remove the existing residence and outbuildings in the northwest portion of the site, and construct a new single-family detached dwelling or duplex on each of the remaining proposed lots. All proposed lots will comply with the minimum dimensional standards for the R1-7.5 zone.

c. The site also contains numerous mature trees, including multiple Oregon white oak trees that are regulated as priority habitat. The applicant proposed to preserve the majority of the oak trees and remove the remaining trees and vegetation in order to accommodate the proposed development.

d. Clark Public Utilities will provide public water and Clark Regional Wastewater will provide sanitary sewer service to the site.

e. The applicant will dedicate right-of-way and construct half-width frontage improvements along the sections of NE 144th Street and NE 25th Avenue abutting the site. The applicant will extend a new private street, proposed NE 24th Circle into the site, terminating in a cul-de-sac turnaround in the southwest portion of the site. The applicant will extend shared driveways off of NE 24th Circle to provide access to certain lots and the stormwater facility proposed in the southwest corner of the site.

f. The applicant will collect runoff from all new impervious surfaces on the site and direct it to a stormwater facility in proposed Tract A for treatment and detention. The applicant will discharge treated runoff onto the adjacent property via a flow spreader at less than predevelopment rates, replicating existing conditions.

2. Clark County Hearing Examiner Joe Turner (the "examiner") conducted an online public hearing about the application. County staff recommended the examiner approve the application subject to conditions. See the Type III Land Division and Environmental Review Staff Report and Recommendation to the Hearing Examiner dated July 8, 2026, (Exhibit 62, the "Staff Report"). The applicant accepted those findings and conditions, without objections. Nine persons testified orally in opposition to or with questions and concerns about the proposed development. Other persons testified in writing. Disputed issues or concerns in this case include the following:

a. Whether traffic generated by the proposed development will exceed the capacity of area streets or otherwise create a hazard;

b. Whether the existing sight distance limitation at the intersection of NE 25th Avenue and 144th Street creates a hazard;

c. Whether the applicant can be required to construct off-site street improvements;

d. Whether the applicant can be required to access the site from NE 144th Street rather than from NE 25th Avenue;

e. Whether construction noise and activities on the site will have prohibited impacts on surrounding properties and whether construction activities will block access to existing homes;

f. Whether this development will increase or concentrate stormwater runoff onto or saturate soils on abutting properties;

g. Whether the applicant can be required to preserve trees on the site, other than Oregon white oak trees;

h. Whether clearing and grading on the site will have prohibited impacts on neighboring trees;

i. Whether the development will have prohibited impacts on birds and wildlife, including eagles; and

j. Whether the proposed development conflicts with the easement and other private agreements related to Ms. Rosenquist's residence.

3. Based on the findings provided or incorporated herein, the examiner approves PLD-2025-00106 and WHR-2025-00353 (Livingstone Meadows Subdivision) subject to the conditions at the end of this final order.

B. HEARING AND RECORD HIGHLIGHTS

1. The examiner received testimony at a public hearing about this application on July 23, 2026. That testimony and evidence, including a video recording of the public hearing and the casefile maintained by the Department of Community Development ("DCD") are included herein as exhibits, and they are filed at DCD. The following is a summary by the examiner of selected testimony and evidence offered at the hearing.

2. County planner Richard Daviau summarized the Staff Report and his PowerPoint presentation.

a. He noted that the applicant proposed to subdivide the 4.8 acre site into 22 lots for single-family homes. The applicant is required to retain the majority of the Oregon white oak trees on the site.

b. The Code regulates density based on the minimum average lot size. The R1-7.5 zone requires a minimum average lot size of 6,500 square feet. The applicant proposed an average lot size of 7,101 square feet for this development, exceeding the requirements of the Code.

3. County wetland and habitat biologist Lance Watt testified that the Washington Department of Fish and Wildlife ("WDFW") considers removal of Oregon white oak trees as a permanent impact while impacts to a tree's root zone or canopy are considered temporal impacts. He noted that eagles are regulated by federal law.

4. County transportation engineer Craig Kathol noted that the applicant's traffic study was based on a design which proposed to develop the site with 18 single-family detached dwelling units and eight attached dwelling units. The revised proposal, with 22 single-family detached dwellings will generate similar traffic volumes. The revised design does not warrant a revised traffic analysis.

5. County transportation engineer Allister Dawson testified that proposed NE 24th Circle meets all applicable standards. The applicant cannot be required to extend a public street through the site and close the existing NE 25th Avenue/NE 144th Street intersection, as there is no nexus between the impacts of this development and the need for such a design. The applicant will only widen the west side of NE 25th Avenue between NE 144th Street and the site access. No widening is proposed on the east side of the street.

6. Planner Jayson Taylor appeared on behalf of the applicant, August Development, summarized the proposed development, and responded to the Staff Report and public testimony.

a. He noted that this development has no issues with guest parking or water availability. References to those issues on page 21 of the Staff Report are a carryover from a prior Staff Report and should be deleted. He accepted the remaining findings and conditions in the Staff Report.

b. Intersection sight distance looking east at the existing intersection of NE 144th Street and NE 25th Avenue is limited by a tree on the property in the southeast corner of this intersection. The tree screens views of vehicles traveling westbound on NE 144th Street, approaching this intersection. The tree is located on private property, outside of the public right-of-way. Therefore, the County cannot require that the owner of that property trim or remove the tree in order to maintain sight distance as the tree. However, the lack of sight distance does not make the intersection unsafe; drivers can inch forward beyond the stop bar, up to the edge of the eastbound traffic lane, in order to see oncoming traffic traveling westbound on NE 144th. NE 144th Street carries limited volumes of traffic, ensuring that adequate traffic gaps will be available for drives to safely maneuver through this intersection .

c. The existing residence in the southeast corner of the site is part of the site and the property owner signed the development application. The proposed development will not impact the existing residence; the applicant will retain that residence on proposed Lot 13.

d. There is no evidence of any eagle nests on the site.

e. Existing NE 25th Avenue is currently improved with a 20-foot paved width with a sidewalk on the east side and a curb on the west. The applicant will dedicate additional right-of-way and construct a sidewalk on the west side of this street abutting the site. The applicant will widen the paved section of this street between NE 144th Street and the site access, proposed NE 24th Circle, to provide a full-width street improvement. Oregon white oak trees located on the east boundary of the site south of proposed NE 24th Circle preclude the applicant from widening the remainder of NE 25th Avenue. No changes are proposed on the east side of this road. References to improvements to the east side in Exhibit 57 were a typographical error.

i. The section of NE 25th Avenue south of the site access will retain the existing 20-foot paved width, which is adequate to accommodate two-way traffic and emergency vehicles. As shown in County standard detail drawing 13, an urban local access street requires a 28-foot paved section which allows on-street parking on both sides of the road, leaving a single 12-foot “core road” as a center travel lane. As proposed, on-street parking will be prohibited on the narrow section of NE 25th Avenue, which will retain two ten-foot wide travel lanes, providing more room for vehicles and a wider planter strip than a full-width urban local access street.

f. The proposed development will not impact the roots of trees on adjacent properties, as no significant grading is required in the rear yards of the proposed lots. The applicant will remove all of the non-oak trees on the site.

g. The Code calculates density in the R1-7.5 zone based on average lot area and requires a minimum average lot size of 6,500 square feet. The proposed development will provide an average lot size of 7,101 square feet, exceeding the requirements of the Code.

h. The applicant will provide construction access to the site from NE 144th Street, subject to County approval, in order to limit impacts to NE 25th Avenue during construction. Regardless, the applicant cannot block access on NE 25th Avenue.

i. The applicant may choose to build up to four duplex structures on the proposed lots, as this use is allowed by the Code. The traffic study considered the impact of these additional dwelling units.

j. With this development NE 25th Avenue will serve 35 lots: the 25 lots proposed on the site and the 13 existing lots in the Mt. Vista development east of the site. Those 35 homes will generate less than 350 Average Daily Trips ("ADT"), well below the 1,500 vehicle capacity of this local access road. NE 144th Street, a neighborhood circulator roadway, has a design capacity of 3,000 ADT and, according to the applicant's traffic study, but this road will carry fewer than 1,500 ADT with the additional traffic from this development.

7. Mike Melnychuk testified that NE 25th Avenue provides the only access to the Mt. Vista Heights development east of the site. With this development this road will provide the only access to 35 homes. The applicant cannot block access on this street during construction. The intersection of NE 144th Street and NE 25th Avenue is hazardous due to the limited sight distance. On-street parking should be prohibited on the section of NE 25th Avenue near this intersection.

8. Julia Maglione objected to the applicant's proposal to use NE 25th Avenue to access the site. The applicant should be required to extend NE 24th Circle directly north to intersect NE 144th Street with no access to NE 25th Avenue from the site. NE 25th Avenue was originally constructed as a temporary private road to serve the Mt. Vista development. The County subsequently took ownership of the road, but the design of the road was not changed. She questioned why this development is proposing access to NE 25th Avenue when the site has frontage on NE 44th Street; what was the basis for allowing access to NE 25th Avenue? The applicant will only widen the northern portion of this street; the remaining narrow road section cannot accommodate the additional traffic from this development and the existing Mt. Vista development. The applicant's traffic analysis did not evaluate the intersection where NE 25th Avenue transitions into NE 142nd Street. Visibility is limited at this intersection, yet the applicant is proposing to add driveways in close proximity to the intersection, which will create a hazard for vehicles turning onto NE 25th Avenue from NE 142nd Street.

9. Michael Bennett noted that the applicant's SEPA checklist proposes direct access to the site from NE 144th Street, which is inconsistent with the current plat. The access location should be definitively clarified and the NE 144th Street/NE 25th Avenue intersection must be fully analyzed. The current plan does not provide an adequate and safe means of ingress, egress, and traffic flow and will create a hazard for his children playing in the front yard of his property, located in the southeast quadrant of this intersection.

10. Johnathan Thomson testified that he owns the property west of proposed Lot 7. There is a 115-foot tall, 47-inch diameter fir tree in his backyard, located roughly five feet from the west boundary of the site. The roots of the tree extend onto the site. As discussed in Exhibit 53, his arborist determined that this tree requires a "no dig" buffer extending 18.5-feet onto the site. Any damage to the roots of this tree during construction on the site will weaken the tree, creating a potential hazard.

11. Carolyn Porter appeared on behalf of herself and her husband Allen. She noted that NE 25th Avenue provides the only access to the Mt. Vista development east of the site. The proposed development will channel a high volume of traffic onto this sole-access road, which will result in a bottleneck at the intersection with 144th Street. The limited sight distance at this intersection is a safety risk. The narrow width of NE 25th Avenue limits access for emergency vehicles, delivery trucks, and similar vehicles. The applicant should be required to provide an alternative access to the site and be prohibited from accessing NE 25th Avenue. On-street parking should be prohibited on NE 25th Avenue if access is allowed to this street.

12. Cassie Moore agreed with prior witnesses regarding the safety of NE 25th Avenue and that the applicant should be required to access the site from NE 144th Street. The proposed development will create three new driveways onto this street in close proximity to the blind corner at NE 25th Avenue and NE 142nd Street; drivers traveling eastbound on NE 142nd Street will be unable to see vehicles backing out onto NE 25th Avenue until the round the corner. NE 144th Street is a busy street and creeping out into the intersection is unsafe. The majority of drivers run the stop sign at the NE 26th Avenue/144th Street intersection and speeding is a significant problem on NE 144th Street. The Sheriff's Department does not enforce these violations or illegal parking.

13. Derek Rosenquist testified that his mother owns the residence on Parcel 117895202 in the southeast corner of the site. The proposed subdivision design conflicts with the boundaries established by the deed recorded in 2007. In addition, the deed provides a 30-foot wide access and utility easement, yet the proposed plat only shows a 20-foot wide access easement, with no provision for utilities. He objected to any design that conflicts with the boundaries established in the deed and easement.

14. Elizabeth Hamlick testified that she walks on NE 144th Street on a daily basis and frequently sees drivers running stop signs and speeding. The existing sidewalk is narrow and abuts the road, causing anxiety when larger vehicles drive past her. The additional traffic from this development will exacerbate these issues as well as creating a hazard for children walking and riding on the sidewalk.

15. Deborah Iveson agreed with the testimony of prior witnesses. She questioned whether the applicant will widen the northern section of NE 144th on both sides of the road. She noted that all of the other neighborhoods in the area have direct access to NE 144th Street; this development should be required to do the same. She has a photo of a bald eagle in a tree on the site.

16. At the conclusion of the hearing the examiner held the record open for three weeks, subject to the following schedule:

a. For one week, until July 30, 2026, for anyone to submit additional written testimony and evidence in this matter;

b. For a second week, until August 6, 2026, for anyone to respond to whatever was submitted during the first week; and

c. For a third week, until August 13, 2026, for the applicant to submit a written final argument, without any new evidence.

17. Exhibits 64-76 were submitted during the open record period:

C. FINDINGS:

Only issues and approval criteria raised during the application review, at the hearing, or before the close of the record are discussed in this section. All approval criteria not raised by staff, the applicant, or a party to the proceeding have been waived as contested issues, and no argument regarding these issues can be raised in any subsequent appeal. The examiner finds those criteria to be met, even though they are not specifically addressed in these findings. The following issues relate to the mandatory applicable approval criteria for this proposal and were addressed by county staff in their reports, by agency comments, by the applicant and others. The examiner adopts the following findings regarding each:

Public Comments

Traffic Impacts

This development will increase the volume of traffic on streets in the area. That increased traffic will be perceptible to area residents. However, County engineering staff determined, based on the analysis in the applicant's traffic analysis and their own analysis and expertise, that it will not exceed the capacity of streets or create a hazard; all affected intersections and corridors will continue to operate within acceptable levels of service as defined by the Code. There is no substantial evidence to the contrary. Neighbor's unsupported concerns about increased traffic are not substantial evidence sufficient to overcome the expert testimony of the traffic engineers for the County and the applicant.

The applicant will dedicate right-of-way and construct frontage improvements along the section of NE 144th Street abutting the site. However, the applicant cannot be required to construct offsite improvements. The need for such improvements is one that exists generally along streets in the area, and is a need to which all area properties contribute, not just the lots being created in this case. Applicants are not required to remedy all perceived and existing deficiencies in the vicinity of a development. The County Code requires an applicant to mitigate impacts a development causes or to which it contributes

significantly. Although the proposed development contributes to problems with substandard streets in the area, those problems exist largely because of existing development. It would be inequitable to require an applicant to bear the full burden of improvements where the proposed development is only responsible for a small portion of the problem. This and other developments in the area will pay traffic impact fees that the County can use to construct road improvements in the area.

This development will generate additional traffic on NE 25th Avenue. However it will not exceed the capacity of this street. NE 25th Avenue is an Urban Local Residential Access street which is designed to accommodate 1,500 ADT. NE 25th Avenue will carry less than 400 ADT with the additional traffic generated by this development, well below the design capacity of the street.

Opponents testified that vehicle queues at the NE 25th Avenue/144th Street intersection block access to the Bennett's driveway on the east side of NE 25th Avenue. However, to the extent such queues occur, they will be of limited duration as this intersection is projected to operate at LOS A with a maximum ten-second delay during the p.m. peak hour. (See Exhibit 1, Attachment 14 at 26).

The creation of three new residential driveways onto NE 25th Avenue will not create a hazard. As an Urban Local Residential Access, this street is intended to accommodate residential driveway access. The driveway serving proposed Lot 15 will be located roughly 60 feet from the 90-degree corner on at the intersection of NE 25th Avenue and NE 142nd Street. Drivers traveling eastbound on NE 142nd Street maneuvering through this 90-degree corner will be moving at slower speeds, allowing drivers ample time to react to vehicles backing out of the driveway onto the public street.

NE 25th Avenue is currently a dead-end roadway that provides the only access to the 13 homes in the Mt. Vista development east of the site. With this development NE 25th Avenue will provide the sole access to a total of 39 homes (18 single-family detached dwellings and eight duplex dwelling units). However, CCC 40.350.030.B.4.b(4)(a) allows a single access road to serve up to 100 lots. In addition, it appears that NE 142nd Street is designed to be further extended and provide additional access and cross-circulation opportunities when the abutting property to the east redevelops in the future.

The additional traffic generated by this subdivision may pose an increased risk for drivers, cyclists, and pedestrians in the area. Higher vehicular traffic volume creates a marginally higher risk for pedestrians and bicyclists. It may well warrant a heightened degree of attentiveness to traffic when driving, cycling or walking in the neighborhood. However, those risks are consistent with the location of the site in the urban area where County plans call for the sort of development being proposed. Reasonably prudent drivers will observe the posted speed limit and other applicable traffic regulations. Unfortunately, not all drivers are prudent. However, there is no evidence that the development proposed in this application will contribute a disproportionate share of imprudent drivers. If necessary, the County can address issues of speeding and other traffic violations by providing increased enforcement of traffic laws on all streets in the

area, or installing traffic controls on area roads, if warranted based on actual traffic conditions. Area residents can petition the County to install traffic calming measures on area streets. However, speeding is an existing problem, which the applicant cannot be required to remedy.

Access to NE 144th Street vs. NE 25th Avenue

Nothing in the Code requires that the applicant provide access directly to NE 144th Street. NE 25th Street is a public road which the applicant has the right to utilize. Therefore, the applicant cannot be required to justify the proposal to access NE 25th Avenue and the traffic analysis was not required to review the impacts of such access. The applicant's traffic analysis clearly considered the proposed design, with NE 24th Circle intersecting NE 25th Avenue. (See Appendix B of the traffic study, Exhibit 1, Attachment 14 at 46). The proposed NE 24th Circle/NE 25th Avenue intersection is located roughly 140 feet from NE 144th Street, exceeding the minimum 100-foot intersection spacing requirement of CCC Table 40.350030-3.

