From:	Heidi Pozzo
To:	Jeffrey Delapena; Rebecca Messinger
Cc:	Oliver Orjiako; Jose Alvarez
Subject:	Comp Plan: Examiner Decision for PLD-2025-00021 NW 9th Avenue Subdivision
Date:	Thursday, October 1, 2026 3:58:24 PM
Attachments:	ExaminerDecision2026-09-24.pdf

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 inclusion in the Comp Plan Index, the decision on NW 9th Ave Subdivision which copies the language 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-2025-00021 NW 9th Avenue Subdivision
Date: September 24, 2026 at 9:16:41 AM PDT
To: CommDev OA Land Use <CommDevOALandUse@clark.wa.gov>
Cc: Marion Bateman <Marion.Bateman@clark.wa.gov>

Good morning,

Please see attached Examiner Decision for PLD-2025-00021 NW 9th Avenue Subdivision.

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: **NW 9th Avenue Subdivision**

Case Number: **PLD-2025-00021**

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 24, 2026

Exhibit 52

BEFORE THE LAND USE HEARINGS EXAMINER
OF CLARK COUNTY, WASHINGTON

Regarding an application by Yeti Properties for preliminary plat approval to divide 1.89-acres into 19 lots in the R1-7.5 zone at 8805 NW 9th Avenue in unincorporated Clark County, Washington	))))	**F I N A L O R D E R** **PLD-2025-00021** **(NW 9th Avenue Subdivision)**

A. SUMMARY

1. The applicant, Yeti Properties, requests approval to divide the roughly 1.89-acre parcel into 19 lots for single-family dwellings, pursuant to the County's Compact Lot Development and Narrow Lot standards.

a. The subdivision parcel is located at 8805 NW 9th Avenue; also known as tax assessor Parcel 98060-000 (the "site"). The site and all surrounding properties are zoned R1-7.5 (Residential,7,500 square foot minimum lot size).

b. The site is currently developed with two single family dwellings and several accessory structures. The applicant proposed to remove all of the existing structures and construct a new single-family dwelling on each of the proposed lots. All proposed lots will comply with the minimum dimensional standards for the R1-7.5 zone as modified by the Narrow Lot standards.

c. Clark Public Utilities will provide public water and Clark Regional Waste Water District will provide sanitary sewer service to the site.

d. The applicant will dedicate right-of-way along the section of NW 9th Avenue abutting the site. The applicant will extend a new private street, proposed NW 89th Circle, into the site from NW 9th Avenue, terminating in a hammerhead turnaround near the east end of the site. The applicant will extend a ten-foot wide multi-modal trail between the hammerhead turnaround and the east boundary of the site to allow for further extension and pedestrian and bicycle circulation when the abutting property redevelops.

e. The applicant will collect runoff from all new impervious surfaces on the site and direct it to underground facilities within proposed NW 89th Circle for treatment and infiltration.

f. The applicant proposed to develop the site in two phases. Phase 1 includes proposed Lots 5 through 19; Phase 2 includes Lots 1- 4.

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 August 12, 2026, (Exhibit 45 , the "Staff Report") and the Type III Land Division and

Environmental Review Staff Report and Recommendation to the Hearing Examiner (Concurrency Review) dated August 7, 2026, and signed August 14, 2026, (Exhibit 47, the "Concurrency Staff Report"), as amended at the hearing. The applicant accepted those findings and conditions, as amended. Five persons submitted written testimony in opposition to or with questions and concerns about the proposed development, (Exhibits 11, 13, 17, 18, 19, and 48). 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 proposed development makes adequate provisions for emergency vehicle access;

c. Whether the proposed development density and lot sizes are consistent with the R1-6 zoning, as modified by the County's Compact Lot Development Special Standards;

d. Whether the applicant is required to fence the site or provide a barrier between the proposed private streets and abutting properties;

e. Whether the proposed development provides adequate parking;

f. Whether potential property value impacts and associated tax rates are relevant to the applicable approval criteria for this development;

g. Whether the proposed development will cause an increase in vandalism, theft, and other illegal activities;

h. Whether clearing, grading, and construction on the site will impact vegetation on adjacent properties.

3. Based on the findings provided or incorporated herein, the examiner approves PLD-2025-00021 (NW 9th Avenue 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 August 12, 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 Marion Bateman summarized the Staff Report and her PowerPoint presentation.

a. She noted that the applicant proposed to remove the existing residences and accessory structures and subdivide the 1.89 acre site into 19 lots for single-family dwellings, subject to the Compact Lot Development and Narrow Lot standards. The applicant proposed to extend a private street into the site from NW 9th Avenue, along the west boundary of the site. The applicant proposed to provide six required guest parking spaces as on-street parking on the private street. She agreed that Condition D-3.b or c should be deleted.

3. Planner Scott Taylor appeared on behalf of the applicant, Yeti Properties.

a. He accepted the findings and conditions in the Staff Report with the following requested amendments:

i. Kelly Engineering prepared the applicant's traffic study. He requested the examiner modify Transportation & Circulation Finding 5 on page 14 of the Staff Report to that effect;

ii. He requested the examiner modify proposed Condition A-1.f to allow five-foot driveway setbacks or shared driveways;

iii. He requested the examiner modify proposed Condition A-3.l to allow modification of the stormwater facility setbacks based on recommendations of a geotechnical or civil hydraulic PE;

iv. He noted that proposed Conditions D-3.b and c are duplicative; one condition should be deleted.

b. He provided the following responses to Christi Grossman's written testimony (Exhibit 48):

i. The Code does not require fencing or landscape buffers between residential zoned properties. However, most builders or homeowners will install fencing after homes are constructed on the proposed lots;

ii. Development on the site will not impact the neighbors' arborvitae hedge. All grading activities will be setback two feet from the northern boundary. In addition, there is a "deed gap" on the north boundary, which will provide an extra two feet between these driveways and the south boundary of abutting properties.

Iii The Code does not require a fence, bollards, or other barrier at the terminus of the shared driveways serving proposed Lots 16-17 and 19-20. However, future builders may choose to provide a fence.

4. County transportation engineer Allister Dawson "agreed generally" with Mr. Taylor's proposed changes to the conditions of approval.

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

a. For one week, until September 3, 2026, for anyone to submit additional written testimony and evidence in this matter;

b. For a second week, until September 10, 2026, for the applicant to submit a written final argument, without any new evidence.