Concerns were expressed that vehicles waiting to enter the site outside the gate on proposed NE 24th Circle will cause backups onto NE 25th Avenue. However, the applicant will be required to locate the gate a sufficient distance west of NE 25th Avenue to accommodate vehicles waiting outside the gate and provide a turnaround for drivers to return to NE 25th Avenue without passing through the gate.

On-street parking will be prohibited on both sides of NE 25th Avenue south of NE 24th Circle. In addition, on-street parking will be prohibited near the intersection with NE 144th Street in order to maintain intersection safety. (See Condition A-6.c). It is in all residents best interest to comply with these parking restrictions as illegally parked vehicles are subject to towing.

Construction Impacts

Construction on this site will temporarily cause increased noise, dust, traffic, and other impacts on adjacent roads and properties. The County Code and state law regulate construction activities, including requirements for dust and erosion control, construction vehicle access, road closures etc., which will limit impacts on surrounding residents. (See conditions B.14-B.17). The County will inspect the site during construction to ensure ongoing compliance with applicable requirements. Compliance with these regulations will not eliminate all potential impacts. However, the examiner finds that, while such impacts may occur, they are not significant enough to require specific limitations on construction other than those imposed by State law and the County Code. The examiner encourages residents to contact the County if excessive impacts occur.

Noise is regulated by WAC 173-60 in the State of Washington. This section limits construction noise in residential areas between 10:00 p.m. and 7:00 a.m., seven days a week. The examiner has no authority to impose further restrictions.

The examiner finds that it is feasible to maintain access to existing homes on surrounding properties during road construction by staging construction activities, using flaggers and

other accepted techniques. The applicant can address access to surrounding properties through the required traffic control plan.(See Conditions B-14 – B.17). Construction activities may impact area residents by temporarily altering the travel surface of the roads, causing traffic congestion, short-term delays, etc. However such impacts are temporary, while construction is occurring, and are merely one of the inconveniences of living in a developing urban area.

Stormwater Runoff

As discussed below, the applicant will be required to collect and treat stormwater runoff from all new impervious surfaces on the site prior to discharging it offsite at less than predevelopment rates. The applicant is prohibited from increasing or concentrating stormwater runoff onto adjacent properties. The stormwater detention pond will not saturate soils on adjacent properties; as noted in the applicant's geotechnical report (Attachment 10 of Exhibit 1) the soils on the site have very low infiltration rates which limits the potential for water to enter the soil. The applicant's geotechnical engineer reviewed the proposed development, including the proximity of the stormwater pond to the steep slopes to the south, and did not raise any concerns with soil saturation.

Tree removal

Grading and construction on the site may impact the roots of trees on properties west of the site. However, as Mr. Taylor noted, the applicant does not plan to conduct significant grading or excavation near the west boundary. In addition, the Code does not regulate such impacts as the Code does not regulate tree removal outside of critical areas. State law provides that land owners have a right to cut any branches or roots from neighboring trees that extend onto their property. *See Mustoe v. Xiaoye Ma*, 193 Wn. App. 161, 163, 371 P.3d 544 (2016). Owners of adjoining properties have a right of remedy in superior court if the applicant's actions cause damage to adjoining properties. They should consult a lawyer to advise them about such rights. However it is in the applicant's interest to protect trees on adjacent properties to the extent feasible in order to avoid potential liability.

Development of the site as proposed is likely to require removal of most of the non-oak trees on the site. However, the County Code does not prohibit such removal. This site and the surrounding area are zoned for single-family residential uses. Trees must be removed to develop roads, utilities and building sites at the required density. The examiner acknowledges the existing mature vegetation on the site. However, the Code does not require applicants to retain trees and other vegetation, other than Oregon white oak trees, outside of mapped habitat areas. Nothing in the Code requires that the applicant modify the development to preserve additional trees on the site. As noted in Exhibit 60, the trees on the site do not constitute "old growth" as defined by WDFW. In addition, removal of the fir trees on the site will improve growing conditions for the retained oak trees by eliminating competition from the faster growing firs. (Exhibit 24 at 13).

Clearing and development on this site will eliminate habitat for wildlife, including birds, deer, and coyotes. But the County Code does not prohibit such an effect. To the contrary, it is an inevitable consequence of concentrating new development in the urban area.

There are no wetlands or habitat areas on the site and none of the animals observed on this site are listed as endangered or threatened; they are commonly observed in the area. Their presence is less likely after the site is developed, but that is to be expected.

Eagles
Bald eagles are no longer listed as threatened or endangered. Therefore, eagle habitat is not protected. Eagles and other raptors are protected by the migratory bird treaty act, which prohibits "incidental take" of such species. If eagle nests are present on the site, the applicant will be required to schedule tree removal outside of the bird's nesting season.

The Rosenquist Residence
Ms. Rosenquist's residence is part of the site and the applicant intends to retain this structure on proposed Lot 13. Ms. Rosenquist signed the application. (Exhibit 1, Attachment 3). The Rosenquists argued that the proposed development conflicts with existing easements and prior agreements. However, the examiner has no authority to review and interpret such private agreements. Ms. Rosenquist can seek enforcement of these agreements in superior court. She should consult a lawyer to advise her about her rights under these agreements. The applicant will be required to provide public sewer service to all homes on the site, including Ms. Rosenquist's existing residence.

SEPA Determination
The county determined, based on the application materials and public and agency comments, that there are no probable significant adverse environmental impacts associated with this proposal that cannot be avoided or mitigated through the conditions of approval. Therefore, the county, as the lead agency, determined that an environmental impact statement was not needed and issued a Determination of Non-Significance (DNS) for this project. That determination was not appealed and is now final. Therefore, the examiner has no jurisdiction to reconsider the County's SEPA determination or address the SEPA concerns raised by opponents except to the extent those concerns relate to the Code.

Land Use
Finding 1 - Uses
Single-family detached housing is allowed in the R1-7.5 zone pursuant to CCC Table 40.220.010-1.

Finding 2 - Lot Standards
Pursuant to Table 40.220.010-2, the R1-7.5 zone requires an average lot area of 6,500 square feet and a maximum average lot size of 10,500. The smallest lot in the proposed subdivision is 4,418 square feet and the largest lot is 27,255 square feet. The average minimum lot size is 7,101 square feet.

Average lot size is determined based on all of the lots created by a proposed development. Contrary to the assertion in Exhibit 49, the Code does not require or allow applicants to exclude lots created for existing residences and the Code does not authorize

the County to require larger lots so that they are consistent with the size of surrounding lots. To the contrary, RCW 36.70B.030(3) prohibits the County from revisiting density, setbacks, dimensional standards, or other provisions of the Code at this stage of review. Although the proposed lots are smaller than adjacent lots, the uses are not incompatible. The applicant is proposing to provide single-family detached and attached residences adjacent to existing single-family development.

The R1-7.5 zone requires an average lot width of 50 feet and lot depth of 90 feet. The plan depicts lots which meet these standards, with the exception of lot width for the five lots for which the applicant has proposed a Type II Variance (See Finding 3, below).

Finding 3 - Lot Width Variance

The applicant is requesting a variance to the lot width for five lots, proposed Lots 6, 7, 10, 11, and 17. The minimum lot width for the R1-7.5 zone is 50 feet. This would be a 6% variance for Lots 6 and 7 (47-foot proposed width), a 10% variance for Lots 10 and 11 (45-foot proposed width), and a 4% variance for Lot 17 (48-foot proposed width). Although the variance for all five lots is 10% or less, a Type II variance is required because the applicant is requesting variances for multiple lots. CCC 40.550.020.A.4 indicates four specific criteria for the review and approval of a Type II variance:

a) Granting the variance(s) will not substantially detract from the livability or appearance of a residential area or from the desired character of a nonresidential area, or the variance(s) will substantially enhance the livability or appearance of a residential area or the desired character of a nonresidential area, such as by preserving or protecting significant natural, scenic, historic, cultural, open space or energy resources.

Analysis:

The examiner finds that the proposed variance will not substantially detract from the livability or appearance of the residential area as the narrower lots will not be noticeable outside of the development. Screening along the southern portion of the development, the many oak trees being preserved within the development, and the abutting roads will help shield offsite views of these slightly narrower lots.

b) If variances to more than one regulation are being requested, the cumulative effect of the variances shall be consistent with the purpose of the zone in which the site is situated.

Analysis:

The applicant is only requesting a variance to one standard, lot width; therefore, this criterion is not applicable.

c) Adverse impacts resulting from the variance(s) are mitigated to the extent practical.

Analysis:
Adverse impacts resulting from the variance are limited to visual impacts, as these slightly narrower lots may create an appearance of greater density in portions of the site. However, as noted above, existing and proposed trees and vegetation will screen most offsite views of the narrow lots.

d) The variance(s) does not substantially impair or impede the availability or safety of access that would otherwise exist for vehicles or for pedestrians, or alternative access is provided.

Analysis:
The proposed variance has no impact on access; therefore, approval of the variance will not substantially impair or impede access safety for vehicles or for pedestrians.

Based on the above, the examiner finds the proposed administrative variance should be approved.

Finding 4 - Setbacks
The following minimum setbacks apply to the proposed lots (See CCC Table 40.220.010-3):

- Ten-foot front setback
- Eighteen-foot garage setback
- Ten-foot Street side setback
- Five-foot side setback
- Ten-foot rear setback

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

Setbacks and lot coverage requirements shall be met at the time of building permit review. (See Condition B-5)

Finding 5 - Existing Residential Structures
The site contains two existing single-family residences and associated accessory structures. The applicant will remove one existing residence and all accessory structures. The second existing residence will remain on proposed lot 13.

All structures proposed for elimination shall be removed shall be prior to construction plan approval and in compliance with Clark County Building Division, state, and federal requirements. (See Condition B-6)

Finding 6 - State Platting Standards (RCW 58.17)
With conditions of approval, the examiner finds the proposed subdivision will make appropriate provisions for public health, safety, and general welfare of the community. Proof of adequate water and sewer service, as well as treatment of any increase of

stormwater runoff will be provided, to protect groundwater supply and integrity. Impact Fees will also be required to contribute a proportionate share toward the costs of school and transportation provisions, maintenance and services.

The site is located in the Vancouver School District. The applicant has submitted a letter from the school district that indicates that student from this development will be bused to all three schools (See Tab 20 of the application submittal). This satisfies safe walking conditions for students who only walk to school (See RCW 58.17.050).

Finding 7 - Landscaping

The property to the south is zoned R-22, a multi-family zone. Therefore, CCC Table 40.320.010-1 requires a five-foot L1 landscape buffer along the south boundary line of the site. The applicant proposes to utilize existing vegetation to meet this requirement. The applicant needs to show this existing vegetation on the final plans to confirm it complies with screening requirements. (See Condition A-2)

Prior to the issuance of a Certificate of Occupancy for future homes on each lot(s), the applicant shall submit a copy of the approved landscape plan(s) with a letter signed and stamped by a landscape architect licensed in the state of Washington certifying that the landscape and irrigation (if any) have been installed in accordance with the attached approved plan(s) and verifying that any plant substitutions are comparable to the approved plantings and suitable for the site. (See Condition F-2)

The applicant is not required to install fencing, landscaping, or other buffering on the remainder of the site boundaries as the all other abutting properties are zoned single-family development. Based on CCC Table 40.320.010-1, screening and buffering are not required when development is proposed on land zoned single-family development abutting other single-family zoned lands. The applicant or future residents may choose to construct fences and/or install landscaping to screen the site or individual lots from abutting properties, but the Code does not require that the applicant provide such screening in this case.

Conclusion (Land Use)

The examiner concludes that the proposed preliminary plan, subject to conditions, meets land use requirements of the Clark County Code.

Archaeology

Finding 8 - Archaeology

The development site is located within a high probability area for archaeological resources, as designated on the Archaeological Predictive Model Map of the Clark County. The applicant submitted an archaeological pre-determination to the Washington State Department of Archaeology and Historic Preservation (DAHP) prior to submittal of the application. DAHP received public notice and a copy of the SEPA checklist and has not provided comment.

A note will be required on the final construction plans and the final plat stating that in the event that archaeological or historic materials are discovered during project activities, work in the immediate vicinity must stop and the area must be secured. The concerned tribes cultural staff, cultural committee, and DAHP shall be notified. Failure to comply with these State requirements may constitute a Class C Felony, subject to imprisonment and/or fines. (See Condition A-3 and Plat Note D-6a)

Wetland & Habitat Review

Finding 9 - Habitat Determination

The site is subject to a previous Habitat Determination WHR-2025-00247 issued on September 18, 2025, except as amended by this permit. The June 17, 2026, Critical Areas Report and Oak Mitigation/Conservation Plan prepared by AshECO notes that the previously identified oak #24 was determined by the arborist to not be an oak; County staff concur with the June 17, 2026, report for oak, snag, and log classifications. The site contains priority Oregon white oak woodland habitat as well as priority Snags/Log habitat as shown in the Habitat Determination Map (Exhibit 46).

The Washington Department of Fish and Wildlife identify Oregon white oak woodlands as stands of pure oak or oak/conifer associations where canopy coverage of the oak component of the stand is 25%; or where total canopy coverage of the stand is <25%, but oak accounts for at least 50% of the canopy coverage present. (The latter is often referred to as an oak savanna). In non-urbanized areas west of the Cascades, oak stands of 0.4 hectare (1 acre) or more in size are priority oak habitat. In urban or urbanizing areas, single oaks, or stands of oaks <0.4 hectare (1 acre), may also be considered priority habitat when found to be particularly valuable to fish and wildlife (i.e., they contain many cavities, have a large diameter at breast height [dbh], are used by priority species, or have a large canopy). The subject parcel is within an urban or urbanizing area. The forested portions of the site as shown in the provided map meet the criteria for individual Oregon white oak trees and the trees are thus afforded protection as priority non-riparian habitat which required mapping the oak driplines versus the associated canopy trees.

During the site visit, County staff identified three priority snags and 3 priority logs. WDFW defines Priority Snags/Logs as follows:

> Snags and logs occur within a variety of habitat types that support trees. Trees are considered snags if they are dead or dying and exhibit sufficient decay characteristics to enable cavity excavation/use by wildlife. Priority snags have a diameter at breast height of> 51 cm (20 in) in western Washington and> 30 cm (12 in) in eastern Washington, and are> 2 m (6.5 ft) in height. Priority logs are> 30 cm (12 in) in diameter at the largest end, and > 6 m (20 ft) long. Abundant snags and logs can be found in old-growth and mature forests or unmanaged forests of any age; in damaged, burned, or diseased forests; and in riparian areas. Priority snag and log habitat includes individual snags and/or logs, or groups of snags and/or logs of exceptional value to wildlife due to their scarcity or location in a particular landscape. Areas with abundant, well-distributed snags and logs

are also considered priority snag and log habitat. Examples include large, sturdy snags adjacent to open water, remnant snags in developed or urbanized settings, and areas with a relatively high density of snags.

The snags and logs are regulated by the Clark County Wetland/Habitat Ordinance. The applicant is responsible for the delineation of the Oregon White Oak canopies and priority snags/logs on the construction plans and final plat.

The Priority Habitat and Species Areas shall be shown on any future plans relying on this determination/permit with a note describing limitations on clearing and development activities in these areas, (See Condition A-5.a).

Finding 10 – Development Envelopes

Development envelopes can clearly avoid the Oregon white oak woodland and habitat mitigation areas, however, the envelopes proposed need to be shown on the Final Plat in order for requirements for further analysis and standard approval conditions to be waived pursuant to CCC 40.445.030(B)(2)(g).

Development envelopes that clearly avoid the Oregon white oak woodland and mitigation areas shall be shown on the Final Plat with a note describing limitations on clearing and development activities outside these envelopes, (See Condition D-1.a and Plat Note D-6.j).

Finding 11 – Avoidance & Minimization

The Wetland/Habitat Conservation Ordinance follows a hierarchy of impacts with the first being avoidance of all impacts within a priority habitat area, if possible (CCC 40.445.030.B). Under CCC 40.445.030(B)(1), the applicant must demonstrate that a range of project alternatives have been given substantive consideration with the intent to avoid or minimize impacts to fish and wildlife habitat conservation areas. The applicant may avoid a habitat permit by mapping the locations of these priority habitat types and establishing development envelopes that clearly show the wetland, wetland buffer, and habitat areas are not impacted or disturbed. In the event that avoidance is not possible, County staff shall determine if the proposed development meets the Minimization criteria identified in the Wetland/Habitat Ordinance. The applicant shall provide documentation that any impacts have been minimized in order to justify their purpose and need for the impact. Any adverse priority habitat impacts (including clearing of native vegetation, grading, impervious surface, conversion to lawn, etc.) shall require justification for the impact as well as a wetland and/or habitat permit with applicable mitigation provided in a mitigation plan. The type of permit shall be determined by the amount of impact proposed to the habitat resource. Impacts less than $1/10^{th}$ of an acre would be a Level 1 review; impacts over $1/10^{th}$ of an acre would be a Level 2 review. The applicant shall follow the specific performance standards for priority habitat per CCC 40.445.030.C.3. Storm water designs and outflows also need to avoid adverse impacts to priority habitat areas. All proposed impacts will need to be accounted for in the habitat permit with applicable mitigation.

The applicant has provided a preliminary plat and mitigation plan which shows impacts to priority oaks onsite as well as movement of priority snags and logs. Given the lot requirements and required infrastructure improvements, it appears that some habitat impacts may be unavoidable. After consulting with Wetland/Habitat Review management about the applicability of Oregon white oak avoidance/minimization standards, County staff concur with the analysis provided to justify the impact. the proposed development meets the avoidance and minimization standards in CCC 40.445.030.B.1. The applicant has applied for the subject permit for the priority habitat impacts.

Any additional impacts to the mitigation area or priority habitat in future plans shall require additional Wetland/Habitat Review and permitting.

No clearing or development, outside of what is shown for the provided preliminary plat and mitigation plan shall occur within any mitigation areas or priority habitat areas. No additional priority habitat outside of what is shown in the subject permit shall be impacted or removed as a result of this permit, (See Condition H-6).

Finding 12 - Habitat Impacts

Temporary habitat impacts are expected as a result of constructing the proposed project. Areas which will be trenched and/or temporarily impacted shall be returned to a pre-disturbance grade. These areas shall retain the native topsoil during construction and replace the topsoil when construction is complete.

After grading, the area shall be reseeded with a native seed mix which is appropriate for the hydrology of the site. The areas disturbed shall have 100% native grass/herbaceous coverage after 1 year; in the event that this is not met, the area shall be reseeded and monitoring shall continue until the area has 100% vegetated coverage, (See Condition H-3).

The applicant has provided a preliminary plat and plan set as well as a June 17, 2026, Critical Areas Report and Oak Mitigation/Conservation Plan prepared by AshECO Solutions which shows the removal of Oregon white oaks #8 and #9, impacts within the driplines of oaks (#10, #18-22, #34, #36, #37, #41) and movement of 3 priority logs and 3 priority snags to facilitate the lot development and associated infrastructure. Some of the Oregon white oak habitat areas onsite have invasive blackberry and ivy with some scattered and native undergrowth. The June 17, 2026, mitigation plan notes 790 square feet (0.018 acres) of total physical impacts to Oaks #8 and #9 and 974 square feet (0.022 acres) of total temporal oak impacts for unavoidable impacts within the oak driplines. County staff concur with these impacts.

Finding 13 – Habitat Mitigation

Prior to acceptance of the Final Plat, the applicant shall provide an oak assessment report prepared by an ISA certified arborist which shall include photographs and a post-construction assessment prepared by an ISA certified arborist of the oak retention areas. This assessment shall include the health of each tree and if they were adversely impacted by the development as well as a baseline for the oak canopy for the future stand release.

Adverse impacts to the oaks shall require additional Wetland/Habitat Review as well as potential permitting and mitigation, (See Condition D-1.b).

The Final Plat shall include a note which includes the oak minimization measures proposed by the Arborist in the June 17, 2026, Critical Areas Report and Oak Mitigation/Conservation Plan prepared by AshECO Solutions. This shall be specific to lots which have oak habitat onsite and shall include a restriction on irrigation or turf grasses within the oak dripline, as well as maintaining these areas in a natural state. (See Condition D-1.c)

The Final Plat shall include a note which states that the Oregon white oak trees, priority snags, and priority logs do not meet the standard of a hazard per the Wetland/Habitat Code. Any impacts to an Oregon white oak, priority log, or priority snag shall require additional wetland/habitat review as well as potential permitting and/or mitigation, (See Condition D-1.d).

The applicant shall retain the priority logs within an Oregon white oak habitat area or the proposed Tract A. If the priority logs fall apart upon transport then the applicant shall create priority logs which meet the Washington Department of Fish and Wildlife (WDFW) definition within the above mentioned areas. The applicant shall retain any cut portions of the snags as large woody debris (as intact as possible) within an Oregon white oak habitat area or the proposed Tract A. The snags shall be countersunk within the mitigation areas noted above per the methods in the June 17, 2026, AshECO Solutions mitigation plan. If snags cannot be transported and installed then new snags shall be created within Tract A which meet the WDFW definition for a priority snag; the cut portion of the snag shall be retained as large woody debris. The created snags shall be trees of a similar size and type as those which were removed. (See Condition A-5.b)

The applicant has provided a June 17, 2026, Critical Areas Report and Oak Mitigation/Conservation Plan prepared by AshECO Solutions which indicates that three priority logs and three priority snags will be moved in order to facilitate Lot development and the required infrastructure. County staff concur with this approach.

The applicant shall retain any cut portions of the snags as large woody debris (as intact as possible) within an Oregon white oak habitat area or the proposed Tract A. The snags shall be countersunk within the mitigation areas noted above per the methods in the June 17, 2026, AshECO Solutions mitigation plan. If snags cannot be transported and installed then new snags shall be created within Tract A which meet the WDFW definition for a priority snag; the cut portion of the snag shall be retained as large woody debris. The created snags shall be trees of a similar size and type as those which were removed, (See Condition A-5.c).

The physical loss of Oregon white oaks #8 and #9 is detailed in the June 17, 2026, Critical Areas Report and Oak Mitigation/Conservation Plan prepared by AshECO Solutions. This physical loss shall require mitigation per the Wetland/Habitat Ordinance (CCC 40.445) as well as under the Washington Fish and Wildlife (WDFW) Guidance

document for Oregon white oak. The applicant has proposed to purchase 0.10 oak credits from the Wapato Oak Bank in order to offset this impact. In conference with Wetland/Habitat Review staff a purchase of 0.10 credits is acceptable.

Prior to Final Engineering, the applicant shall provide proof of 0.10 credits from the Wapato Oak bank. Alternate oak banks may be considered with approval from Wetland/Habitat Review staff, (See Condition A-5.f).

The applicant shall retain the cut portions of Oak #8 and #9 as large woody debris (as intact as possible) within an Oregon white oak habitat area, (See Condition A-5.d).

For the temporal loss of oak related to the required infrastructure improvements (974 square feet) the applicant has proposed a combination of mitigation as recommended in the WDFW guidance document which includes stand release for the remaining oaks by removing competing vegetation, removal of invasive species within the oak driplines, and enhancement underneath the oak driplines. The mitigation plan notes that mulch may be added as an enhancement effort within the oak driplines. County staff concur with this mitigation approach for the temporal impacts. The applicant shall abide by the oak impact minimization measures provided by the arborist and included within the June 17, 2026, mitigation plan. The applicant shall monitor the oaks within the development post-construction as noted in this permit to ensure that the development has not adversely impacted the oaks.

Prior to Final Engineering Approval the applicant shall provide an oak assessment report prepared by an ISA certified arborist which shall include photographs and a pre-construction assessment prepared by an ISA certified arborist of the oak retention areas, (See Condition A-5.e).

The final grading/engineering plans shall include a note which clearly specifies the property line delineation and fencing requirements and well as oak specific protection measures identified by the arborist in the June 17, 2026, Critical Areas Report and Oak Mitigation/Conservation Plan prepared by AshECO Solutions, (See Condition A-5.g).

A note on the Final engineering/grading plans which requires an ISA certified arborist shall be present to establish the required tree protection fencing as well as for any work which requires impacts to the tree (canopy or roots), (See Condition A-5.h).

The proposed habitat June 17, 2026, Critical Areas Report and Oak Mitigation/Conservation Plan prepared by AshECO Solutions will result in no net loss of habitat functions and values and meets the approval criteria in CCC 40.445.030.

Finding 14 – Maintenance & Monitoring

After installation of the mitigation, maintenance and monitoring are required in order to ensure long term performance of the mitigation. Per Table 40.445.030-1, tree protection areas shall be monitored for a period of 5 years with canopy release being measured for 10 years; the snags and large woody debris may be monitored for one year. The

mitigation shall be monitored and maintained as noted above after approval of an As-Built. Monitoring reports consisting of photographs and a count of live trees/shrubs shall be submitted to Wetland/Habitat Review staff no later than November 1 following the following growing seasons (year 1, 2, 3, 5, 7, 10). Monitoring shall begin when the as-built is accepted and the year 1 report shall be due at the end of the first growing season after planting. Monitoring reports shall be submitted to Wetland/Habitat Review staff no later than November 1 following each growing season. A Monitoring Review fee will be required to verify the reports.

The monitoring report shall utilize the following minimum performance standards:

1. Year 1: 100% retained oak survival; verification of snags and large woody debris. Verification of mulch and/or native plants within oak driplines. Assessment from an ISA certified arborist on the health/condition of oaks onsite.
2. Year 2: 100% retained oak survival; verification of mulch and/or native plants within oak driplines. Verification of mulch and/or native plants within oak driplines. Assessment from an ISA certified arborist on the health/condition of oaks onsite.
3. Year 3: 100% retained oak survival; verification of mulch and/or native plants within oak driplines. Verification of mulch and/or native plants within oak driplines. Assessment from an ISA certified arborist on the health/condition of oaks onsite.
4. Year 5: 100% retained oak survival; verification of mulch and/or native plants within oak driplines. Presence of Oregon white oak-associated wildlife species in enhanced habitat. Verification of mulch and/or native plants within oak driplines. assessment from an ISA certified arborist on the health/condition of oaks onsite.
5. Year 7: 100% retained oak survival; verification of mulch and/or native plants within oak driplines. Evidence of an increase in OWO canopy coverage based on initial baseline conditions. Presence of Oregon white oak-associated wildlife species in enhanced habitat.
6. Year 10: 100% retained oak survival; verification of mulch and/or native plants within oak driplines. Evidence of an increase in OWO canopy coverage based on initial baseline conditions. Presence of Oregon white oak-associated wildlife species in enhanced habitat. Non-native species <20% aerial coverage, including blackberry, holly, ivy, and reed canary grass.

Any areas not meeting this standard shall be reassessed with County Wetland/Habitat staff, with maintenance and monitoring continuing until the standard has been met.

Routine maintenance of the site is necessary to ensure the integrity and success of the mitigation area which includes, but is not limited to, removing non-native species and weeds, irrigation (if required), and plant replacement to meet the performance standards. Adaptive management and alternate species may be considered if plantings are not meeting the above listed standards in consultation with County Wetland/Habitat Review staff.

A maintenance financial assurance shall be required for the maintenance/monitoring period which shall be done at the time the As-Built has been accepted, (See Condition H-4).

Finding 15 – Mitigation As-Built

A Mitigation As-Built report shall be submitted to County Wetland/Habitat Review staff prior to Final Engineering approval as approved in the mitigation plan (per this permit); amendments may be made with a Final Wetland/Habitat Permit. The As-Built submittal can be postponed to a specified date with written approval from a County Biologist and a financial assurance. The As-Built needs to include documentation of any revisions to or deviations from the approved plan, demonstrating that any changes meet the requirements of CCC 40.445, (See Condition A-5.i).

The As-Built shall show and provide pictures of the priority snags. The As-Built shall show and provide pictures of the priority logs and cut portions of the snags and removed Oaks 8 and 9 which are retained as large woody debris either within the oak dripline or on the southwestern portion of the project within the stormwater area. A site visit shall be required to verify the mitigation and oak retention area, (See Condition A-5.j).

Finding 16 – Final Permit Review

Staff concludes that the proposed preliminary mitigation plan is feasible. Approval of a Final Habitat Permit shall be required if there are additional impacts proposed within the mitigation or priority habitat areas during Final Engineering which were not part of the preliminary approval. The application shall include a revised mitigation plan that meets the standards for the Wetland/Habitat Ordinance, (See Condition H-5).

Finding 17 – Financial Assurance

Prior to construction, the applicant shall install the required mitigation per the June 17, 2026, mitigation plan prepared by AshECO Solutions. If the mitigation cannot be installed prior to Construction approval then the mitigation shall be installed the next planting season; additionally, a performance financial assurance which covers the proposed costs of the mitigation will be required and shall be submitted to County Wetland/Habitat Review staff for approval. A performance assurance for the mitigation shall be required unless the proposed mitigation is constructed and an as-built is approved, (See Condition B-7).

Finding 18 – Standard Conditions

Prior to Final plat and pursuant to CCC 40.445.030.B.2.d, a conservation covenant shall be recorded in a form approved by the Prosecuting Attorney as adequate to incorporate the other restrictions of this section and to give notice of the requirement to obtain a habitat permit prior to engaging in regulated activities within a priority habitat area. The covenant shall show the location of all mitigation areas and priority habitat areas. The covenant shall include the minimization measures for post-development provided within the June 17, 2026, Critical Areas Report and Oak Mitigation/Conservation Plan prepared by AshECO Solutions within the oak driplines.

The final plat shall include a note with the restrictions to priority habitat areas per this covenant, (See Condition D-1.e).

Prior to final plat and pursuant to CCC 40.445.030.B.2.c, small signs shall be posted at and perpetually maintained at locations along the outer perimeter of the wetland buffer/habitat mitigation area approved by the responsible official and as shown in the June 17, 2026, Critical Areas Report and Oak Mitigation/Conservation Plan prepared by AshECO Solutions worded substantially as follows:

> Protected Critical Area –
> Please retain in a natural state

(See Condition D-1.f)

In addition to the signs, where oaks occur within proposed Lots, the applicant shall install some other type of prominent physical demarcation along the upland boundary of the priority habitat area and the physical demarcation and shall permanently maintained thereafter. Such demarcation may consist of logs, a tree or hedge row, fencing, or other prominent physical marking approved by the responsible official, (See Condition D-1.g).

Pursuant to CCC 40.445.030.B.2.d, the Final Plat shall clearly show all mitigation areas, wetland, wetland buffer, streams, and priority habitat areas, (See Condition D-1.h).

The final plat shall include a note referencing any restrictions on clearing or development within these critical areas, (See Condition D-1.i).

Conclusion (Habitat)
The examiner concludes that the proposed preliminary mitigation plan is feasible, subject to conditions noted above and the following: Conditions B-8, B-9, B-10, B-11, B12 & B-13.

Transportation & Circulation
Finding 19 – Pedestrian/Bicycle Circulation
Pedestrian circulation facilities in compliance with the Americans with Disabilities Act (ADA) and CCC 40.350.015 are required for this development. The applicant is proposing sidewalks on all public roads in accordance with the standards. All proposed pedestrian facilities shall be constructed to comply with ADA standards. The applicant shall show the construction of end of sidewalk ramps where pedestrian facilities temporarily terminate at the plat boundary. **(**See Condition A-7.a & A-7.b)

Per the WSDOT design manual as adopted under CCC 40.350.030(C)(1)(b)(1) new construction projects shall provide curb ramps oriented in each direction of pedestrian travel within the width of the crosswalk it serves, and if receiving ramps do not exist, they shall be constructed as part of the new development. The applicant will need to show

on final construction plans that pedestrian ramps will comply with the WSDOT Design Manual. **(**See Condition A-7.c)

Finding 20 – Road Circulation Plan

Cross-circulation is required by CCC 40.350.030(B)(2). The site currently does not meet the maximum 800-foot block length nor 3,200-foot block perimeter. The applicant has submitted a technical road modification request to address this issue. [See Transportation Finding 6 – Technical Road Modifications, Request 1]

Finding 21 – Roads/Frontage Improvements

Road improvements and design are required to comply with CCC 40.350.030, CCC Table 40.350.030-2 and CCC Table 40.350.030-3.

NE 144th Street is classified as an Urban Neighborhood Circulator. Half-width improvements are required per Standard Detail Drawing 12 and consist of 27 feet of right-of-way, 18 feet of roadway width, curb & gutter, and 5-foot sidewalks. The applicant is proposing to construct half-width frontage improvements in compliance with the standard detail. (See Conditions A-7.e & D-7.b)

NE 25th Avenue is classified as an Urban Local Residential Access. Half-width improvements are required per Standard Detail Drawing 13 and consist of 23 feet of right-of-way, 14 feet of roadway width, curb & gutter, and 5-foot sidewalks. The applicant is proposing to construct frontage improvements in compliance with the standard details, except for modifying the flex-zone to a 12-foot planter to account for existing Oak Trees. The applicant has submitted a technical road modification request to address this issue. **(**See Conditions A-7.d, A-7.f & D-7.a) [See Transportation Finding 6 – Technical Road Modifications, Request 3]

NE 24th Circle is classified as an "Urban Private Road" requiring full width improvements consisting of a minimum 30 foot easement dedication, 24 foot pavement width, curb/gutter and a 5-foot sidewalk on one side (See Conditions A-7.g & D-7.c)

The cul-de-sac shall be designed and constructed per Clark County Urban Cul-De-Sac standard detail 23. (See Conditions A-7.h & D-7.c)

Where frontage improvements are required, the county will perform pavement deflection testing to determine the adequacy of the existing pavement. Where remaining life of the pavement is less than 5 years, the developer shall construct the roadway to current standards to the centerline or 22 feet, whichever is less. If remaining life is greater than 5 years, the road shall be cut back to a location where the structure is sound and the widening constructed. However, in no case shall the reconstruction be less than 4 feet in width from the existing edge of pavement to the new edge of pavement or face of curb. The county may require reconstruction to the centerline or 22 feet, whichever is less, if the review authority determines the geometrics or other existing features are inadequate. **(**See Condition A-7.i)

Parking is prohibited on any road less than 24 feet wide. Signing and Striping plans shall include appropriate measures on partial width roads. The applicant shall propose "No Parking" signs along both sides of the entire length of any road less than 24 feet in width. **(**See Condition A-7.j)

Finding 22 – Access Management

Per CCC 40.350.030(B)(4)(b)(1)(a), excepting the bulbs of cul-de-sacs, driveways serving single-family residential lots shall be located a minimum of 5 feet from an interior side property line or zero feet as a shared driveway approach. The applicant's proposal includes shared driveways serving lots 2-5, 17-20 and 27-30. Shared driveways can serve no more than 4 lots and must be a minimum of 12-feet wide and placed in a minimum 20-foot wide easement. Individual lot driveways are proposed throughout the remainder of the development. These driveways shall be 5 feet from an interior property line. (See Conditions A-7.i, A-7.m, D-7.d and Plat Note D-6.e)

The applicant shall show on the final construction plans that all driveway approaches comply with Clark County Standard Detail F14/F15, or approved equivalent. (See Condition A-7.m)

Per CCC 40.350.030(B)(4)(b)(1)(b), corner lot driveways (on local access roads) shall be a minimum of 40 feet from the projected curb line or edge of pavement, as measured to the nearest edge of the driveway, or in cases where lots less than 40 feet wide are allowed driveways shall be limited to 20 feet in width and located 5 feet from the property line farthest from the intersection or as a 25 foot wide shared driveway at this property line. (See Condition A-7.k)