6. No new exhibits 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:

Land Use

Finding 1 – Purpose/Use

Pursuant to CCC 40.220.010.A.1, the R1-7.5 district is intended to provide for a mix of single-family and middle housing types in a low-density context at a neighborhood scale, establish higher densities where a full range of community services and facilities are present or will be present at the time of development, and provide for additional related uses such as schools, parks and utility uses necessary to serve immediate residential areas.

According to Table 40.220.010-1.1.a, single-family detached dwelling units are permitted outright. In addition, the applicant is utilizing the Compact Lot Development Standards pursuant to CCC 40.260.072.

Finding 2 – Development Standards

Pursuant to CCC 40.220.010.C.1, new lots, structures, and additions to structures subject to this chapter shall comply with the applicable standards for lots, building height and setbacks in Tables 40.220.010-2 and 40.220.010-3, subject to the provisions of Chapter 40.200 and Section 40.550.020, (see Condition E-2).

Table 40.220.010-2 prescribes a residential density range for single-family detached residences in the R1-7.5 zone of 6.7-4.1 dwelling units per acre. The maximum and minimum density standards are for the purpose of calculating density for compact lot

developments. Densities shall be calculated based on the gross area of the site minus any public rights-of-way, private road easements, or street tracts.

Based on the applicant's survey (Exhibit 1, Tab F) the gross area of the site is two (2) acres. Removing right-of-way dedications and the private street tract (proposed NW 89th Circle) results in 1.89 net acres. The R1-7.5 zone allows between 12 and 8 units. (1.89 net acres (x) times the maximum units of 6.7 equals 12 units. 1.89 net acres (x) times the minimum units of 4.1 units equals 8 units). Refer to the Compact Lot Development Finding 10 below for further density analysis.

Finding 3 – Pedestrian Facilities

According to state platting laws (RCW 58.17.110) appropriate provisions shall be made to assure safe walking conditions for students who only walk to and from school.

The subject site is located within the Vancouver School District, specifically within the boundaries of Eisenhower Elementary, Jason Lee Middle, and Columbia River High Schools. The applicant provided a letter from the Vancouver School District (Exhibit 1, Tab O) indicating that students will not be bussed from this site to any of the listed schools. Therefore, this development must ensure safe walking conditions between the site and all applicable schools.

Based on aerial imagery taken from Clark County GIS, there are sidewalks, pedestrian crosswalks, and other safe walking/pedestrian features from the subject site to Jason Lee Middle School (south on NW 9th Avenue), to Eisenhower Elementary School (north on NW 9th Avenue), and to Columbia River High School (further north on NW 9th Avenue). Therefore, the examiner finds that safe walking conditions already exist from the site to all three schools. These standards are met.

Finding 4 – Approval Criteria for Tracts for Nonbuilding Purposes

Pursuant to CCC 40.540.040.E, tracts established for the purpose of providing utilities, access, or stormwater facilities shall not apply to the maximum number of lots permitted through the subdivision process. A covenant(s), or a note(s) on the plat, shall be recorded to ensure tracts will be used only for the intended nonbuilding use,(see Condition D-3.f & Plat Note D-4.h).

The applicant is proposing one (1) 30-foot-wide private street tract, proposed as NW 89th Circle, to provide access to the future lots. The proposed private street tract contains approximately 14,850 square feet.

A tract established through platting, whether or not designated as a nonbuilding tract, shall not be considered a legal lot of record. A separate platting process shall be required to convert a previously platted tract to a legal lot of record, (see Condition H-1).

Finding 5 – Landscaping on Arterials and Collectors in the Urban Area

In accordance with 40.320.020.H, on all arterials and collectors in the urban area, (NW 9th Avenue is classified as an Urban Collector) the area between the back of sidewalk and

the right-of-way, between the back of curb and sidewalk, as well as the area within all medians constructed within a public road, shall be landscaped with drought-resistant plants, (see the Standard Details Manual), (see Conditions A-6.a & C-2.a).

The developer shall maintain landscaping and irrigation systems (if any) for a minimum of two (2) years after provisional acceptance of the abutting roadway. One hundred percent (100%) of all trees and shrubs must be living at the end of the two (2) year maintenance period. The developer shall replace all the diseased, dying or dead plant material. Any plant materials replaced shall be maintained for an additional two (2) years, (see Condition H-2).

Prior to the issuance of a Certificate of Occupancy for the future home(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 landscaping and irrigation (if any) have been installed in accordance with the attached approved plan(s) and verifying that any plant substitutions are comparable to the approved plantings and suitable for the site. Any substituted plants shall be no smaller than those shown on the approved plan(s) and shall have similar characteristics in terms of height, drought tolerance and suitability for screening, (see Condition F-1).

Finding 6 – Existing Structures

The site currently contains two (2) single-family residences and several accessory structures, all of which will be removed with this development. The applicant shall comply with all building safety and fire marshal requirements to demolish all structures, (see Condition E-3).

Finding 7 – Fence Encroachment

The Clark County Surveyor's Office has identified a possible fence encroachment along the south property line (Exhibit 5). The applicant shall address the encroachment by one of the following methods prior to final plat.

a. Deed the area beyond the fence to the neighboring property owner through a boundary line adjustment/quit claim deed.

b. Record a document signed by the other property owners stating that they recognize that it is not their property and will not attempt to take that property through an adverse possession claim.

c. If the neighbor will not accept a quit claim and will not sign an agreement to relinquish any claim, the final plat may show the gross area (to the deed line) and show the net area (to the fence or other encroached area) with the provision that the net area will meet minimum lot size and dimensions in the event of loss of the disputed area. A plat alteration process could still be required if platted property is lost, (see Condition D-6).

Finding 8 – Phasing

Those applications specifically approved for phased development may receive an unlimited number of subsequent two (2) year extensions in accordance with the following:

1. At least one (1) phase has met the general development approvals timeline basic rule described in Section 40.500.010(B)(1);
2. The request for the extension has been submitted in writing to the responsible official at least thirty (30) days prior to the seven (7) year deadline, or, in the case of a subsequent extension request, at least thirty (30) days prior to the expiration of the approval period;
3. The applicant has demonstrated an active effort in pursuing the next phase of the application; and
4. The applicant has demonstrated that there are no significant changes in conditions which would render approval of the application contrary to the public health, safety or general welfare.

A request for extension approval shall be processed as a Type I action. Appeal and post-decision review of a Type I action is permitted as provided in this title, (see Condition H-5).