The private road approach onto NE 25th Avenue shall be constructed per Standard Detail F16, F17, or approved equivalent. (See Condition A-7.n)

Finding 23 – Sight Distance

The approval criteria for sight distances are found in CCC 40.350.030(B)(8). This section establishes minimum sight distances at intersections and driveways. Additional building setbacks may be required for corner lots in order to maintain adequate sight distance. The final engineering plans shall show sight distance triangles for driveways that are proposed to remain. Landscaping, trees, utility poles, and miscellaneous structures will not be allowed to impede required sight distance requirements at all proposed driveway approaches and intersections. The applicant has submitted a road modification request to use stopping sight distance standards at NE 144th Street and NE 25th Avenue, as described in CCC Table 40.350.030-7, in lieu of intersection sight distance standards for controlled intersections, as described in CCC Table 40.350.030-8 [See Condition A-7.o, D-8, and Transportation Finding 6 – Technical Road Modifications, Request 2]

The applicant will need to submit final construction drawings for review and approval. These plans will need to show stopping sight distance triangles at the intersection of NE 144th Street and NE 25th Avenue and standard sight distance at all other intersections. The plans will also need to show objects that are within the sight distance triangle. Notes on

the plans shall indicate the vegetation within the sight distance triangle that needs to be maintained, trimmed, or removed. (See Conditions A-7.0, A-7.p, C-1.a & D-8)

Finding 24 – Technical Road Modifications
The applicant has requested the following road modifications:

1. Relief from Cross-Circulation (Block Length/Block Perimeter)
2. Relief from Sight Distance at NE 144th Street and NE 25th Avenue
3. Relief from Full Frontage Improvements (NE 25th Avenue)

Approval Criteria:
CCC 40.550.010(C) provides

1. *In reviewing a modification request, the county shall consider the applicable factors that include, but are not limited to, the following:*
   a. *Public safety, durability, cost of maintenance, function, and appearance;*
   b. *Advancing the goals of the comprehensive plan as a whole;*
   c. *Any modification shall be the minimum necessary to alleviate the hardship or disproportional impact;*
   d. *Potential benefits of low impact development or innovative concepts;*
   e. *Self-imposed hardships shall not be used as a reason to grant a modification request.40.550.010.C Approval Criteria.*
2. *Modifications to the standards contained in Chapter 40.350 may be granted when the applicant demonstrates at least one (1) of the following:*
   a. *Topography, right-of-way, existing construction or physical conditions, or other geographic conditions make compliance with standards clearly impractical for the circumstances;*
   b. *A minor change to a specification or standard is required to address a specific design or construction problem which, if not enacted, will result in an unusual hardship;*
   c. *An alternative design is proposed which will provide a plan that is functionally equivalent or superior to the standards;*
   d. *Application of the standards of Chapter 40.350 to the development would be grossly disproportional to the impacts created;*
   e. *A change to a specification or standard is required to ensure consistency with existing features adjacent to or affected by the site where those existing features are not expected to change over time.*

Applicant's Discussion
The applicant has submitted initial and revised technical road modification narratives prepared by SGA Engineering, [Exhibits 4, 8, 9, 18, & 24], providing justification for the requests.

Road Modification #1:

Relief from cross-circulation standards, CCC 40.350.030 (B)(2)(c)(1).

Applicant's Narrative (Exhibit 8)

> Tax lots abutting the site to the east, west, north and south are all developed property. The applicant has no opportunity to extend a roadway through already developed lots to improve cross-circulation.
>
> An apartment complex exists south of the property with no roadway stubbed to the southern property line of our site. There is no opportunity to extend a roadway to the south. The property to the west (PN 117895122) is an existing single family residence. Access to the single family residence to the west of the site is provided by the private road NE 23rd Ct. There is very little developable land on parcel 117895122 and they have convenient access to NE 23rd Ct. The only way this parcel will develop is a short plat with a new shared driveway coming off NE 23rd Ct. Stubbing a roadway at this location wouldn't be beneficial as NE 23rd Ct is designed to provide access to parcel 117895122. The county will not allow for NE 142nd Street to connect into NE 23rd Ct.
>
> Another reason why NE 142nd St cannot be extended into the site is due to the significant impacts that would occur to Oregon white oak trees (protected habitat). If NE 142nd were to be extended into the site, 9 Oregon white oaks would have to be removed. Mitigation for these oak impacts would cost at least $200,000 but may be more based on current WDFW guidance. This is in addition to the $215,000 of mitigation and would result from the full widening of NE 25th Ave. The sit has been specifically designed to retain all onsite oak trees. To accomplish this, a few minor modifications are required. Figure 1 below shows the impacts created if NE 142nd Street were extended into the site.
>
> We also believe the extension of NE 142nd St into the site would be grossly disproportional to the impacts created and would result in unusual hardship as it would result in a significant cost with little to no public benefit. The extension of this roadway will not improve the overall block perimeter that is deficient due to the existing development to the south.

Staff's Evaluation and Recommendation of Road Modification #1, Cross-Circulation [Exhibit 57]:

> Per CCC 40.350.030(B)(2) [Circulation], the purpose of this section is to ensure adequate cross-circulation in a manner which allows subsequent developments to meet the County's block length and perimeter standards, and to provide a mechanism for integrating various streets into an efficient and safe transport network. Block lengths shall be between 100 to 800 feet and block perimeter shall not exceed 3,200 feet.

The applicant is proposing no circulation due to lack of stubbed roads to connect to. All surrounding parcels are already developed and do not stub a road to the project parcel limiting the possibility of the applicant providing circulation. Staff is supportive of relief from cross-circulation.

Examiner Findings

The examiner finds that existing development abutting the site precludes compliance with cross-circulation requirements. Therefore, Road Modification #1 should be approved

Road Modification #2:

Relief from sight distance standards.

Applicant's Narrative (Exhibit 9)

Per Clark County Code CCC 40.550.010 (Road Modifications), we are requesting a Technical Road Modification to the following standards:

- Use of stopping sight distance standards, as described in CCC Table 40.350.030-7, in lieu of intersection sight distance standards for controlled intersections, as described in CCC Table 40.350.030-8.

- CCC Section 40.350.030.B.8.c, concerning the minor street approaching driver's eye setback of 15' behind the edge of the major street vehicle traveled way.

This road modification request will show that sight distance standards can't be met due to existing constraints unless a variance to these sight distance standards are granted.

…

The applicant is proposing access to the site from NE 25th Ave. Sight distance is met at the proposed intersection along NE 25th Ave, but not at the existing intersection of NE 25th Ave and NE 144th St. NE 144th St is a neighborhood circulator with a posted speed limit of 25 mph. Therefore, the stopping sight distance required based on CCC Table 40.350.030-7 is 155 feet in each direction, and the intersection sight distance required based on CCC Table 40.350.030-8 is 250 feet in each direction. Sight distance to the west was measured to be in excess of 300 feet. Sight distance to the east was measured to be 140 feet. Sight distance to the east is limited by trees/foliage on parcel 117895212. The trees and foliage are also located on private property and not within the public right-of-way. Sight distance for this intersection was measured with a 15' setback from the edge of the traveled way and 4' from the centerline.

Since sight distance had not been met using the standard 15' setback, the applicant first reached out to the owner of parcel 117895212 regarding vegetation trimming and the possibility of removing the trees to achieve the 250' of intersection site distance. The owner did not give consent for the removal/trimming of their vegetation and trees located on their property.

With clearing obstructions on parcel 117895212 not an option, the applicant has chosen to reevaluate sight distance using a reduced setback. The WSDOT Design Manual M22-01.23, Chapter 1310.02(10)(b) states: "At existing intersections, where sight obstructions within the sight triangle cannot be removed due to limited right of way, the setback distance may be reduced. Drivers who do not have the desired sight distance creep out until the sight distance is available; therefore, the setback may be reduced to 10 feet." A stop bar and dotted extension line at the intersection (shown in Figure 2) allow drivers to creep forward to improve sight distance. This allows the intersection and stopping sight distances to be evaluated using a setback of 10' from the extension line (i.e., the assumed major street vehicle travel way).

Using the 10' setback, sight distance to the east was measured to be at least 155' minimum intersection sight distance standard. Based on our measurement, the driver from NE 25th Ave, 10' back from the edge of the traveled way, can see through the intersection of NE 26th Ave and NE 144th St but still below the 250' minimum intersection sight distance standard. Therefore, it is further requested that the minimum stopping sight distance standard of 155' be used in lieu of the 250' minimum intersection sight distance standard. The 155' of stopping sight distance allows a vehicle traveling westbound along NE 25th St, sufficient time to see, react, and stop safely, in the event that a vehicle turns in front of them onto NE 25th St from NE 25th Ave. Figure 3 below shows the line of sight for a vehicle looking east from NE 25th Ave. Figure 4 shown below shows the line of sight from the intersection of NE 25th St and NE 26th Ave to the sight distance pole.

The fence shown in Figures 3 clearly indicates that a driver is able to see past the intersection of NE 25th St and NE 26th Ave. Figure 5 below shows the location of the fence seen in figure 3.

In addition to having adequate stopping sight distance at the intersection of NE 25th St and NE 25th Ave with the 10' driver's eye setback, it should also be noted that the existing intersection does not currently pose any safety concerns. The intersection **serves low-volume, residential local-access traffic**, and will continue to serve the same after development. There have also been no reported crashes in the past five years for this

intersection. This further proves that the intersection's existing sight distance is adequate for vehicles to safely use this intersection.

Staff's Evaluation and Recommendation of Road Modification #2, Sight Distance [Exhibit 57]:

> Per CCC 40.350.030(B)(8), the purpose of this section [Sight Distance] is to ensure safe intersections. The statutory unposted speed on NE 144th Street is 25 mph, which has a driveway sight distance requirement of 250 feet and stopping sight distance of 155 feet.
>
> The applicant states that sight distance at the proposed private intersection meets sight distance but that the existing intersection of NE 144th Street and NE 25th Avenue does not. Applicant has done due diligence to try to improve sight distance with agreement from neighbor but was not given consent. This is an existing intersection that cannot be improved without permission from the neighbor.
>
> Staff is supportive of relief from sight distance at the intersection of NE 144th Street and NE 25th Avenue.

Examiner Findings

There is no dispute that intersection sight distance standards are not met at the intersection of NE 144th Street and NE 25th Avenue. However, this is an existing issue which the applicant cannot be required to remedy; the proposed development will not create this issue, it will only contribute additional traffic to an existing substandard intersection.

The examiner cannot find that this intersection is unsafe, as accepted engineering standards, the WSDOT Design Manual, expressly allow the proposed variation from intersection sight distance requirements. As shown in Figure 2 of Exhibit 9, vehicles "creeping forward" to see past the tree on the east side of the intersection will stop at the southern edge of the eastbound travel lane. It is not necessary for northbound vehicles to enter the eastbound travel lane to obtain sufficient sight distance. In addition, as noted in Table 4 of the applicant's traffic study, there have been no reported crashes at this intersection in the past five years. (Exhibit 1, Attachment 14 at 20). Finally, as shown in Figure 7 of the applicant's traffic study, even with full buildout of this site, NE 144th Street will carry relatively low volumes of traffic: 70 eastbound vehicles and 78 westbound vehicles during the p.m. peak hour, including vehicles turning into NE 25th Avenue. (Exhibit 1, Attachment 14 at 19). This equates to 2.5 vehicles/minute, or one vehicle every 24 seconds. This spacing of oncoming vehicles will provide sufficient breaks in oncoming traffic to allow vehicles to safely turn onto NE 144th Street from NE 25th Avenue. This is consistent with the applicant's traffic study, which determined that this intersection will operate a LOS A with buildout of this development.

Neighbors expressed concerns with speeding traffic on NE 144th Street and drivers ignoring stop signs. However, speeding and other traffic violations are existing problems, which the applicant cannot be required to remedy. Reasonably prudent drivers will observe the posted speed limit and other applicable traffic regulations. Unfortunately, not all drivers are prudent. However, there is no evidence that the development proposed in this application will contribute a disproportionate share of imprudent drivers. If necessary, the City can address traffic violations by providing increased enforcement of traffic laws on all streets in the area, or installing traffic controls on area roads, if warranted based on actual traffic conditions. However, given the crash history at the NE 25th Avenue/NE 144th Street intersection, these alleged violations do not make this intersection hazardous.

Therefore, Road Modification #2 should be approved

Road Modification #3:
Relief from frontage standards.

Applicant's Narrative (Exhibit 24)

> Per Clark County Code CCC 40.550.010 (Road Modifications), we are requesting a Technical Road Modification to the following standard:
>
> - CCC 40.350.030 (B)(3)(b) concerning flex zone requirements.
>
> …
>
> NE 25th Avenue is classified as an Urban Local Residential Access road and currently has a 20' wide roadway with sidewalk on the east side. Frontage improvements are required per Standard Detail Drawing #13: 46-ft full width right-of-way, a 12' travel lane (core road) and a 17' flex zone on both sides of the core road.
>
> The applicant is proposing to widen NE 25th Avenue where impacts to critical areas are avoided. The widening to a 28' width is proposed at the north end of 25th Avenue. Widening the entirety of NE 25th Avenue by an additional 8' would result in the removal of 6 Oregon White Oak Trees. The mitigation cost alone of removing the 6 white oaks would be a minimum of $180,000. The new WDFW guidance on Oak mitigation may require additional mitigation beyond this. Additional roadway widening between the oak trees shown in Figure 1 below could be completed but there would be little benefit to do so. Proposed driveways along NE 25th Avenue would block most of the parking spaces that could be added if the roadway were widened between the oak trees.
>
> County code allows flexibility in the roadway design as long as the required core features are being provided. CCC 40.350.030.B.3.b states:

"The flex zone consists of that portion of the roadway outside of the core road. Flex zone features can include stormwater best management practice features, parking and bike lanes, sidewalks, and planter and utility strips, depending on the road classification. These features may be designed with considerable flexibility subject to engineering approval by the county; however, all features applicable to the road classification shall be provided."

The applicant's proposal meets the code specified in CC 40.350.030.B.3.b. The applicant is proposing improvements to NE 25th Avenue that adds a 5' sidewalk and a 12' planter with oak trees. As stated in this section of code, a planter strip is an allowable flex zone feature. Flex zone features are allowed by code so long as the "core" features are provided. The proposal provides all "core" features of NE 25th Ave and is therefore compliant with the Clark County Code and Standard Detail #13. Since the proposal has met the code and standards set forth by Clark County, a Road Modification should not be required and the proposed improvements to NE 25th Avenue shall be approved.

The applicant has widened the roadway to the maximum extent possible without impacting the Oregon White Oaks. This proposal allows street parking on the north end of NE 25th Avenue and continues pedestrian circulation to NE 142nd Street. The impacts and/or removal of the Oregon White Oaks along NE 25th Avenue would outweigh the benefits widening the roadway for a few street parking spaces. The proposed roadway also meets County Code. The applicant is utilizing the flex zone to add a 5' sidewalk and a 12' planter with oak trees to the east side of NE 25th Avenue. This use of the flex zone is allowed by code since the core features of NE 25th Avenue are being provided. Not only does this proposal preserve onsite oak trees, but it also meets the code requirements and should therefore be approved.

<u>Staff's Evaluation and Recommendation of Road Modification #3, Relief from frontage standards</u>

Frontage Improvements (NE 25th Avenue) Per CCC 40.350.030(B)(5)(a), a partial-width road shall be established and constructed to the applicable right-of-way or easement and improvement standards set out in Section 40.350.030 to that portion of a frontage public or private road which abuts a parcel being developed as a condition of development approval. NE 25th Avenue is classified as an Urban Local Residential Access – A 12' Travel lane with 17' flex zones on either side, half-width frontage improvements per Standard Drawing 13 and are: 23 feet of right-of-way width, 14 feet of pavement width, curb & gutter, and a 5-foot detached sidewalk.

The applicant proposed standard frontage improvements where there are no oaks and an allowable flex section in order to retain oak trees on site. The flex zone is the only section being altered.

Staff is Supportive of relief from standard frontage improvements on NE 144th Street.

[Exhibit 57]:

Examiner Findings
The narrower pavement width allowed by this road modification will provide a functionally equivalent roadway and will not limit vehicular access on NE 25th Avenue, including emergency and other large vehicle access. As discussed in the applicant's narrative above, a full width local access roadway with a 28-foot paved width allows on-street parking on both sides of the roadway, resulting in a single 12-foot wide shared travel lane, requiring that oncoming drivers must pull over to allow oncoming vehicles to pass. (See Standard Detail Drawing 13). However, parking will be prohibited on 20-foot wide section of NE 25th Avenue south of proposed NE 24th Circle, which will allow for two ten-foot wide travel lanes, allowing oncoming vehicles to pass each other without slowing down or pulling over.

Therefore, Road Modification #3 should be approved

The examiner Approves the three road modifications based in the findings above.

Conclusion (Transportation & Circulation):
The examiner concludes that the proposed preliminary plan, subject to conditions identified above, meets the transportation requirements of the Clark County Code.

Stormwater & Erosion Control:
Finding 25 – Stormwater Applicability
The provisions of Clark County Code Chapter 40.386 as amended by the 2021 Clark County Stormwater Manual (CCSM), Ordinance No. 2021-06-02, shall apply to all new development, redevelopment, land disturbing activities and drainage projects consistent with the County's NPDES Phase I Municipal Stormwater Permit. This project will add more than 5,000 square feet of new impervious surface; therefore, the applicant shall comply with Minimum Requirements 1 through 9. **(**See Condition A-9.a)

No new development shall be allowed to materially increase or concentrate stormwater runoff onto an adjacent property or block existing drainage from adjacent lots. **(**See Condition A-9.b)

Finding 26 - Stormwater Proposal
The applicant provided a revised Preliminary Stormwater Technical Information Report [Exhibit 11] prepared by PLS Engineering dated October 21, 2025. Proposed site improvements include improvements for a 22-lot subdivision that includes frontage

improvements as well as a new private road, driveways and utilities. This will result in approximately 2.74 acres of new hard surface.