Finding 9 – County/State Platting Standards

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

Finding 10 - Landscaping

The applicant is not required to install fencing, landscaping, or other buffering on the site boundaries, including at the termini of proposed street turnarounds or shared driveways, as abutting properties are zoned for single-family development. Based on CCC Table 40.320.010-1, screening and buffering are not required when development is proposed on land zoned for single-family development abutting other single-family zoned lands. The applicant or future builders or 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.

Finding 11 - Tree Removal

Grading and construction on the north boundary of the site may adversely affect vegetation on adjacent properties by damaging roots that cross the property line or cutting branches that overhang the site. However, as Taylor noted, the applicant does not plan to conduct significant grading or excavation near the north boundary, all grading activity will be setback four feet or more from abutting properties to the north. The Code does not regulate such impacts. State law provides that the applicant has a right to cut any

branches or roots that extend onto this site. *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.

Finding 12 - Density

The examiner understands residents' displeasure with the proposed development, but this development was foreseeable and is in the broader public's interest. The site and abutting properties are located within the Urban Growth Area (""UGA") boundary and zoned for urban development. As large lots are sold, presumably they will be developed to the maximum extent allowed. 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. Applicants are entitled to develop their properties to the maximum density allowed by the Code. 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.

Even if the subdivision will have an impact on property values and property taxes --- and there is no substantial evidence to that effect in the record --- protection of property values and consistency with adjoining development are not relevant to the applicable State or County standards. The examiner must base the decision on the laws of Clark County and Washington State. If adjacent property owners believe that the value of their property has been affected, they may request that the county assessor modify the assessed value of their property.

Finding 13 – Increased Crime

The proposed development will attract additional people to the immediate area, which may increase the amount of trespass, litter, vandalism, and other illegal activities. However the examiner finds that there is no substantial evidence in the record that the future residents of this development are any more or less likely to engage in nuisance or illegal activities than other people.

Compact Lot Development

Finding 10 – Applicability

CCC 40.260.072 provides, in relevant part:

> B. Applicability.
>
> 1. Compact lot developments are permitted on parcels created prior to the adoption date of the ordinance codified in this section that meet all of the following criteria:

a. The parcel is three (3) acres or smaller in area, excluding any critical areas, public rights-of-way, private road easements, or street tracts; and
b. The proposed development can and will be served by urban services at the time of final plat or development approval. For the purposes of this chapter, "urban services" shall mean public water and sewer service as described in Chapter 40.370.

Tax lot 1/9 at two (2) gross acres was determined to be one separate legal lot of record, created by recorded AFN G59709 on September 25, 1950, (see Exhibit 2), prior to the date of the Compact Lot Ordinance (April 26, 2024). Therefore, the site meets this criterion.

2. Compact lot developments may not be used in conjunction with a planned unit development per Section 40.520.080.

The applicant is not proposing a planned unit development.

3. Compact lot developments shall also be subject to the narrow lot standards of Section 40.260.155.

See the Narrow Lot Development Standards findings below.

C. Review Required.
A site plan is required that meets the requirements of Section 40.260.155.C.1. The site plan shall be submitted with the preliminary land division application.

The applicant submitted a site plan with the preliminary land division application, (see Exhibit 36, Sheet PRE2.1).

D. Development Standards.
1. Compact lot developments may include single-family detached dwellings at up to two hundred percent (200%) of the maximum density of the underlying zone, including any accessory dwelling units.

The maximum number of development allowed for this site is 12 dwelling units, (see Land Use Finding 2 – Development Standards). Pursuant to CCC 40.260.072.D.1, this may be increased by up to 200%, which equates to a maximum density of 25 units per acre, after rounding down pursuant to CCC 40.200.040.A.1. The applicant proposes 19 lots, meeting this criteria.

2. Minimum lot area and lot dimensions for single-family detached dwellings shall be as follows:

Table 40.260.072-1. Compact Lot Standards

Subject	R1-7.5	Proposed
Minimum average lot area (sq. ft.)	3,250 sq. ft.	3,471 sq. ft.
Minimum average lot width (feet)	25’	at least 25’
Minimum average lot depth (feet)	50’	at least 50’
Maximum building height for dwelling (feet)	35’	maximum 35’
Front setback for dwelling (feet)	10’	10’
Front setback to garage door (feet)	18’	18’
Street side setback (feet)	10’	10’
Side setback (feet)(interior)	3’	at least 3’
Rear setback (with no alley)	5’ (10’ along perimeter)	5’ (10’ along perimeter)
Maximum lot coverage	60%	60%

3. Notwithstanding the setbacks in Table 40.260.072-1, setbacks from the exterior perimeter of the development site shall meet the applicable minimum setbacks for single-family detached dwellings in the underlying zone with no setback less than ten (10) feet.

The applicant’s plan set indicates setbacks from the exterior perimeter of the development site zone with no setback less than ten (10) feet.

4. Additional types of middle housing dwellings may be included within a compact lot development subject to the development standards of the underlying zone; no additional density bonus or modifications to dimensional standards shall apply to lots created for middle housing.

The applicant’s plan set indicates that the proposed lots will be developed with single-family detached dwellings.

E. Main Entrances.
Main entrances shall be visible from the street and must have a porch or entry set back no more than eight (8) feet from the longest street-facing wall of the structure. The entry must: face the street, open onto the porch, or be oriented at an angle of not more than forty-five (45) degrees from the street-facing facade. Corner lot homes may be oriented to either street.

F. Garages.
The width of the garage door facing the street may be up to sixty percent (60%) of the lot width or ten (10) feet, whichever is greater. Garage width limitations do not apply to residential development accessed through rear alleys, or where the garage is located in the rear of the lot.

The applicant did not provide conceptual building plans to demonstrate these standards are met. However, it is feasible to comply. The applicant should be required to submit conceptual building plans along with the final engineering plans to demonstrate these standards will actually be met, which will be confirmed at the time of building permit review, (see Conditions A-6.b & A-6.c and E-6.a & E-6.b).

Narrow Lot Development Standards

Finding 11 – Requirements

CCC 40.260.155 provides, in relevant part

C. Narrow Lot Development Standards.

1 A site plan is required that demonstrates that utilities, driveways, street trees, and other features have been located and designed to minimize conflicts with one another. The site plan shall be submitted with the preliminary land division application and shall be incorporated into the final construction plan set.

At time of preliminary application, the applicant provided a separate plan sheet with the requirements contained in CCC 40.260.155.C.1.a-I (Exhibit 36, Sheet PRE2.1). The applicant shall incorporate a copy of the site plan into the final construction plan set and a copy of the site plan into the final plat plan set. The final site plan shall include the requirements contained in CCC 40.260.155.C.1.a-i, (see Conditions A-6.d & D-5.b).