On-site Stormwater Management (MR#5) will be met by utilizing List 2 method by connecting roof runoff to the road drainage system utilizing T5.10D, Perforated Stub-out Connections. Road runoff will be conveyed to a detention pond. Lawn and landscaped areas will utilize BMP T5.13, Post-Construction Soil Quality and Depth. (See Condition A-9.c)

Runoff Treatment (MR#6) is triggered due to more than 5,000 square feet of pollution generating hard surfaces. A treatment catch basin or manhole is proposed for treatment of the frontage improvements and the proposed pollution generating runoff. (See Conditions A-9.d & A-9.e)

Flow Control (MR#7) will be addressed with a detention pond utilizing a flow control manhole releasing at or below predeveloped rates. **(**See Condition A-9.f)

The applicant shall submit an offsite analysis with the Final TIR prepared in accordance with Book 1, Chapter 5 of the CCSM 2021 for all outfall locations from the site. (See Condition A-9.j)

The stormwater facilities located within the public right-of-way and public tracts shall be owned and maintained by the county. Stormwater facilities located on individual lots or private tracts shall be owned and maintained by the homeowners. The applicant shall identify on the final construction plans ownership and maintenance responsibilities for each of the proposed stormwater facilities. (See Conditions A-9.g, A-9.h & D-3.c)

The applicant shall show on the final construction plans that all stormwater facility setbacks are met, unless a Geotechnical Engineer recommends that setbacks can be reduced. (See Condition A-9.i)

The applicant shall submit calculations to show that the drainage design for roadways is in compliance with CCSM Book 2, Chapter 7. (See Conditions A-9.k & A-9.l)

Conclusion (Stormwater & Erosion Control):
The examiner concludes that the proposed preliminary stormwater plan, subject to the conditions above, is feasible. Therefore, the requirements of the preliminary plan review criteria are satisfied.

Geologic Hazard Area:
Finding 27 - Geological Hazard Applicability
Clark County GIS indicates that portions of the site are located in a regulated geologic hazard area. All development activities in or adjacent (within 100 feet) to geologic hazard areas shall comply with the provisions of CCC 40.430. it is the burden of the applicant to determine if the provisions of CCC 40.430 apply to this development and comply with CCC 40.430 if necessary.

Finding 28 - Geotechnical Assessment

The applicant has provided a Geotechnical Engineering Study [Exhibit 1, Tab 10] prepared by Earth Engineering Inc. dated July 25, 2025. The report found that the development will not increase slope instability provided their recommendations or subsequent recommendations are followed. Slopes were found to be between 5 & 7% with no springs or seepage reported. There are no active faults within one-mile of the subject site and therefore it is not likely that soil liquefaction would occur during a seismic event. **(**See Condition A-11.a)

Conclusion (Geologic Hazard Area):

Based upon the development site characteristics, the proposed geotechnical plan, the requirements of the County's geologic hazard area ordinance, and the findings above, the examiner concludes that the proposed preliminary geotechnical engineering plans is feasible subject to conditions.

Transportation Concurrency

Finding 29 - Trip Generation

Concurrency staff has reviewed the proposed Livingstone Meadows Subdivision traffic study dated November 5, 2025, (Exhibit 1, Tab 14) by Lancaster Mobley. The submitted traffic study indicates that the applicant proposed to develop the approximately 4.96 acre site with 18 single family detached houses and 4 duplexes (8 dwelling units), for a total of 26 dwelling units. The applicant's traffic study has estimated the net new a.m. peak hour trip generation at 16 vehicle trips, the p.m. peak-hour trip generation at 20 vehicle trips and an average daily trip generation (ADT) of 210 vehicle trips. The trip generation was estimated using the nationally accepted data published by the *Institute of Transportation Engineers 11th Edition*.

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

Finding 30 - Site Access

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

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

The applicant's plan shows that NE 24th Circle will be constructed as a private road and will provide primary ingress and egress for the proposed development. NE 24th Circle, as shown, will connect to the public road network at NE 25th Avenue.

The applicant's study evaluated the level of service at the NE 144th Street/NE 25th Avenue intersection and found that it will have an estimated LOS A in the 2028 build-out horizon. The study also shows that the LOS was evaluated during the a.m. and p.m. peak hour traffic conditions in existing and build-out scenarios. County Staff concurs with the traffic study findings.

Finding 31 - Clark County Concurrency
The proposed development is required to meet the standards established in CCC 40.350.020(G) for corridors and intersections of regional significance within 1 mile of the proposed development.

Signalized Intersections
Staff evaluated the operating levels and delay times for the regionally significant signalized intersections under Clark County jurisdiction through the 2028 total traffic scenario and concurs with the applicant's findings that the signalized approach delay will not exceed 240 seconds, or 2 cycles.

Therefore, county staff has determined that this development will comply with adopted concurrency standards for signalized intersections.

Unsignalized Intersections
Staff reviewed the trip distributions and assignments as reported in the applicant's traffic study and concur with the applicant's information. Staff found that based on the reported trip distributions and assignments, the regionally significant unsignalized intersections within the study radius will not add 5 peak trips to any approach. Because the proposed development will not exceed the prescriptive threshold standards identified in CCC 40.350.020(G)(1)(c) and would not be required to mitigate development impacts, no further analysis was required.

Therefore, the staff has determined that this development can comply with adopted concurrency standards for unsignalized intersections.

Concurrency Corridors
In accordance with CCC 40.350.020(F)(9), the Public Works Director acknowledges that a variety of factors can influence the operating performance of transportation corridors. These factors are considered when determining compliance with, or acceptable levels of service under, CCC 40.350.020(G), which establishes baseline service levels under ideal conditions.

In addition to the performance of intersections that bound the corridor being evaluated, such as intersection level of service and queueing there are existing influences that also affect roadway capacity. The methodology to apply these existing influences is

established in the Highway Capacity Manual (HCM), produced by the Transportation Research Board (TRB) of the National Academies of Sciences, Engineering, and Medicine. This HCM methodology applies adjustment factors to reflect these existing influences and supports their application in operational analyses. These may include, but are not limited to:

- Lane width
- Presence or absence of shoulders
- Heavy vehicle volumes
- Roadway grades
- Number and spacing of intersections and/or driveway accesses

When necessary, these existing influences may also be considered and may warrant adjustments as part of the broader evaluation of corridor operations.

The corridor volume-to-capacity (v/c) ratio serves as a key engineering indicator of operational performance. Although drivers do not directly perceive the numerical v/c value, it provides insight into where roadway operations may begin to degrade and where additional analysis should be focused, particularly at intersections, which are typically the first points in the roadway network to experience breakdown and noticeable delay as traffic volumes increase.

It should also be noted that baseline corridor level-of-service thresholds may appear to be exceeded even when intersection operations remain within acceptable limits. In such cases, higher corridor volumes may simply indicate that intersections are operating efficiently enough to allow more vehicles to pass through with minimal delay, thereby increasing the overall throughput of the corridor. This throughput of the corridor along with acceptable levels of service at the intersections that bound the corridor being evaluated allow the Public Works Director and supporting staff to create an affirmative finding of compliance with CCC 40.350.020(G)(1)(a) and Table 40.350.020-1.

Corridor Finding

Evaluation of the concurrency corridor capacity levels as reported in the applicant's traffic study against the prescriptive capacity thresholds in the county code yielded capacity at acceptable levels within the study area except for the NE 139th Street road segment from NE 20th Avenue to NE 23rd Avenue in the PM peak hour for the buildout year.

The traffic study indicates that the above corridor will have a volume to capacity (v/c) ratio of greater than 0.9 in the 2028 buildout horizon when evaluating volumes against the prescriptive capacity thresholds listed in the county code.

Staff performed an evaluation outside of the code's prescriptive measures on corridor capacity in compliance with CCC 40.350.020(F)(9), recognizing that existing factors would have impact on the operating level of the transportation corridor. Staff's evaluation looked at the overall roadway operations by considering the bounding intersections where mobility typically starts to breakdown causing congestion due to poor levels of service and/or queueing issues.

NE 139th Street is classified as an Urban Collector (C-2cb) and is built out to its ultimate width between NE 20th Avenue and NE 23rd Avenue. NE 139th Street has a cross-section geometry that includes two eastbound lanes and one westbound lane. At the intersection NE 20th Avenue/NE 139th Street the east leg is configured with:

- 2 eastbound receiving lanes
- 2 dedicated westbound left turn lanes
- 2 dedicated westbound through lanes
- 1 dedicated westbound right turn lane; and,
- 6-foot wide bike lanes on both sides

The westbound signalized approach is expected to operate at a LOS D in the PM peak period with an average approach delay of 37 seconds. Staff's review found that there were no queueing issues that would create congestion and minimize corridor throughput.

Staff also compared the approach delays and level of service between the 2028 background scenario and buildout scenario for the intersection of NE 139th Street/NE 20th Avenue and found that the delay and LOS were identical for the eastbound and westbound approaches at this intersection. This comparison shows that this development does not cause a significant traffic or safety hazard nor would it materially add to the v/c ratio along this segment of NE 139th Street.

Therefore, the county has determined that this development can comply with adopted concurrency standards for regionally significant corridors.

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

SAFETY:

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

- traffic signal warrant analysis,
- turn lane warrant analysis,
- crash history analysis,
- roadside safety (clear zone) evaluation,
- vehicle turning movements, and
- any other issues associated with highway safety.

Mitigation for off-site safety deficiencies may only be a condition of approval on development in accordance with CCC 40.350.030(B)(6) The code states that "nothing in this section shall be construed to preclude denial of a proposed development where off-site road conditions are inadequate to provide a minimum level of service as specified in Section 40.350.020 or a *significant* traffic or safety hazard *would be caused or materially*

aggravated by the proposed development; provided, that the applicant may voluntarily agree to mitigate such direct impacts in accordance with the provisions of RCW 82.02.020."

Finding 32 - Turn Lane Warrants

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

Staff evaluated the need for right and left turn lanes using the information provided in the applicant's traffic study and the guidance from the Washington State Design Manual. This evaluation showed that dedicated turn lanes would not be warranted.

Therefore, dedicated right and left turn lanes are not required as a part of this development.

Finding 33 - Historical Accident Situation

The Institute of Transportation Engineers (ITE) *Traffic Access and Impact Studies for Site Development – A Recommended Practice* states that "Accident rates vary, but any intersection with more than one accident per million entering vehicles is worth of additional analysis." This ITE recommended practice has been used by county staff to determine the scope, or level of analysis required regarding crash history. Because of this, a crash rate of one crash per million entering vehicles has become the threshold to determine if further crash history evaluation is warranted. This is if staff has not identified a crash trend that would be exacerbated by the development regardless of the threshold.

The applicant's traffic study analyzed the crash history as obtained from Washington State Department of Transportation (WSDOT) for the period January 2020 through December 2024.

The intersection crash rates, for the study intersections do not exceed thresholds that would warrant additional analysis. The applicant's study did not recommend any safety mitigations as a part of this development. Staff concurs with the applicant's findings.

Finding 34 - Roadside Safety *(Clear Zone)* Evaluation

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

Further, as adopted by Clark County Code (CCC) 40.350.030(C)(1)(b), the *Washington State Department of Transportation (WSDOT) Design Manual, Chapter 1600* states

> A clear roadside border area is a primary consideration when analyzing potential roadside and median features. The intent is to provide as much clear, traversable area for a vehicle to recover as practicable given the function of the roadway and the potential tradeoffs. The Design Clear Zone is used to evaluate the adequacy of the existing clear area and proposed

> modifications of the roadside. When considering the placement of new objects along the roadside or median, evaluate the potential for impacts and try to select locations with the least likelihood of an impact by an errant vehicle.
>
> For managed access state highways within an urban area, it might not be practicable to provide the Design Clear Zone distances shown in Exhibit 1600-2. Roadways within an urban area generally have curbs and sidewalks and might have objects such as trees, poles, benches, trash cans, landscaping and transit shelters along the roadside.

The applicant shall consider the WSDOT Design Manual – Roadside Safety Mitigation Guidance (Section 1600) in the final engineering design of all proposed roadways and frontage improvements. (See Condition A-6.b)

Finding 35 - Vehicle Turning Movements

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

The applicant will need to submit construction plans that show the design of the intersection geometry will accommodate all applicable design vehicles for review and approval. The plans will also need to show that all applicable design vehicles can enter and exit the development minimizing impact to travel lanes along the subject site frontage. This may result in no parking areas along NE 24th Circle at/near the intersection with NE 25th Avenue. Applicable design vehicles may include but are not limited to fire vehicles and waste management vehicles. (See Condition A-6.c).

Conclusion (Transportation Concurrency)

The examiner concludes that the proposed preliminary plan, subject to conditions, meets the transportation requirements of the Clark County Code.

Fire Protection

Finding 36 - Review Process

Jason Knoble in the Fire Marshal's Office reviewed this application. Jason can be reached at (564) 397-3318 or e-mail at Jason.knoble@clark.wa.gov. Where there are difficulties in meeting these conditions or if additional information is required, contact Jason in the Fire Marshal's office immediately.

Building construction occurring subsequent to this application shall be in accordance with the provisions of the county's building and fire codes. Additional specific requirements may be made at the time of building construction as a result of the permit review and approval process.

Finding 37 - Fire Flow/Hydrants

Fire flow in the amount of 1,000 gallons per minute supplied at 20 psi for 60 minutes duration is required for this application. Prior to final approval submit proof from the water purveyor indicating that the required fire flow is available at the site. Water mains supplying fire flow and fire hydrants shall be installed, approved and operational prior to final plat approval. Water mains supplying fire flow and fire hydrants shall be installed, approved and operational prior to final plat approval.

Fire hydrants are required for this application. Either the indicated number or the spacing of the fire hydrants is inadequate. Provide fire hydrants such that the maximum spacing between hydrants does not exceed 700 feet and such that no lot or parcel is in excess of 500 feet from a fire hydrant as measured along approved fire apparatus access roads. The local fire district chief approves the exact locations of fire hydrants. As a condition of approval, contact Fire District # 6 at 360-576-1195 to arrange for location approval. Unless waived by the fire district chief fire hydrants shall be provided with appropriate 'storz' adapters for the pumper connection. Provide and maintain a three-foot clear space around the entirety of every fire hydrant. (See Conditions A-4, D-2, and F-1)

Homes exceeding 3600 square feet including attached garages will require additional fire protection features up to and including a residential fire sprinkler system when adequate public water and a hydrant is not within required distances.

Finding 38 - Fire Apparatus Access
Fire apparatus access is required for this application. The roadways and maneuvering areas as indicated in the application adequately provide required fire apparatus access. Provide fire apparatus access roads with an unobstructed width of not less than 20 feet, an unobstructed vertical clearance of not less than 13.5 feet, with an all-weather driving surface and capable of supporting the imposed loads of fire apparatus. Approved fire apparatus turnarounds are required for this project. The indicated provisions for turning around fire apparatus are adequate. (See Condition H-1)

No gate may be installed across a required fire department access road or driveway without first obtaining a permit from the fire marshal’s office. Inspection and testing of the gate will be required. Split gates with a divided entry and exit side will need 15 feet on either side for a total gate width of 30 feet. (See Condition D-3)

Parking is prohibited on access roads that are less than twenty-four (24) feet wide. Roads that are less than twenty-four (24) feet wide shall be posted "NO PARKING-FIRE LANE". (See Condition H-1)

Conclusion (Fire Protection)
The examiner finds that the proposed preliminary plan, subject to conditions, meets the fire protection requirements of the Clark County Code.

Water and Sewer Service
Finding 39

Clark Public Utilities will provide public water service to the site and Clark Regional Wastewater will provide public sewer service. Letters from both purveyors confirm that public water and sewer service are available to the subject site. The applicant shall comply with all requirements of the water and sewer purveyor. (See Condition D-4)

Impact Fees

Finding 40 - Impact Fees

All residential lots created by this plat will produce impacts on schools, parks, and traffic, and are subject to School (SIF), and Traffic Impact Fees (TIF) in accordance with CCC 40.610. The plat will be subject to an impact fee reduction due to the one existing residence that will be removed. The proposed lots will pay the following impact fees:

- Mt Vista sub-area with a TIF of $ 8,520.88 per dwelling
- Vancouver District, with a SIF of $2,786.09 per dwelling
- Park District 10, with a SIF of $ 3,852.00 per dwelling

The amounts listed above are an estimate using the current impact fee rates and are subject to change. As found in CCC40.610.040, impact fees are calculated using the rates in effect at the time of building permit issuance. (See Conditions D-5.f, D-6.i & E-2)

D. CONCLUSION

Based on the above findings and discussion, the examiner concludes that PLD-2025-00106 and WHR-2025-00353 (Livingstone Meadows Subdivision) should be approved, because it does or can comply with the applicable standards of the Clark County Code and the Revised Code of the State of Washington, subject to conditions of approval necessary to ensure the final plat and resulting development will comply with the Code.

E. DECISION

Based on the foregoing findings and except as conditioned below, the examiner hereby approves PLD-2025-00106 and WHR-2025-00353 (Livingstone Meadows Subdivision) in general conformance with the applicant's preliminary plat and the related plans, reports, and proposal. The approval is granted subject to the requirements that the applicant, owner, or subsequent developer (the "developer") shall comply with all applicable code provisions, laws and standards and the following conditions. These conditions shall be interpreted and implemented consistently with the foregoing findings.