2. Corner Lots. The minimum lot dimensions in Tables 40.210.010-4, 40.220.020-4 and 40.220.020-5 shall not apply to corner lots.

Proposed Lots 1, 11, 16 and 19 are corner lots subject to this exception, (see Condition A-6.j).

3. Parking Standards. Both off-street parking and guest parking shall be provided in narrow lot developments.
   a. Off-street parking for each lot shall be provided that meets the requirements of Table 40.340.010-4.

CCC Table 40.340.010-4.A.1 requires 2 parking spaces/dwelling unit. Spaces may be tandem with one car behind the other. The examiner finds it is feasible to meet this requirement by providing two-car garages or single-car garages with parking in the driveway. The applicant should be required to submit conceptual building plans along with the final engineering plans to demonstrate these standards will actually be met, which will be confirmed at the time of building permit review, (see Conditions A-6.i and E-6.c).

   b. Guest parking shall be provided at a minimum ratio of one (1) guest parking space for every three (3) narrow lots in the development. Such spaces may be located on-street (on local access streets only) or in common off-street parking areas.

The applicant is proposing on-street parking within the proposed private street tract. Based on 19 proposed residential units, the project requires seven (7) guest parking spaces. The applicant's proposed plan indicates seven (7) on-street parallel parking spaces within the proposed private street tract. This criteria is met.

The limited parking opportunities on the site may encourage residents and guests of the site to park on streets surrounding the site. The hearings officer understands that this additional demand for on-street parking will impact existing residents. However, the Code does not authorize the hearings officer to require additional parking. Parking on public streets is available to any member of the public for any legal use. On-street parking is not reserved for the owners of adjacent properties. It is available to all members of the public on a first come/first served basis.

> c. Common off-street parking areas shall meet the following:
> …

No common off-street parking areas are proposed. This criterion is inapplicable.

> d. On-street parking shall meet the following:
> (1) Single on-street parallel parking spaces between driveways shall be at least seventeen (17) feet in length, measured from the top of the slope of the driveway wing. Two (2) or more consecutive on-street parallel parking spaces shall require two (2) additional feet between each space.
> (2) Angled or head in parking "bulb outs" may be provided on local access streets provided:
> (a) Such parking shall be within the street right-of-way or street tract; and
> (b) Backing over sidewalks is prohibited.
> (3) On-street parking to meet the guest parking requirements of this section shall not require creation of a neighborhood parking plan under Section 40.340.030.

The applicant proposes on-street guest parking but does not indicate the size of each parking space or the dimension(s) between parking space(s). On-site parking shall be within a street tract and these must be shown on the final site plan, (see Condition A-6.f).

> 4. Street Trees.
> a. Unless the requirements of Chapter 40.320 require a higher level of landscaping, a minimum of one (1) tree shall be provided along the street frontage of each narrow lot; provided, that sight distance triangles are not obstructed. In the event that no feasible location exists along a lot's frontage due to required utilities or other features, the responsible official may approve

grouping of trees or other landscaping options that provide variety to the streetscape

The applicant's revised landscape plan (Exhibit 36, Sheet PRE5.0) shows the location of one (1) tree, along the street frontage of lots 2 – 10, 13 and 14. However, lots 1, 11, 12 and 15 – 19 do not include a street tree along their frontage. The applicant shall plant eight (8) more trees, whether this is clustered or at a street frontage lot that currently does not show a proposed tree. At the time of final construction plan approval, the landscape plan shall provide the indicated street trees. At time of final occupancy, a street tree shall be installed at the frontage of each narrow lot, (see Conditions A-6.g & F-1).

5. Solid Waste and Recycling Collection.
   …
   b. Designated collection points shall be located adjacent to alleys or streets, but shall not obstruct sidewalks, bike lanes, or vision clearance triangles.

The applicant's revised narrative (Exhibit 37) states that solid waste and recycling collection will take place at each individual lot, meeting this standard.

7. Shared Driveways
   a. Shared driveways may be used to provide access to a maximum of four (4) lots.
   b. Shared driveway approaches for two (2) abutting lots sharing one (1) curb cut shall meet the specifications in Figure 40.260.155-4 or 40.260.155-5.
   c. Shared driveways which provide access to more than two (2) lots shall be at least twelve (12) feet wide and shall be within an easement at least twenty (20) feet wide.

The applicant's proposed plan proposes shared driveways for some of the lots. Shared driveway easement(s) a minimum of 20-feet-wide are required to be shown on the final construction plans for all proposed shared driveway(s), (see Condition A-6.h).

Conclusion (Land Use):
The examiner concludes that the proposed preliminary plan, subject to the conditions identified herein, meets the land use requirements of the Clark County Code.

Archaeology
Finding 1 - Applicability
The development site is located within a High (100%) probability area for the discovery of archaeological resources, as designated on the Archaeological Predictive Model Map of Clark County.

Finding 2 - Pre-determination

The applicant submitted an archaeological pre-determination report to the Washington State Department of Archaeology and Historic Preservation (DAHP) prior to submittal of the application, (Exhibit 1, Tab N). DAHP confirmed receipt of the predetermination, (Exhibit 50). A note is required on the final construction plans and final plat stating if resources are discovered during ground disturbance, work shall stop and DAHP, the respective tribes, and the county shall be notified, (see Conditions A-7.a & Plat Note D-4.k*)*.

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

Transportation & Circulation
Finding 1 – 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 requested relief from the standard Urban Collector street section on NW 9th Avenue, proposing to retain the existing sidewalks. The applicant also requested for relief from the standard Dead-end Hammerhead section, proposing sidewalk on only one side, (see Transportation Finding 6 – Technical Road Modifications, Requests 3 & 4). 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 Conditions A-1.a & A-1.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-1.c).

Finding 2 – Road Circulation Plan
Cross-circulation is required by CCC 40.350.030(B)(2). The proposed site plan does not meet county cross circulation requirements. The applicant has submitted a road modification request for relief from Intersection Spacing Along a Collector as well as relief from Cross-Circulation (Block Length/Block Perimeter) to address these issues, (see Transportation Finding 6 – Technical Road Modifications, Requests 1 & 2).

Finding 3 – 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.

NW 9th Avenue is classified as an Urban Collector. Half-width improvements are required per Standard Detail Drawing #5 and consist of 70 feet of right-of-way, 46 feet of roadway width, curb & gutter, and 5-foot detached sidewalks.