Conditions of Approval

A	**Final Construction Review for Land Division** **Review and Approval Authority: Development Engineering**

Prior to construction, a Final Construction Plan shall be submitted for review and approval, consistent with the approved preliminary plan and the following conditions of approval:

A-1 **Retaining Walls -** A building permit is required for retaining walls greater than 4 feet tall or when the wall is surcharged. All retaining walls shall be shown in sufficient detail on the engineering plans including any required easements, for staff to assess their impact on adjacent roads, structures, and public and private utilities.

A-2 **Landscaping -** The applicant shall show the existing vegetation that will comply with the southern buffer on the final plans to confirm it complies with screening requirements (See Finding 7).

A-3 **Archaeology** - The following note shall be placed on the construction plans "Should archaeological materials (e.g. bones, shell, stone tools, beads, ceramics, old bottles, hearths, etc.) be observed during project activities, all work in the immediate vicinity should stop and the State Department of Archaeology and Historic Preservation (360-586-3065), the County planning office, and the affected Tribe(s) should be contacted immediately. If any human remains are observed, all work should cease and the immediate area secured. Local law enforcement, the county medical examiner (360-397-8405), State Physical Anthropologist, Department of Archaeology and Historic Preservation (360-586-3534), the County planning office, and the affected Tribe(s) should be contacted immediately. Compliance with all applicable laws pertaining to archaeological resources (RCW 27.53, 27.44 and WAC 25-48) and human remains (RCW 68.50) is required. Failure to comply with this requirement could constitute a Class C Felony."

A-4 **Fire Protection Requirements**

a. Fire flow in the amount of 1,000 gallons per minute supplied at 20 psi for 60 minutes duration is required for this application. Water mains supplying fire flow and fire hydrants shall be installed, approved and operational prior to final plat approval.

b. Unless waived by the fire district chief fire hydrants shall be provided with appropriate 'storz' adapters for the pumper connection. Provide and maintain a three-foot clear space around the entirety of every fire hydrant. Homes exceeding 3600 square feet including attached garages will require additional fire protection features up to and including a residential fire sprinkler system when adequate public water and a hydrant is not within required distances.

c. Provide fire apparatus access roads with an unobstructed width of not less than 20 feet, an unobstructed vertical clearance of not less than 13.5 feet, with an all-weather driving surface and capable of supporting the imposed loads of fire apparatus. No gate may be installed across a required fire department access road or driveway without first obtaining a permit from the fire marshal's office. Inspection and testing of the gate will be required. Split gates with a divided entry and exit side will need 15 feet on either side for a total gate width of 30 feet.

A-5 Oak Habitat

a. The Priority Habitat and Species Areas shall be shown on any future plans relying on this determination/permit with a note describing limitations on clearing and development activities in these areas, (See Finding 9).

b. The applicant shall retain the priority logs within an Oregon white oak habitat area or the proposed Tract A. If the priority logs fall apart upon transport then the applicant shall create priority logs which meet the Washington Department of Fish and Wildlife (WDFW) definition within the above mentioned areas. This shall be documented in the As-Built, (See Finding 13).

c. The applicant shall retain any cut portions of the snags as large woody debris (as intact as possible) within an Oregon white oak habitat area or the proposed Tract A. The snags shall be countersunk within the mitigation areas noted above per the methods in the June 17, 2026, AshECO Solutions mitigation plan. If snags cannot be transported and installed then new snags shall be created within Tract A which meet the WDFW definition for a priority snag; the cut portion of the snag shall be retained as large woody debris. The created snags shall be trees of a similar size and type as those which were removed. This shall be documented in the As-Built, (See Finding 13).

d. The applicant shall retain the cut portions of Oak #8 and #9 as large woody debris (as intact as possible) within an Oregon white oak habitat area. This shall be documented in the As-Built, (See Finding 13).

e. Prior to Final Engineering Approval the applicant shall provide an oak assessment report prepared by an ISA certified arborist which shall include photographs and a pre-construction assessment prepared by an ISA certified arborist of the oak retention areas, (See Finding 13).

f. Prior to Final Engineering, the applicant shall provide proof of 0.10 credits from the Wapato Oak bank. Alternate oak banks may be considered with approval from Wetland/Habitat Review staff, (See Finding 13).

g. The final grading/engineering plans shall include a note which clearly specifies the property line delineation and fencing requirements and well as oak specific protection measures identified by the arborist in the June 17, 2026, Critical Areas Report and Oak Mitigation/Conservation Plan prepared by AshECO Solutions, (See Finding 13).

h. A note on the Final engineering/grading plans which requires an ISA certified arborist shall be present to establish the required tree protection fencing as well as for any work which requires impacts to the tree (canopy or roots), (See Finding 13).

i. A Mitigation As-Built report shall be submitted to the County Wetland/Habitat Review staff prior to Final Engineering approval as approved in the mitigation plan (per this permit); amendments may be made with a Final Wetland/Habitat Permit. The As-Built submittal can be postponed a specified date with written approval from a County Biologist and a financial assurance. The As-Built needs to include documentation of any revisions to or deviations from the approved plan, demonstrating that any changes meet the requirements of CCC 40.445, (See Finding 15).

j. The As-Built shall show and provide pictures of the priority snags. The As-Built shall show and provide pictures of the priority logs and cut portions of the snags and Oaks 8 and 9 which are retained as large woody debris either within the oak dripline or on the southwestern portion of the project within the stormwater area. A site visit shall be required to verify the mitigation and oak retention area, (See Finding 15).

A-6 **Final Transportation Plan/Off Site (Concurrency) –** The applicant shall submit and obtain County approval of a final transportation design in conformance to CCC 40.350 and the following conditions of approval:

a. The applicant shall submit a signing and striping plan for review and approval. This plan shall show signing and striping and all installation or modifications to traffic control devices in the public right-of-way required for frontage improvements and any off-site improvements. The applicant shall obtain a work order with Clark County to reimburse the County for required signing, striping and all installation or modifications to traffic control devices in the public right-of-way. The final traffic control plans (signing, striping, signals, ITS, etc.) can be approved only after the developer provides signed reimbursable work order(s) to the county's traffic engineer reviewing the plans.

b. The applicant shall consider the WSDOT Design Manual – Roadside Safety Mitigation Guidance (Section 1600) in the final engineering design of all proposed roadways and frontage improvements. (See Finding 24)

c. The applicant shall submit construction plans that show that all applicable design vehicles can enter and exit the development minimizing impact to travel lanes along the subject site frontage. This may result no parking areas along NE 24th Circle at/near the intersection with NE 25th Avenue and on NE 25th Avenue at/near the intersection with NE 144th Street. Applicable design vehicles may include but are not limited to fire vehicles and waste management vehicles. (See Finding 25)

A-7 **Final Transportation Plan/On-Site -** The applicant shall submit and obtain County approval of a final transportation design in conformance to CCC 40.350 and the following conditions of approval:

a. The applicant shall show all curb ramps will be constructed in compliance with ADA Standards. (See Finding 19)

b. The applicant shall show the construction of end of sidewalk ramps where pedestrian facilities temporarily terminate at the plat boundary. (See Finding 19)

c. The applicant shall show all curb ramps will be constructed in compliance with the WSDOT Design Manual. (See Finding 19)

d. NE 25th Avenue is classified as a "Urban Local Residential Access" roadway and half-width improvements are required consisting of 23 feet of right-of-way dedication, 14 feet pavement width, curb/gutter, and 5-foot sidewalk. (See Finding 21)

e. NE 144th Street is classified as a "Urban Neighborhood Circulator" roadway and half-width improvements are required consisting of 27 feet of right-of-way dedication, 18 feet pavement width, curb/gutter, and 5-foot sidewalk. (See Finding 21)

f. All roads shall have a minimum pavement width of 20 feet (See Finding 21)

g. NE 24th Circle is classified as "Urban Private Road" requiring full width improvements consisting of a minimum 30 feet of easement dedication, 24 feet pavement width, curb/gutter and a 5-foot sidewalk on one side. (See Finding 21)

h. The cul-de-sac shall be per Clark County Urban Cul-De-Sac standard detail 23. (See Finding 21)

i. The applicant shall show on the final construction plans a pavement section for NE 144th Street and NE 25th Avenue that is in compliance with the results of pavement deflection testing as prescribed by CCC 40.350.030(B)(5)(a)(6). (See Finding 21)

j. All partial width roads less than 24 feet in width shall be marked with "No Parking" signs or similar control measures. (See Finding 21)

k. The applicant shall show on the final construction plans that all corner lot driveways will comply with CCC 40.350.030(B)(4(b)(1)(b). (See Finding 22)

l. The applicant shall show on the final construction plans that all shared driveway approaches are placed within a minimum of 20-foot wide easement. (See Finding 22)

m. The applicant shall show on the final construction plans that all driveway approaches comply with Clark County Standard Detail F14/F15, or approved equivalent. (See Finding 21)

n. The private road approach onto NE 25th Avenue shall be constructed per Standard Detail F16, F17 or approved equivalent. (See Finding 4)

o. The applicant shall show sight distance triangles at all intersections on the construction plans. (See Finding 4)

p. The applicant shall remove vegetation within the right-of-way to maximize sight distance to the north and south of the proposed intersection of NE 144th Street and NE 25th Avenue. (See Finding 5)

A-8 Transportation:

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

A-9 Final Stormwater Plan - The applicant shall obtain county approval of a drainage plan designed in conformance to CCC 40.386, as amended by Ordinance No. 2021-06-02, and the following conditions of approval:

a. The applicant shall submit final construction plan and a final Technical Information Report that addresses Minimum Requirements #1 through #9. (See Finding 25)

b. The applicant shall demonstrate that the development will not materially increase or concentrate stormwater runoff onto an adjacent property or block existing drainage from adjacent lots. (See Finding 25)

c. [MR #5] The applicant shall provide a final Technical Information Report that evaluates List #2 for all hard surfaces. (See Finding 26)

d. [MR #6] The applicant shall provide a final Technical Information Report that demonstrates compliance with the Basic Treatment requirement. (See Finding 26)

e. [MR #6] The applicant shall submit documentation from the stormwater treatment system manufacturer indicating that any proprietary stormwater treatment devices were sited and sized appropriately. (See Finding 26)

f. [MR #7] The applicant shall provide a final technical information Report that demonstrates compliance with the Standard Flow Control requirement. (See Finding 26)

g. The applicant shall identify on the final construction plans ownership responsibilities for each of the proposed stormwater facilities. (See Finding 26)

h. A stormwater easement shall be shown on all private/joint stormwater facilities and systems not in the public right-of-way. (See Finding 26)

i. Stormwater facility setbacks shall be met and shown on the final construction plans, unless a reduced setback is recommended by a geotechnical engineer. (See Finding 26)

j. The applicant shall submit an offsite analysis with the Final TIR prepared in accordance with Book 1, Chapter 5 of the CCSM for all outfall locations from the site. (See Finding 26)

k. Drainage design for roadways for the 10 year storm, street ponding shall be limited to 1/2 of the roadway area and shall not exceed the capacity of the inlet or produce a flow depth of greater than 0.12 feet at the edge of the travel lane in accordance with Book 2, Chapter 7 of the CCSM. (See Finding 26)

l. For roadway flooding conditions during the 100 year storm, the equivalent width of one travel lane shall remain open to emergency vehicles at all times. A travel lane will be considered to be open to emergency vehicles if the maximum depth of flow in the lane does not exceed 0.5 feet in accordance with Book 2, Chapter 7 of the CCSM. (See Finding 26)

A-10 **Erosion Control Plan** - The applicant shall submit and obtain County approval of a final erosion control plan designed in accordance with CCC 40.386, as amended by Ordinance No. 2021-06-02.

A-11 **Geologic Hazard Area** – The applicant shall submit and obtain County approval of a final grading plan in compliance with the geologic hazard analysis and designed in accordance with the following conditions of approval:

a. The applicant shall adhere to the recommendations of the Geotechnical Engineering Study prepared by Earth Engineering Inc dated July 25, 2025 unless further studies present new or different facts. (See Finding 11)

A-12 Retaining walls: A building permit is required for retaining walls greater than 4 feet tall or when the wall is surcharged. All retaining walls shall be shown in sufficient detail on the engineering plans for staff to assess their impact on adjacent roads, structures, and public and private utilities.

A-13 Excavation and Grading - Excavation/grading shall be performed in compliance with CCC14.07.

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

Prior to construction, the following conditions shall be met:

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

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

B-3 Erosion Control - Prior to construction or any land disturbance, erosion/sediment controls shall be in place per the approved erosion control plan. Sediment control facilities shall be installed that will prevent any silt from entering infiltration systems. Sediment controls shall be in place during construction and until all disturbed areas are stabilized and any erosion potential no longer exists. Erosion control facilities shall not be removed without county approval.

B-4 Road Closures - Any request by the developer or developer's contractor to close a road will be reviewed by county staff. The developer shall provide a memorandum to the County Engineer justifying the reasons for needing the road closure, specifically including explanation as to why the closure is necessary and construction cannot occur under traffic, such as flagger controlled alternating one way traffic next to the construction. The memorandum shall include the ENG number and title of the project, location of the requested road closure, anticipated date of start of closure, requested closure time length, explanation of the public outreach that the contractor will perform, full detour mapping, and other information as appropriate. Road Closures are approved specifically by the County Council by resolution, as described in WAC 308-330-270(7). The process for county takes at least 6 weeks for writing the staff report, resolution and internal review. Depending on the complexity of the request from the developer and the council's time availability, this can take over 12 weeks to process from start to finish. It is the developer's responsibility to ensure that the process is completed prior to needing the road closure enacted. The contractor shall be responsible for all costs associated with county staff time to process the request via reimbursable work order and all notifications required by law in local newspapers as required by RCW 47.48 Notice of Closure or Restriction. Requesting a road closure is no guarantee that a road closure will be approved by the county.

B-5 Setbacks and lot coverage requirements shall be met at the time of building permit review (See Finding 4).

B-6 The existing home (not to remain) shall be removed prior to construction plan approval complying with Clark County Building Division, state/federal requirements (See Finding 5).

B-7 **Oak Habitat** - The applicant shall install the required mitigation per the June 17, 2026, mitigation plan prepared by AshECO Solutions. If the mitigation cannot be installed prior to Construction approval then, the mitigation shall be installed the next planting season; additionally, a performance financial assurance which covers the proposed costs of the mitigation would be required and shall be submitted to County Wetland/Habitat Review staff for approval. Unless the proposed mitigation is constructed and an as-built is approved, a performance assurance for the mitigation shall be required, (See Finding 17).

B-8 **Oak Habitat** - The applicant shall only impact the areas shown in the provided plans, the June 17, 2026, Critical Areas Report and Oak Mitigation/Conservation Plan prepared by AshECO Solutions, and subject permit. The priority habitat area and any mitigation area shall be maintained in a natural state. The applicant shall retain all native vegetation on site that is outside of the indicated development area but within the priority habitat and mitigation area shown in the provided June 17, 2026, Critical Areas Report and Oak Mitigation/Conservation Plan prepared by AshECO Solutions. Any changes to the development layout causing greater impacts to the priority habitat area or mitigation area beyond what is approved herein on the provided plans shall be subject to the June 17, 2026, Critical Areas Report and Oak Mitigation/Conservation Plan prepared by AshECO Solutions shall require additional habitat review by County staff and may include additional permits and/or mitigation.

B-9 **Oak Habitat** - Excluding non-native vegetation removal, clearing of native vegetation within the mitigation area shall be prohibited. No native trees or shrubs, snags, or large woody debris shall be removed from the priority habitat area or mitigation area for installing the required enhancement plantings. Invasive species (including non-native blackberries, ivy, holly, etc.) may be removed provided that ground disturbing heavy machinery (scraping, ripping, etc.) is not used. Cutting, mowing, and ground disturbance with hand tools is allowed; efforts shall be made to prevent injury to neighboring native vegetation.

B-10 **Oak Habitat** - Incidental damage to the surrounding native vegetation in the mitigation area which was not accounted for as a part of this permit shall be mitigated by replanting with native vegetation of like kind.

B-11 **Oak Habitat –** The applicant shall utilize best management practices to control erosion and prevent sediment from entering the mapped mitigation area and priority habitat area.

B-12 **Oak Habitat -** Prior to construction, a permanent physical demarcation along the upland boundary of the priority habitat area and shall be installed and thereafter maintained. Such demarcation may consist of logs, a tree or hedge row, fencing, or other prominent physical marking approved by the responsible official

B-13 **Oak Habitat -** Prior to construction the applicant shall install tree protection fencing around the protected Oregon white oak trees under the guidance of an ISA certified arborist and AshECO Solutions.

B-14 **Traffic Control Plan** - Prior to impacting the public roadway for the development site, the applicant shall obtain written approval from Clark County Department of Public Works of the applicant's Traffic Control Plan (TCP). The TCP shall govern all work within or impacting the public transportation system.

B-15 **Pre-Construction Conference** - Prior to construction or any land disturbance, a pre-construction conference shall be held with the county.

B-16 **Erosion Control** - Prior to construction or any land disturbance, erosion/sediment controls shall be in place per the approved erosion control plan. Sediment control facilities shall be installed that will prevent any silt from entering infiltration systems. Sediment controls shall be in place during construction and until all disturbed areas are stabilized and any erosion potential no longer exists. Erosion control facilities shall not be removed without county approval.