The applicant has proposed to retain the existing conditions on NW 9th Avenue, consisting of 40 feet of roadway width, curb & gutter, and 5-foot attached sidewalks. The applicant has submitted a technical road modification request to address this issue. Half width right of way dedication of 35 feet will be required, (see Transportation Finding 6 – Technical Road Modifications, Request 3).

NW 89th Circle is classified as an Urban Private Road. Full-width improvements are required per Standard Detail Drawing #16 and consist of 30 feet of tract, 24 feet of roadway width, curb & gutter, and 5-foot attached sidewalks on one side, (see Conditions A-1.d & D-1.a).

NW 89th Circle is proposed to be longer than 150 feet, therefore, 40.350.030.B.9.b.2 applies. The applicant is proposing to use a hammerhead turnaround at the dead-end. The applicant has proposed to deviate from standard detail 28 by providing sidewalk on only one side of the turnaround and has submitted a technical road modification request to address this issue, (see Transportation Finding 6 – Technical Road Modifications, Request 4).

The dead-end hammerhead turnaround is proposed to be 20 feet in width. Roads less than 24 feet in width shall be marked with "No Parking" signs or similar control measures, (see Condition A-1.e).

Finding 4 – 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 16 & 17 and Lots 18 & 19. Shared driveways can serve no more than 4 lots, must be a minimum of 12-feet wide, and must be placed in a minimum of 20-foot wide easement, (see Conditions A-1.f & D-1.b).

Per CCC Table 40.350.030-3, the minimum intersection spacing on an Urban Collector roads is 275 feet between intersections. The proposed plan is deficient in intersection spacing and the applicant has submit a road modification request to address the deficiencies, (see Transportation Finding 6 – Technical Road Modifications, Request 1).

Finding 5 – Sight Distance

CCC 40.350.030(B)(8) establishes minimum sight distances at intersections and driveways. Additional building setbacks may be required for corner lots in order to maintain adequate sight distance. 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 traffic study (Exhibit 1, Tab Q) prepared by Kelly Engineering, dated January 2025. This traffic study reports that the proposed intersection of NW 89th Circle and NW 9th Avenue meet the minimum required stopping and intersection sight distance of 350 feet.

The applicant will need to submit final construction drawings for review and approval. These plans will need to show sight distance triangles at the intersection of NW 89th Circle and NW 9th Avenue. 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-1.g, A-1.h & D-2).

Finding 6 – Technical Road Modifications
The applicant has requested the following road modifications:

1. Relief from Intersection Spacing Along a Collector
2. Relief from Cross-Circulation (Block Length/Block Perimeter)
3. Relief from Standard Detail Drawing 5 (NW 9th Avenue)
4. Relief from Standard Detail Drawing 28 (Sidewalk)

Applicant's Discussion
The applicant has submitted a technical road modification narrative (Exhibit 1, Tab P) prepared by SGA Engineering, dated April 3, 2025, providing justification for the request.

Staff's Evaluation and Recommendation
Staff recommends **Approval** for road modification request 1-4, subject to condition(s). The Transportation Division Manager/ County Traffic Engineer has concurred with the staff's recommendations and approved the road modification, (see Exhibit 34).

Finding 7 – Access
The examiner finds, based on the expert testimony of County transportation staff and the Fire District, that the proposed development makes adequate provisions for access. The proposed hammerhead turnaround at the eastern terminus of NE 89th Circle will allow all vehicles, including emergency and waste collection vehicles, to turn around and exit the site in a forward direction; large vehicles will not be required to back out onto N 9th Avenue.

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

Stormwater & Erosion Control
Finding 7 – Stormwater Applicability
The provisions of Clark County Code Chapter 40.386, as amended by Ordinance No. 2021-06-02, shall apply to all new development, redevelopment, land disturbing activities and drainage projects consistent with the Clark County's NPDES Phase I Municipal Stormwater Permit and Clark County Stormwater Manual (2021). The project adds more than 5,000 square feet of new hard surface; therefore, the applicant shall comply with Minimum Requirements #1 through 9, (see Condition A-3.a).

No new development or redevelopment shall be allowed to materially increase or concentrate stormwater runoff onto an adjacent property or block existing drainage from adjacent lots, (see Condition A-3.b).

Finding 8 - Stormwater Proposal

The site includes multiple existing structures to be removed. The site is relatively flat ranging between 0-5% slopes and flows north to south.

The applicant provided a Preliminary Technical Information Report (Exhibit 1, Tab J) prepared by SGA Engineering dated February 5, 2025. Proposed site improvements include a private street with sidewalk on one side, 19 lots with associated roof and driveway areas as well as grading and stormwater improvements.

On-Site Stormwater Management (MR#5) will be met for all hard surfaces by satisfying the LID Performance Standard by infiltrating stormwater in R5.11 Infiltration Trenches. Lawn and landscaped areas will utilize BMP T5.13, Post-Construction Soil Quality and Depth, (see Condition A-3.c).

Runoff Treatment (MR#6) is triggered due to more than 5,000 square feet of pollution generating hard surfaces. Proprietary Emerging Technology treatment BMP T12.10 StormFilter® treatment catch basins are proposed for treatment of the road improvements and the proposed driveways. Treatment shall be proposed upstream of the infiltration trenches, (see Conditions A-3.d & A-3.e).

Flow Control (MR#7) will be met by infiltrating all stormwater runoff in BMP R5.11 Infiltration Trenches that are sized to meet the Standard Flow Control Requirement, (see Condition A-3.f).

Wetlands Protection (MR#8) is not triggered as all stormwater will be infiltrated on-site and there are no wetlands on the site.

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, (see Conditions A-3.g, A-3.h D-3.e and Plat Notes D-4.f & D-4.g).

Finding 9 - Infiltration and Groundwater

Groundwater was not encountered to a depth of 16 feet below ground surface, based on the Geotechnical Report [Exhibit 1, Tab H] prepared by Earth Engineering Inc., dated October 25, 2024. Wet season groundwater monitoring data shall be submitted with final engineering plans to ensure that appropriate groundwater separation is available for all stormwater facilities. The groundwater elevation and minimum separation from the bottom of the infiltration facilities to the seasonal high groundwater elevation shall be identified on the final construction plans, (see Conditions A-3.i, A-3.j & C-1.a).

Infiltration testing on site found that the site has an infiltration rate of 2.25 inches per hour at an elevation of 4 feet below ground surface and rates of 29.0 and 37.5 inches per hour at elevations of 8.5 and 8 feet below ground surface respectively. The applicant has applied an additional factor of safety of 4 for a design rate of 7.25 inches per hour. Infiltration rates at all proposed infiltration facilities shall be verified during construction. The applicant shall show on the final construction plans that all stormwater facility setbacks are met unless a Geotechnical Engineer or Hydraulic Civil Engineer recommends that setbacks can be reduced, (see Conditions A-3.k, A-3.l & C-1.b).

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

Transportation Concurrency
Finding 1: Trip Generation
Concurrency staff has reviewed the proposed NW 9th Avenue Subdivision traffic study by Kelly Engineering, dated January 23, 2025. The submitted traffic study indicates that the proposed subdivision will develop 19 single family detached houses and demolish two existing houses on approximately 1.89 acres located on tax lot 98060-000 in Vancouver. The applicant's traffic study estimates the net new a.m. peak hour trip generation at 12 trips, the p.m. peak-hour trip generation at 16 trips, and an average daily trip generation (ADT) of 160 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 2: Site Access
Traffic conditions are usually expressed using a scale that quantifies the ability of a facility to meet the needs and expectations of the driver. This scale is graded from A to F and is referred to as level-of-service (LOS). A driver who experiences a LOS A condition would expect little delay. A driver who experiences a LOS E condition would expect significant delay, but the traffic facility would be just within its capacity to serve the needs of the driver. A driver who experiences a LOS F condition would expect significant delay with traffic demand exceeding the capacity of the facility with the result being growing queues of traffic.

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

The applicant's plan shows that NW 89th Circle will be constructed as a private road and will provide primary ingress and egress for the proposed development. NW 89th Circle, as shown, will connect to the public road network at NW 9th Avenue.

The applicant's study evaluated the level of service at the site access with NW 9th Avenue and found that it will have an estimated LOS B 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 the build-out scenario. County Staff concurs with the traffic study findings.

Finding 3: Clark County Concurrency
The proposed development is required to meet the standards established in CCC 40.350.020(G) for corridors and intersections of regional significance within 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 is 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 for the buildout year except for the eastbound NE 78th Street road segment from NE Hazel Dell Avenue to NE Highway 99 in the PM peak hour.

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 78th Street is classified as a Principal Arterial (Pr-4cb) and is built out to its ultimate width between NE Hazel Dell Avenue and NE Highway 99. NE 78th Street has a cross-section geometry that includes two eastbound lanes and two westbound lanes. At the intersection NE 78th Street/NE Hazel Dell Avenue, the east leg is configured with:

- 2 eastbound receiving lanes
- 1 dedicated westbound left turn lane
- 2 dedicated westbound through lanes
- 1 dedicated westbound right turn lane; and,
- sidewalk on both sides

The eastbound signalized approach is expected to operate at a LOS D in the PM peak period with an average approach delay of 47 seconds. Staff's review found that there were no queueing issues that would create congestion and minimize corridor throughput.

At the intersection NE 78th Street/NE Highway 99, the west leg is configured with:

- 2 westbound receiving lanes
- 2 dedicated eastbound left turn lanes
- 2 dedicated eastbound through lanes
- 1 dedicated eastbound right turn lane; and,
- sidewalk on both sides

The eastbound signalized approach is expected to operate at a LOS C in the PM peak period with an average approach delay of 33 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 intersections of NE 78th Street/NE Hazel Dell Avenue and NE 78th Street/NE Highway 99 and found that the delay and LOS were identical for the eastbound and westbound approaches at both intersections. 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 78th 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 4: Turn Lane Warrants

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

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 5: 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 October 2021 through October 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 6: Roadside Safety *(Clear Zone)* Evaluation

The *Institute of Transportation Engineers (ITE) Traffic Engineering Handbook 6th Edition*, states that "The *clear roadside concept…*is applied to improve safety by providing an 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-9.b)

Finding 7: Vehicle Turning Movements

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

The applicant will need to submit construction plans that show the design of the intersection geometry will accommodate all applicable design vehicles for review and approval. The plans will also need to show that all applicable design vehicles can enter and exit the development minimizing impact to travel lanes along the subject site frontage. This may result in no parking areas along NW 89th Circle at/near the intersection with NW 9th Avenue. Applicable design vehicles may include but are not limited to fire vehicles and waste management vehicles. (see Condition A-9.c).

Finding 8: Impacts of Increased Traffic

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 that it will not exceed the capacity of streets nor create a hazard. 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 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 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.

Conclusion (Transportation Concurrency):
The examiner concludes that the proposed plan, subject to the conditions identified herein, meets the transportation concurrency requirements of the Clark County Code.

Fire Protection
Finding 1 - Building Construction
Building construction occurring subsequent to this application shall be in accordance with the provisions of the county's building and fire codes. Additional specific requirements may be made at the time of building construction as a result of the permit review and approval process, (see Condition G-2).

Finding 2 - Fire Flow
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*, (se*e Conditions A-8.a, D-7.a & D-7.b).

Finding 3 - Fire Hydrants
Fire hydrants are required for this application. The indicated number and spacing of the fire hydrants is adequate.

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-8.b, A-8.c, A-8.d, A-8.e, F-2 & H-3).

Finding 4 - 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, (see Conditions A-8.f & H-4).

Fire apparatus turnarounds are required for this application. The indicated provisions for turning around fire apparatus are adequate, (see Condition A-8.g).

Finding 5 – Residential Fire Sprinklers
Homes exceeding 3,600 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, (see Condition E-4).

Finding 6 – Gates
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 G-3.a).

Finding 7 – No Parking
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 G-3.b).

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

Water and Sewer Service
Finding 1 – Sewerage Requirements
The proposed development is required to connect to public sanitary sewer. The site is located within the Clark Regional Wastewater District (CRWWD) service area. A Utility Review letter from CRWWD was submitted as part of the application materials (Exhibit 1, Tab Mc). It indicates that public sewer is available for connection, lists the requirements for connection to the system, and indicates that sewer system development charges would apply upon connection.

Prior to final plat approval, the applicant shall provide documentation from CRWWD confirming that the sanitary sewer infrastructure has been installed and approved pursuant to their standards and conditions, (see Condition D-8.a).

Finding 2 – Water Supply

The proposed development is required to connect to public water. The site is located within the Clark Public Utilities (CPU) service area. The applicant submitted a Request for Utility Review – Water Availability letter from CPU as part of the application materials (Exhibit 1, Tab M). It indicates that public water is available for connection and lists the requirements for connection to the system.