B-17 **Road Closures** - Any request by the developer or developer's contractor to close a road will be reviewed by county staff. The developer shall provide a memorandum to the County Engineer justifying the reasons for needing the road closure, specifically including explanation as to why the closure is necessary and construction cannot occur under traffic, such as flagger controlled alternating one way traffic next to the construction. The memorandum shall include the ENG number and title of the project, location of the requested road closure, anticipated date of start of closure, requested closure time length, explanation of the public outreach that the contractor will perform, full detour mapping, and other information as appropriate. Road Closures are approved specifically by the County Council by resolution, as described in WAC 308-330-270(7). The process for county takes at least 6 weeks for writing the staff report, resolution and internal review. Depending on the complexity of the request from the developer and the council's time availability, this can take over 12 weeks to process from start to finish. It is the developer's responsibility to ensure that the process is completed prior to needing the road closure enacted. The contractor shall be responsible for all costs associated with county staff time to process the request via reimbursable work order and all notifications required by law in local newspapers as required by RCW 47.48 Notice of Closure or Restriction. Requesting a road closure is no guarantee that a road closure will be approved by the county.

C	Provisional Acceptance of Development Review and Approval Authority: Development Inspection

Prior to provisional acceptance of development improvements, construction shall be completed consistent with the approved final construction/land division plan and the following conditions of approval:

C-1 Required Documents: – The following documents shall be submitted:

a. Sight Distance: The applicant shall submit a sight distance certification letter signed and stamped by an engineer, licensed in the state of Washington, indicating the stopping sight distance and intersection sight distance at the proposed intersection of at NE 144th Street and NE 25th Avenue as well as the private road onto NE 25th Avenue, once constructed, complies with the county code. (See Finding 5)

D	Final Plat Review & Recording Review and Approval Authority: Development Engineering

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

D-1 Oak Habitat:

a. Development envelopes that clearly avoid the Oregon white oak woodland and mitigation areas shall be shown on the Final Plat with a note describing limitations on clearing and development activities outside these envelopes, (See Finding 10).

b. Prior to acceptance of the Final Plat, the applicant shall provide an oak assessment report prepared by an ISA certified arborist which shall include photographs and a post-construction assessment prepared by an ISA certified arborist of the oak retention areas. This assessment shall include the health of each tree and if they were adversely impacted by the development as well as a baseline for the oak canopy for the future stand release. Adverse impacts to the oaks shall require additional Wetland/Habitat Review as well as potential permitting and mitigation, (See Finding 13).

c. The Final Plat shall include a note which includes the oak minimization measures proposed by the Arborist in the June 17, 2026, Critical Areas Report and Oak Mitigation/Conservation Plan prepared by AshECO Solutions. This shall be specific to lots which have oak habitat onsite and shall include a restriction on irrigation or turf grasses within the oak dripline, as well as maintaining these areas in a natural state, (See Finding 13).

d. The Final Plat shall include a note which states that the Oregon white oak trees, priority snags, and priority logs do not meet the standard of a hazard per the Wetland/Habitat Code. Any impacts to an Oregon white oak, priority log,

or priority snag shall require additional wetland/habitat review as well as potential permitting and/or mitigation, (See Finding 13).

e. Pursuant to CCC 40.445.030.B.2.d, a conservation covenant shall be recorded in a form approved by the Prosecuting Attorney as adequate to incorporate the other restrictions of this section and to give notice of the requirement to obtain a habitat permit prior to engaging in regulated activities within a priority habitat area. The covenant shall show the location of all mitigation areas and priority habitat areas. The covenant shall include the minimization measures for post-development provided within the June 17, 2026, Critical Areas Report and Oak Mitigation/Conservation Plan prepared by AshECO Solutions within the oak driplines.

The final plat shall include a note with the restrictions to priority habitat areas per this covenant, (See Finding 18).

f. Pursuant to CCC 40.445.030.B.2.c, small signs shall be posted at and perpetually maintained at locations along the outer perimeter of the wetland buffer/habitat mitigation area approved by the responsible official and as shown in the June 17, 2026, Critical Areas Report and Oak Mitigation/Conservation Plan prepared by AshECO Solutions worded substantially as follows:

Protected Critical Area –
Please retain in a natural state

(See Finding 18).

g. In addition to the signs, where oaks occur within proposed Lots, the applicant shall also have some other type of prominent physical demarcation along the upland boundary of the priority habitat area and shall be installed and thereafter maintained. Such demarcation may consist of logs, a tree or hedge row, fencing, or other prominent physical marking approved by the responsible official, (See Finding 18).

h. Pursuant to CCC 40.445.030.B.2.d, the Final Plat shall clearly show all mitigation areas, wetland, wetland buffer, streams, and priority habitat areas, (See Finding 18).

i. The final plat shall include a note referencing any restrictions of any clearing or development within these critical areas, (See Finding 18).

D-2 Water mains supplying fire flow and fire hydrants shall be installed, approved and operational.

D-3 No gate may be installed across a required fire department access road or driveway without first obtaining a permit from the fire marshal's office.

Inspection and testing of the gate will be required. Split gates with a divided entry and exit side will need 15 feet on either side for a total gate width of 30 feet.

D-4 Water and sewer

The applicant shall provide documentation from the water and sewer purveyor that all water and sewer connections have been installed and approved. The applicant shall comply with all requirements of the water and sewer purveyor. (See Finding 30)

D-5 Developer Covenant - A *Developer Covenant to Clark County* shall be submitted for recording to include the following:

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

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

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

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

e. Responsibility for Stormwater Facility Maintenance: For stormwater facilities for which the county will not provide long-term maintenance, the developer shall make arrangements with the existing or future (as appropriate) occupants or owners of the subject property for assumption of maintenance to the county's Stormwater Facilities Maintenance Manual as adopted by Chapter 13.26A. The responsible official prior to county approval of the final stormwater plan shall approve such arrangements. Final plats shall specify the

party(s) responsible for long-term maintenance of stormwater facilities within the Developer Covenants to Clark County. The county may inspect privately maintained facilities for compliance with the requirements of this chapter. If the parties responsible for long-term maintenance fail to maintain their facilities to acceptable standards, the county shall issue a written notice specifying required actions to be taken in order to bring the facilities into compliance. If these actions are not performed in a timely manner, the county shall take enforcement action and recover from parties responsible for the maintenance in accordance with Section 32.04.060.

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

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

a. Archaeological: "If any cultural resources and/or human remains are discovered in the course of undertaking the development activity, the Department of Archaeology and Historic Preservation in Olympia and Clark County Community Development shall be notified. Failure to comply with these State requirements may constitute a Class C Felony, subject to imprisonment and/or fines."

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

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

d. Driveways: "All residential driveway approaches entering public roads are required to comply with CCC 40.350."

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

f. Private Roads: "Clark County has no responsibility to improve or maintain the private roads contained within or private roads providing access to the property described in this development. Any private access street shall remain a private street unless it is upgraded to public street standards at the expense of the developer or abutting lot owners to include hard surface paving and is accepted by the county for public ownership and maintenance."

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

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

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

j. Habitat: Development envelopes that clearly avoid the Oregon white oak woodland and mitigation areas shall be shown on the Final Plat with a note describing limitations on clearing and development activities outside these envelopes.

D-7 **Right-of-ways/Easement –** All right-of-way dedications and easements shall be recorded with the final plat.

a. The required right-of-way dedication along NE 25th Avenue fronting the development, to achieve a minimum 23-foot half-width, must be conveyed to the county with the final plat. (See Finding 21)

b. The required right-of-way dedication along NE 144th Street fronting the development, to achieve a minimum 27-foot half-width, must be conveyed to the county with the final plat. (See Finding 21)

c. A private road easement for NE 24th Circle and the cul-de-sac turnaround, shall be delineated on the final plat. (See Finding 21)

d. The joint driveway access easements for Lots 4 & 5 and lots 10 & 11 shall be delineated on the final plat. A minimum 20-foot easement width is required. The lot numbers who have access to the joint driveway easements shall also be labeled. (See Finding 2)

D-8 **Sight Distance:** – The sight distance triangle shall be delineated on the final plat within an easement. (See Finding 23)

D-9 **Developer Covenant –** A "Developer Covenant to Clark County" shall be submitted for recording to include the following:

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

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

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

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

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

D-10 Plat Notes - The following notes shall be placed on the final plat:

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

b. Utilities: "An easement is hereby reserved under and upon all tracts and the exterior six (6) feet on all boundary lines of the lots and tracts adjacent to public/private roads and six (6) feet adjacent to access/utility easements for the installation, construction, renewing, operating and maintaining electric, telephone, tv, cable, water and sanitary sewer services. All lots containing padmount transformers are subject to the minimum clearances as defined by Clark Public Utilities construction standards. All proposed building designs on these lots must provide adequate clearance for all combustible materials. Also, a sidewalk easement, as necessary to comply with ADA slope requirements, shall be reserved upon the exterior six (6) feet along the front boundary lines of all lots and tracts adjacent to public streets." **c.** Sight Distance: "Sight distance easement triangles shall be maintained and kept clear as required under CCC 40.350.030.B.8."

d. Private Roads: "Clark County has no responsibility to improve or maintain the private roads contained within or private roads providing access to the property described in this development. Any private access street shall remain a private street unless it is upgraded to public street standards at the expense of the developer or abutting lot owners to include hard surface paving and is accepted by the county for public ownership and maintenance."

e. Driveways: "All residential driveway approaches entering public roads are required to comply with CCC 40.350."

f. Privately Owned Stormwater Facilities: "The following party(s) is responsible for long-term maintenance of the privately owned stormwater facilities: Livingstone Meadows Subdivision."

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

h. Geologic Hazard: Clark County GIS indicates that portions of the site are located in a regulated geologic hazard area. All development activities in or adjacent (within 100 feet) to geologic hazard areas shall comply with the provisions of CCC 40.430.

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

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

E-1 **Roof and Crawl Space Drains** - Roof and crawl space drains shall be installed in accordance with the approved As-Built plans, unless a revised plan is approved by the county. These stormwater systems will be owned and maintained by the property owner on whose lot the stormwater system is located.

E-2 **Impact Fees** - Impact fees shall be assessed for impacts on schools, parks and transportation facilities based for the following districts: Vancouver School District (SIF), Park District #10 (PIF) and Mt Vista Sub-area (TIF). As found in CCC40.610.040, impact fees are calculated using the rates in effect at the time of building permit issuance."

E-1 **Excavation and Grading** - Excavation/grading shall be performed in compliance with CCC 14.07.

E-2 **Roof and Crawl Space Drains –** Roof and crawl space drains shall be installed in accordance with the approved As-Built plans, unless a revised plan is approved by the county. These stormwater systems will be owned and maintained by the property owner on whose lot the stormwater system is located. (See Finding 9)

E-3 **Geologic Hazard Area** – The owner of each lot shall adhere to the recommendations of the Geologic Hazard Report prepared by Earth Engineering dated July 25, 2025 unless further studies present new or different facts. (See Finding 9)

F	**Occupancy Permits** **Review and Approval Authority:**

Prior to issuance of an occupancy permit, the following conditions shall be met:

F-1 **Fire Protection –** A three (3) -foot clear space shall be provided around the circumference of al fire hydrants. (See Finding 28)

F-2 **Landscaping –** Prior to the issuance of a Certificate of Occupancy for future homes on each lot(s), the applicant shall submit a copy of the approved landscape plan(s) with a letter signed and stamped by a landscape architect licensed in the state of Washington certifying that the landscape and irrigation (if any) have been installed in accordance with the attached approved plan(s) and verifying that any plant substitutions are comparable to the approved plantings and suitable for the site, (See Finding 7).

G	**Development Review Timelines & Advisory Information** **Review and Approval Authority: Advisory to Applicant**

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

G-2 Department of Ecology Permit for Construction Stormwater - A permit from the Department of Ecology (DOE) is required if:

- The construction project disturbs one or more acres of land through clearing, grading, excavating, or stockpiling of fill material; **AND**
- There is a possibility that stormwater could run off the development site during construction and into surface waters or conveyance systems leading to surface waters of the state.

The cumulative acreage of the entire project whether in a single or in a multiphase project will count toward the one acre threshold. This applies even if the applicant is responsible for only a small portion (less than one acre) of the larger project planned over time. **The applicant shall contact DOE for further information**.

G-3 Building and Fire Safety
Building and fire, life, and safety requirements must be addressed through specific approvals and permits. This decision may reference general and specific items related to structures and fire, life, and safety conditions, but they are only for reference in regards to land use conditions. It is the responsibility of the owner, agent, tenant, or applicant to insure that Building Safety and Fire Marshal requirements are in compliance or brought into compliance. Land use decisions do not waive any building or fire code requirements.

G-4 Department of Ecology Permit for Construction Stormwater - A permit from the Department of Ecology (DOE) is required for any land disturbing activities such as clearing, grading, excavating, stockpiling of fill material, and/or demolition that:

- Disturbs one or more acres of land.; **OR**

- Are part of a common plan of development or sale that will ultimately disturb one or more acres of land. A common plan of development or sale is an area where multiple, separate, and distinct construction activities may be taking place on different schedules under one plan. In a common plan of development, the disturbed area of the entire plan is used to determine if a permit is required.; **AND**
- Discharge stormwater from the site into surface water(s) of the state or into storm drainage systems, including ditches, which discharge to state surface waters. Surface waters of the state: Include wetlands, ditches, rivers, unnamed creeks, rivers, lakes, estuaries, and salt water.

The applicant shall Contact the DOE for further information.
https://ecology.wa.gov/Regulations-Permits/Permits-certifications/Stormwater-general-permits/Construction-stormwater-permit

G-5 Construction Stormwater Pollution Prevention (MR#2) - All new development and redevelopment projects are responsible for preventing erosion and discharge of sediment and other pollutants into receiving waters. Projects that result in less than 2,000 square feet of new plus replaced hard surface area or

disturb less than 7,000 square feet of land are not required to prepare a Construction SWPPP, but must review the 13 Elements of Construction Stormwater Pollution Prevention and develop controls for each element that pertains to the project site during construction. (See Finding 4)

G-6 **Permit (Construction) Time Limit.** All permits issued pursuant to the regulations contained in current or earlier stormwater code before July 1, 2021, expire on July 1, 2026, except if approved construction has begun on site before July 1, 2026. "Beginning construction" means, at a minimum, the site work associated with and directly related to the approved project has begun. For example: grading the project site to final grade, or the installation of utilities. Simply clearing the project site does not constitute the beginning of construction.

H	**Post Development Requirements** **Review and Approval Authority: As specified below**

H-1 **Fire Marshal Requirements -**

a. A three (3) –foot clear spaces shall be maintained around the circumference of all fire hydrants.

b. Access roads shall maintain an unobstructed width of not less than 20 feet and an unobstructed vertical clearance of not less than 13.5 feet with an all-weather driving surface capable of supporting the imposed loads of fire apparatus.

c. Parking is prohibited on access roads that are less than twenty-four (24) feet wide. "NO PARKING – FIRE LANE" signs shall be maintained.

H-2 **Landscape Maintenance -** Maintenance of landscaped areas is the ongoing responsibility of the property owner. Required landscaping must be continuously maintained in a healthy manner. Plants that die must be replaced with in-kind materials unless otherwise authorized by the responsible official. Vegetation shall be controlled by pruning, trimming or otherwise so that it will not interfere with the maintenance or repair of any public utility, restrict pedestrian or vehicular access, or obstruct sight distance at intersections as provided in Section 40.320.020.

H-3 **Oak Habitat -** Temporary habitat impacts are expected as a result of constructing the proposed project. Areas which will be trenched and/or temporarily impacted shall be returned to a pre-disturbance grade. These areas shall retain the native topsoil during construction and replace the topsoil when construction is complete. After grading, the area shall be reseeded with a native seed mix which is appropriate for the hydrology of the site. The areas disturbed shall have 100% native grass/herbaceous coverage after 1 year; in the event that this is not met, the area shall be reseeded and monitoring shall continue until the area has 100% vegetated coverage, (See Finding 12).

H-4 **Oak Habitat** - After installation of the mitigation, maintenance and monitoring are required in order to ensure long term performance of the mitigation. Per Table 40.445.030-1 Tree protection areas shall be monitored for a period of 5 years with canopy release being measured for 10 years; the snags and large woody debris may be monitored for one year. The mitigation shall be monitored and maintained as noted above after approval of an As-Built. Monitoring reports consisting of photographs and a count of live trees/shrubs shall be submitted to Wetland/Habitat Review staff no later than November 1 following the following growing seasons (year 1, 2, 3, 5, 7, 10). Monitoring shall begin when the as-built is accepted and the year 1 report shall be due after the first growing season after planting. Monitoring reports shall be submitted to Wetland/Habitat Review staff no later than November 1 following each growing season. A Monitoring Review fee will be required to verify the reports.

The monitoring report shall utilize the following minimum performance standards:

1. Year 1: 100% retained oak survival; verification of snags and large woody debris. Verification of mulch and/or native plants within oak driplines. Assessment from an ISA certified arborist on the health/condition of oaks onsite.
2. Year 2: 100% retained oak survival; verification of mulch and/or native plants within oak driplines. Verification of mulch and/or native plants within oak driplines. Assessment from and ISA certified arborist on the health/condition of oaks onsite.
3. Year 3: 100% retained oak survival; verification of mulch and/or native plants within oak driplines. Verification of mulch and/or native plants within oak driplines. Assessment from an ISA certified arborist on the health/condition of oaks onsite.
4. Year 5: 100% retained oak survival; verification of mulch and/or native plants within oak driplines. Presence of Oregon white oak-associated wildlife species in enhanced habitat. Verification of mulch and/or native plants within oak driplines. assessment from an ISA certified arborist on the health/condition of oaks onsite.
5. Year 7: 100% retained oak survival; verification of mulch and/or native plants within oak driplines. Evidence of an increase in OWO canopy coverage based on initial baseline conditions. Presence of Oregon white oak-associated wildlife species in enhanced habitat.
6. Year 10: 100% retained oak survival; verification of mulch and/or native plants within oak driplines. Evidence of an increase in OWO canopy coverage based on initial baseline conditions. Presence of Oregon white oak-associated wildlife species in enhanced habitat. Non-native species <20% aerial coverage, including blackberry, holly, ivy, and reed canary grass.