Prior to final plat approval, the applicant shall provide documentation from CPU confirming that public water infrastructure has been installed and approved pursuant to their standards and conditions, (see Condition D-8.b).

Conclusion (Water & Sewer Service):
The examiner finds that the proposed preliminary plat, subject to the findings and conditions identified herein, meets the utilities requirements of the Clark County Code.

Public Health
Finding 1 – On-site Sewage Treatment Systems (OSS)
A municipal sewage system is proposed and required for this development. Per the Clark County Public Health Development Review Evaluation dated November 12, 2024, (Exhibit 1, Tab S), no operational on-site sewage systems (OSS) were observed in the field by CCPH staff during a field evaluation performed on November 6, 2024, nor were any OSS indicated in County records. County records indicate the historical presence of an OSS on the parcel (ON0044877) which was decommissioned at the time of connection to public sewer service.

Additional OSS components may exist at the development site. Any OSS tanks or drywells discovered during development must be properly abandoned per CCC 24.17.210, with written notification provided to CCPH and Online RME Pumper Reports or pumper receipts attached. All abandoned OSS tanks, whether filled or removed, shall be accounted for within written abandonment notifications submitted to CCPH. Abandoned OSS tank locations shall be marked on the final plat, (see Conditions B-5 & D-8.c).

The proposed development must connect to an approved public sewer system; therefore, a copy of a final acceptance letter from the sanitary sewer purveyor or the equivalent must be submitted along with the final plat for CCPH final approval, (see Condition D-8.e).

Finding 2 – Water Systems
Public water service is proposed and required for this project. No operational water wells were observed in the field by CCPH staff during a field evaluation performed on November 6, 2024, nor were any water wells indicated in County records.

Water wells may exist at the site. Any water wells discovered during development must be legally decommissioned by a Washington-licensed well driller per WAC 173-160-381, with written notice provided to CCPH and decommissioning well logs attached.

Decommissioned well locations must be marked on the final plat, (see Conditions B-5 & D-8.d).

The proposed development must connect to an approved public water system. A copy of a final acceptance letter from the purveyor or the equivalent must be submitted along with the final plat for final CCPH approval, (see Condition D-8.e).

Conclusion (Public Health):
The examiner finds that the proposed preliminary plan, subject to the findings and conditions identified herein, meets the Public Health requirements of the Clark County Code.

Impact Fees
Finding 1 - Applicability
The lots created by this development will produce impacts on schools, parks, and traffic, and are subject to School (SIF), Park (PIF), and Traffic Impact Fees (TIF) in accordance with CCC 40.610. The subject site is located within the following districts: Hazel Dell Traffic Impact District, Vancouver School District and Park District 9.

For the remaining lots, impact fees will be required, per lot, as follows:

Hazel Dell Traffic Impact District	- $4,458.69
Vancouver School District	- $2,786.09
Park District 9	- $5,500.00

Two (2) single-family residences exist at the site and are proposed to be removed as part of this development. The developer shall indicate which two (2) lots shall have the impact fees reduced for the two (2) residences being removed. As found in CCC 40.610.040, impact fees are calculated using the rates in effect at the time of building permit issuance, (see Condition E-5 & Plat Notes D-4.i & D-4.j).

D. CONCLUSION

Based on the above findings and discussion, the examiner concludes that PLD-2025-00021 (NW 9th Avenue 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-2025-00021 (NW 9th Avenue 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: Land Use, Development Engineering, Transportation Concurrency, & Fire Marshal**

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 **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 on the final construction plans that all proposed pedestrian facilities will be constructed to comply with ADA standards (see Transportation Finding 1).

b. The applicant shall show the construction of end of sidewalk ramps where pedestrian facilities temporarily terminate at the plat boundary (see Transportation Finding 1).

c. The applicant shall show all curb ramps will be constructed in compliance with the WSDOT Design Manual (see Transportation Finding 1).

d. NW 89th Circle is classified as a modified "Urban Private Road" full-width improvements are required consisting of a minimum 30-feet of right-of-way dedication, minimum 24-feet of roadway width, curb/gutter, and a 5-foot sidewalk (see Transportation Finding 3).

e. The dead-end hammerhead shall be marked with "No Parking" signs or similar control measures (see Transportation Finding 3).

f. The applicant shall show on the final construction plans that all driveways are located a minimum of 5 feet from an interior side property except shared driveways consistent with the specifications in CCC 40.260.155.C.7 (see Land Use Finding 11 and Transportation Finding 4).

g. The applicant shall show the sight distance triangles at all intersections on the final construction plans (see Transportation Finding 5).

h. The applicant shall remove vegetation within the right-of-way to maximize sight distance along NW 9th Avenue (see Transportation Finding 5).

i. The applicant shall provide a pedestrian plan as noted in CCC 40.350.030 (B)(10)(b)(2) (see Transportation Finding 6).

j. The applicant shall provide pedestrian and bicycle easements that enable public access within the subdivision (see Transportation Finding 6).

k. The applicant shall construct a 10-foot accessway along the south portion of lot 12 as part of the subdivision improvements in compliance with Standard Detail 12a and CCC 40.350(E)(3) (see Transportation Finding 6).

A-2 Transportation:

a. Signing and Striping Plan: If applicable, 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 engineering approval.

A-3 Final Stormwater Plan - The applicant shall submit and obtain County approval of a final stormwater plan designed in conformance to Clark County Code Chapter 40.386 as amended by 2021 Clark County Stormwater Manual (CCSM) Ordinance No. 2021-06-02 and the following conditions of approval:

a. The applicant shall submit final construction plans and a final Technical Information Report (TIR) that addresses Stormwater Minimum Requirements #1 though #9 (see Stormwater Finding 7).

b. 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 Stormwater Finding 7).

c. [MR #5] The applicant shall provide a final Technical Information Report that demonstrates compliance with the LID Performance Standard (see Stormwater Finding 8).

d. [MR #6] The applicant shall provide a final Technical Information Report that demonstrates compliance with the Basic Treatment requirement (see Stormwater Finding 8).