Any areas not meeting this standard shall be reassessed with County Wetland/Habitat staff, with maintenance and monitoring continuing until the standard has been met.

Routine maintenance of the site is necessary to ensure the integrity and success of the mitigation area which includes, but is not limited to, removing non-native species and weeds, irrigation (if required), and plant replacement to meet the performance standards. Adaptive management and alternate species may be considered if plantings are not meeting the above listed standards in consultation with County Wetland/Habitat Review staff.

A maintenance financial assurance shall be required for the maintenance/monitoring period which shall be done at the time the As-Built has been accepted. (See Finding 14)

H-5 **Oak Habitat** - Approval of a Final Habitat Permit shall be required if there are additional impacts proposed within the mitigation area or priority habitat areas during Final Engineering which were not part of the preliminary approval. The application shall include a revised mitigation plan that meets the standards for the Wetland/Habitat Ordinance, (See Finding 16).

H-6 **Oak Habitat** - No clearing or development, outside of what is shown for the provided preliminary plat and mitigation plan shall occur within any mitigation areas or priority habitat areas. No additional priority habitat outside of what is shown in the subject permit shall be impacted or removed as a result of this permit, (See Finding 11).

H-7 **Oak Habitat -** Eagle Nesting/Roosting - If state or federal permits are required to ensure the protection of bald eagle nest/roost trees near this site, the developer, builders and property owners, as applicable, shall obtain and continually meet all conditions of those permits.

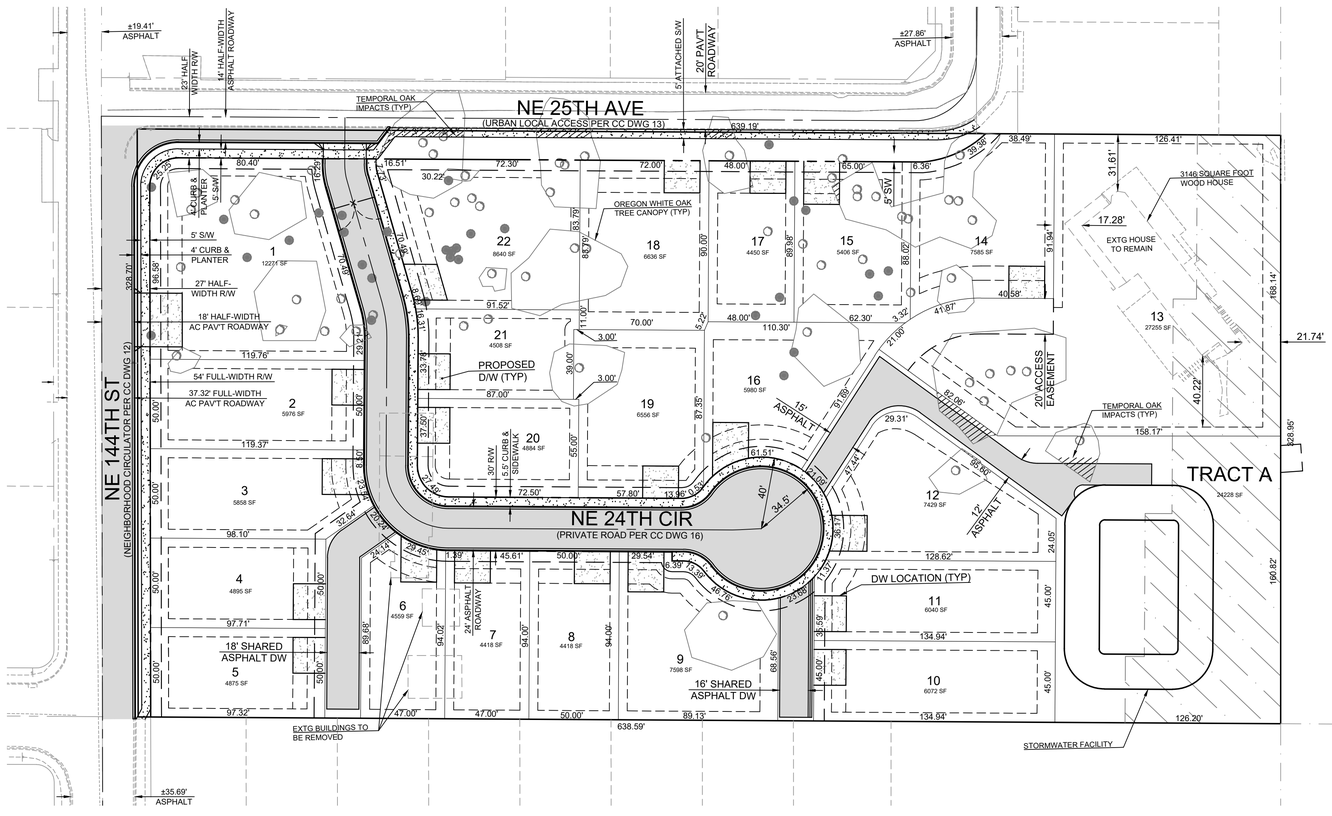
DATED this 4th day of September 2026.



Joe Turner, AICP, Hearings Examiner

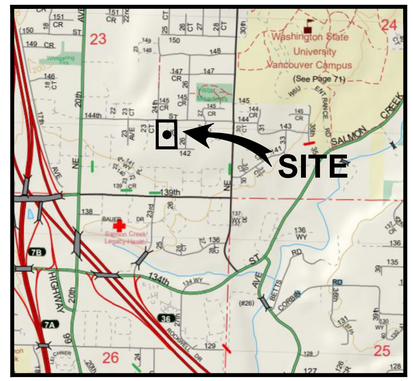
Livingstone Meadows Subdivision

Located in the SE ¼ of Section 23, T3N, R1E, W.M.
Vancouver, Washington



Scale 1" = 40'

40 20 0 40



VICINITY MAP
NOT TO SCALE

APPLICANT:
August Development
18718 NE 74th Court
Battle Ground, WA 98604
arthur@augustnw.com

OWNERS:
Lacamas Land Properties LLC
18211 NE Fourth Plain Road
Vancouver, WA 98682

Terry & Suzanne Rosenquist
2525 NE 144th Street
Vancouver, WA 98686

PROJECT CONTACT:
PLS Engineering
Jayson Taylor, PE
604 W Evergreen Blvd
Vancouver, WA 98660
(360) 944-6519
pm@plsengineering.com

SITE LOCATION:
Site Address:
2419 and 2525 NE 144th Street
Vancouver, WA 98686

Parcel #'s: 117895201, 117895200, 117895202, 117895206

Total Area: 4.82 Acres - 210,004 sqft

117895201 - 0.96 Acres (41,997 sqft)
117895200 - 2.54 Acres (110,447 sqft)
117895202 - 0.64 Acres (28,061 sqft)
117895206 - 0.68 Acres (29,499 sqft)

GENERAL NOTES

LAND USE:
The applicant is proposing a 22 lot subdivision for single-family detached units in an R1-7.5 zone. Single family detached dwellings are an allowed use in the R1-7.5 zone. The site is currently occupied by two-single family residences and is relatively flat across most of the site, with some slopes on the south portion of the site. Existing vegetation includes grass, trees, shrubs and Oregon white oaks. One home will remain on lot 13 while the other home will be removed. The minimum average lot size in this district is 6,500 sf and an average of 7,101 sf is proposed.

Minimum lot width = 50' (45' proposed with 10% variance)
Minimum lot depth = 90'
Setbacks:
- Front = 10'
- Garage = 18'
- Rear = 10'
- Side = 5'
- Street Side = 10'

Maximum building lot coverage = 50%

TRANSPORTATION:
NE 144th Street borders the north portion of the site. Half-width improvements are proposed meeting standard detail #12 (Urban Neighborhood Circulator).

NE 25th Ave abuts the site to the east. Half-width improvements are proposed meeting standard detail #13. Flex zones are utilized to minimize oak impacts on this Local access Road.

A new private street is proposed to serve many of the internal lots. This roadway will be designed to meet standard detail #16 (Urban Private Road with Parking Lane).

All roads providing access to the site have a minimum 20' paved width or better. There are no roads within 500' proposed for access that exceed 15% grade.

C-Tran operates routes on NE 29th Avenue and NE 20th Avenue, to the east and west of the site. The nearest bus route is near the intersection of NE 20th Avenue and NE 144th Street approximately 0.3 miles to the west.

UTILITIES:
The future homes will be connected to public water and sewer service. Water service will be provided by Clark Public Utilities. Sewer service will be provided by Clark Regional. Connection points are within adjacent roadways.

Storm water will be collected, treated, and routed to an onsite storm water detention facility located on the south end of the site.

CRITICAL AREAS:
The site contains an area of slopes greater than 15% and a mapped severe erosion hazard along the south portion of the site. Clark County GIS maps the site as being within an area of moderate to high archaeological probability. The site is also within a Category 2 Recharge Area. Multiple Oregon white oaks are located onsite, and the applicant plans to retain all regulated oak trees with only temporal impacts to the driplines.

Legend	
Proposed Asphalt	
Proposed Concrete	

PLS ENGINEERING
Engineering - Surveying - Planning | 604 W. Evergreen Blvd., Vancouver, WA 98660 | PH (360) 944-6519 | Fax (360) 944-6539

Preliminary Plat For:
Livingstone Meadows Subdivision
A Subdivision Located In Clark County, Washington

Revisions		
1	11/12/2025	Preliminary Submittal
2		
3		
4		
5		
6		

TRAVIS G. JOHNSON — STATE OF WASHINGTON — 43929 — REGISTERED PROFESSIONAL ENGINEER
6-4-26

Project No. 3872

SCALE:	H: 1" = 40' V: N/A
DESIGNED BY:	ACM
DRAFTED BY:	ACM
REVIEWED BY:	TGJ

03
05

Role	Company Name	Name	Address 1	Address 2	City	State	Zip Code	Email Address
Planner	Clark County	Richard Daviau						
Applicant	August Development							arthur@augustnw.com
Owner		Terry or Susane Rosenquist	2525 NE 14th Street		Vancouver	WA	98686	
Contact Person	PLS Engineering	Travis Johnson, PE						pm@plsengineering.com
N/H Association	Four Creeks							fourcreeksna@gmail.com
	Clark County	Desiree de Monye						desiree.demonye@clark.wa.gov
Type II & III Decisions ONLY	Clark County	Susan Ellinger						susan.ellinger@clark.wa.gov
	Vancouver School Distrct	Gary Yarne						gary.yarne@vansd.org
		Jeff Roberts						jeff@crandallgroup.com
		Heidi Pozzo						hcpheidi@yahoo.com
		Cheryl Hamilton	2810 NE 147th St		Vancouver	WA	98686	cheryl@motleybaseball.com
		Jonathan Thomson	14307 NE 23rd Ct		Vancouver	WA	98686	jonathanmthomson@yahoo.com
		Christine Thomson	2511 NE 142nd Street		Vanvouver	WA	98686	thompson4family@comcast.net
		Suzanne Rosenquist	2525 NE 144th Street		Vancouver	WA	98686	sirosen16@comcast.net
		Derick Rosenquist	515 NE 137th Ave		Vancouver	WA	98686	derick.rosenquist@gmail.com
		Lauren Cisewski	2604 NE 142nd St		Vancouver	WA	98686	llwanke13@comcast.net
		Michael Bennett	2513 NE 144th st		Vancouver	WA	98686	bennmich@isu.edu
		Julia Maglione	14206 NE 26th Ave		Vancouver	WA	98686	juliamaglionecc@gmail.com
		Bruce and Cassie Moore	2507 NE 142nd St		Vancouver	WA	98686	cassielmoore@gmail.com
		Fred Albios	14209 NE 26th Ave		Vancouver	WA	98686	falbios@gmail.com
		Alan & Carolyn Porter	2502 NE 142nd St		Vancouver	WA	98686	cporter4866@gmail.com
		Michael Melnychuk Jr	2503 NE 142nd St		Vancouver	WA	98686	flyerbear@aol.com
		Sara Lugo	2506 NE 142nd St		Vanvcouver	WA	98686	lsara@comcast.net
		Anthony Webb	2409 NE 149th Cir		Vancouver	WA	98686	akeithwebb@aol.com
		Michele Rouse	2600 NE 142nd St		Vancouver	WA	98686	mrouse454@hotmail.com
	Dept of Ecology	Joe Thomas						swrosepacoordinator@ECY.WA.GOV
		Mark Tishchenko	14205 NE 26th Ave		Vancouver	WA	98686	markelti@gmail.com
		Susan Melnychuk	2503 NE 142nd St		Vancouver	WA	98686	smonogrammy@gmail.com
	WA Dept of Fish and Wildlife	Joy Peplinski	5525 South 11th St		Ridgefield	WA	98642	Joy.Peplinski@dfw.wa.gov

EXHIBIT LIST

Project Name:	**Livingston Meadows Sub**
Case Number:	**PLD-2025-00106**

EXHIBIT NUMBER	DATE	SUBMITTED BY	DESCRIPTION
1		Applicant	Application Package
2	12/15/25	CC Land Use	Legal Lot Determination
3	12/15/25	CC Land Use	Fully Complete
4	12/22/25	Applicant	Road Modification Request
5	1/12/26	CC Land Use	Early Issue Comments
6	1/13/26	Wetland Habitat Review	Early Issue Comments
7	4/7/26	Applicant	Early issue Response
8	4/7/26	Applicant	Revised Road Modification
9	4/7/26	Applicant	Sight Distance Road Modification
10	4/7/26	Applicant	Slope Easement Memo
11	4/7/26	Applicant	Revised Preliminary Plat
12	4/7/26	Applicant	Revised Stormwater Plan
13	4/7/26	Applicant	Revised Grading Plan
14	4/21/26	Applicant	Habitat Early Issue #2
15	4/21/26	Applicant	Applicant Oak information
16	5/5/26	CC Land Use	Early Issues #2
17	5/11/26	Applicant	Early Issues #2 Response
18	5/11/26	Applicant	Additional Road Modification
19	5/11/26	Applicant	Revised Grading Plan
20	5/11/26	Applicant	Revised Preliminary Plat
21	5/11/26	Applicant	Revised Stormwater Plan
22	6/10/26	Applicant	Revised Grading Plan
23	6/10/26	Applicant	Revised Preliminary Plat
24	6/10/26	Applicant	Revised Road Modification
25	6/10/26	Applicant	Revised Stormwater Plan
26	6/23/26	CC Land Use	Notice of Type III Application
27	6/23/26	CC Land Use	Affidavit of Mailing - 22
28	6/23/26	CC Land Use	REVISED Notice of Type III Application
29	6/23/26	CC Land Use	REVISED Affidavit of Mailing - 24
30	6/23/26	Applicant	Hearing Sign Affidavit
31	6/23/26	Applicant	Hearing Sign Photo
32	6/24/26	Jonathan Thomson	Comments
33	6/23/26	WA State Dept of Ecology	SEPA Submitted

Copies of these exhibits can be viewed at:
Department of Community Development
Development Services Division
1300 Franklin Street
Vancouver, WA 98666-9810

EXHIBIT NUMBER	DATE	SUBMITTED BY	DESCRIPTION
34	6/23/26	WA State Dept of Ecology	SEPA Published
35	6/24/26	Christine Thompson	Comments
36	6/28/26	Suzanne Rosenquist	Comments S
37	6/28/26	Derick Rosenquist	Comments D
38	6/29/26	Lauren Cisewski	Comments
39	6/29/26	Michael Melnychuk Jr.	Comments
40	7/2/26	Michael Bennett	Comments
41	7/2/26	Julia Maglione	Comments
42	7/2/26	Cassie Moore	Comments
43	7/2/26	Fred Albios	Comments
44	7/3/26	Carolyn Porter	Comments
45	7/7/26	Wetland Habitat Review	WHR Findings and Conditions
46	7/7/26	Wetland Habitat Review	Habitat Determination Map
47	7/7/26	CC Concurrency	Concurrency Report
48	7/6/26	Sara Lugo	Comments
49	7/7/26	Anthony Webb	Comments
50	7/7/26	Julia Maglione	Comments
51	7/8/26	Michael Rouse	Comments
52	7/6/26	Dept of Ecology Wa State	Comments
53	7/8/26	Jonathon Thomson	Comments
54	7/8/26	Mark Tishchenko	Comments
55	7/8/26	Joy Peplinski	Comment
56	7/8/26	Kim Slater	Comment
57	7/15/26	CC Development Engineering	Road Modification Decision
58	7/20/26	CC Development Engineering	Transportation & Stormwater Report
59	7/22/26	Derick Rosenquist	Comments Rosenquist
60	7/21/26	Julia Maglione and Staff	Environmental Concerns and Questions
61	7/21/26	CC Wetland Habitat Review	Priority Habitat & Species List
62	7/23/26	CC Land Use	Staff Report & recommendation
63	7/20/26	Julia Maglione	Comments
64	7/25/26	Cassie Moore	Comments
65	7/26/26	Bruce Moore	Comments
66	7/28/26	Sara Lugo	Comments
67	7/28/26	Carolyn Porter	Comments
68	7/29/26	Cheryl Hamilton	Comments
69	7/30/26	Julia Maglione	Comments
70	7/30/26	Julia Maglione	Comments
71	7/30/26	Julia Maglione	Comments
72	7/30/26	Julia Maglione	Comments
73	7/30/26	Julia Maglione	Comments
74	7/30/26	Susan Melnychuk	Comments
75	7/30/26	Cassie Moore	Comments
76	8/13/26	Applicant	Final Submittal
77	9/4/26	CC Land Use	Hearing Examiner Decision

Copies of these exhibits can be viewed at:
Department of Community Development
Development Services Division
1300 Franklin Street
Vancouver, WA 98666-9810

EXHIBIT NUMBER	DATE	SUBMITTED BY	DESCRIPTION
78	9/4/26	CC Land Use	Affidavit of Mailing - 77