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 Stormwater Finding 8).

f. [MR #7] The applicant shall provide a final technical information Report that demonstrates compliance with the Standard Flow Control requirement (see Stormwater Finding 8).

g. The applicant shall identify on the final construction plans ownership responsibilities for each of the proposed stormwater facilities (see Stormwater Finding 8).

h. A stormwater easement shall be shown on all private/joint stormwater facilities and systems not in the public right-of-way (see Stormwater Finding 8).

i. Seasonal groundwater monitoring data (October 1 through April 30) or other approved methods under Book 1, Section 4.3.1.2 of the CCSM for identifying groundwater elevations shall be submitted with the TIR to ensure appropriate groundwater separation for all stormwater facilities (see Stormwater Finding 9).

j. The required minimum separation from the bottom of any infiltration facility to the seasonal high-groundwater elevation shall be identified on the final construction plans (see Stormwater Finding 9).

k. The unfactored and design infiltration rates used to size any infiltration facility shall be identified on the final construction plans (see Stormwater Finding 9).

l. Stormwater facility setbacks shall be met and shown on the final construction plans, unless a reduced setback is recommended by a geotechnical or hydraulic civil engineer (see Stormwater Finding 9).

A-4 **Erosion Control Plan** - The applicant shall submit and obtain County approval of a final erosion control plan designed in accordance with Clark County Code Chapter 40.386 as amended by 2021 Clark County Stormwater Manual (CCSM) Ordinance No. 2021-06-02.

A-5 **Excavation and Grading** - Excavation/grading shall be performed in compliance with CCC14.07.

A-6 **Land Use**

a. Landscaping - In accordance with 40.320.020.H, on all arterials and collectors in the urban area, (NW 9th Avenue is classified as an Urban Collector) the area between the back of sidewalk and the right-of-way and between the back of curb and sidewalk, as well as the area within all medians constructed within a public road, shall be landscaped with drought-resistant plants (see the Standard Details Manual) (see Land Use Finding 5).

b. Compact Lots – Main Entrances - Submit conceptual building plans demonstrating that main entrances shall be visible from the street and will have a porch or entry set back no more than eight (8) feet from the longest

street-facing wall of the structure. The entry must: face the street, open onto the porch, or be oriented at an angle of not more than forty-five (45) degrees from the street-facing façade (see Compact Lot Finding 10.E).

c. Compact Lots – Garages - Submit conceptual building plans demonstrating that the width of the garage door facing the street won't exceed sixty percent (60%) of the lot width or ten (10) feet, whichever is greater. Garage width limitations do not apply to residential development accessed through rear alleys, or where the garage is located in the rear of the lot (see Compact Lot Finding 10.F).

d. Site Plan - The applicant shall incorporate a copy of the site plan into the final construction plan set. The one-page final site plan shall include the requirements of CCC 40.260.155.C.1.a-i (see Compact Lot Finding 11.C.1).

e. Light fixtures in parking or loading areas shall be consistent with RCW 47.36.180 on public roadways and not cast significant light or glare off site on adjacent properties and all parking and loading spaces and related access drives, maneuvering, and vehicle storage areas shall be paved to standards, including the use of permeable pavements (see Compact Lot Finding 11.C.3.c.1).

f. Tracts - The proposed on-street guest parking stalls shall be contained within the proposed street tract and shall be dimensioned on the final plan (see Compact Lot Finding 11.C.3.d).

g. Street Trees - Street trees shall be provided as required, along with the type and location of the trees and to be included as part of the one-page final site plan requirements of CCC 40.260.155.C.1.a-i (see Compact Lot Finding 11.C.4.a).

h. Shared Driveways - Shared driveways must comply with CCC 40.260.155.C.7 and shall include an easement(s) a minimum of 20-feet-wide shall be shown on the final construction plans for all proposed shared driveway(s) (see Compact Lot Finding 11.C.7).

i. Compact Lots – Off-Street Parking - Submit conceptual building plans demonstrating that at least two off-street parking spaces are provided on each proposed lot.

j. Compact Lots – Corner Lot Dimensions – Proposed Lots 1, 11, 16 and 19 are corner lots that are exempt from the minimum lot dimensions in Tables 40.210.010-4, 40.220.020-4 and 40.220.020-5.

A-7 Final Construction Plan (Archaeology):

a. The applicant shall submit and obtain county approval of a final construction plan with the following note:
"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, the respective Indian Tribe, and Clark County shall be notified. Failure to comply with these state requirements may constitute a Class C Felony, subject to imprisonment and/or fines," (see Archaeology Finding 2).

A-8 Fire Marshal Requirements:

a. The applicant shall submit plans showing the location of water lines and hydrants for review and approval by the Fire District Chief (see Fire Protection Finding 2).

b. Contact Fire District #6 at 360.576.1195 to arrange for hydrant location approval (see Fire Protection Finding 3).

c. The fire district chief shall sign the engineering construction mylar indicating fire hydrant location(s) have been reviewed and approved (see Fire Protection Finding 3).

d. Unless waived by the fire district chief fire hydrants shall be provided with appropriate 'storz' adapters for the pumper connection (see Fire Protection Finding 3).

e. Provide and maintain a three-foot clear space around the entirety of every fire hydrant (see Fire Protection Finding 3).

f. Access roads shall have 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 (see Fire Protection Finding 4).

g. Fire apparatus turnarounds are required for this application (see Fire Protection Finding 4).

A-9 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 Concurrency Finding 6)

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 NW 89th Circle at/near the intersection with NW 9th Avenue. Applicable design vehicles may include but are not limited to fire vehicles and waste management vehicles. (See Concurrency Finding 7)

B	**Prior to Construction of Development** **Review and Approval Authority: Development Inspection & Clark County Public Health**

Prior to construction, the following conditions shall be met:

B-1 **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-2 **Pre-Construction Conference** - Prior to construction or any land disturbance, a pre-construction conference shall be held with the county.

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 Septic Tank and Well Decommissioning - Prior to provisional acceptance, if any septic systems, water wells or underground tanks are found during construction, they shall be decommissioned in accordance with the procedures of Clark County Public Health (see Public Health Findings 1 & 2).

C	**Provisional Acceptance of Development** **Review and Approval Authority: Development Inspection & Development Engineering**

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 Stormwater:

a. In accordance with Book 2, Section 5.1.2, of the Clark County Stormwater Manual, if the tested coefficient of permeability determined at the time of construction is at least 95 percent of the uncorrected coefficient of permeability used to determine the design rate, construction may proceed. If the tested rate does not meet this requirement, the applicant shall submit a plan to the county that follows the requirements in Book 1, Section 1.8.5. This plan shall address steps to correct the problem, including additional testing and/or resizing of the facility to ensure that the system will meet the minimum requirements of the manual (see Stormwater Finding 9).

b. During installation of the proposed infiltration facilities, the applicant shall demonstrate that the groundwater table is at least 5 feet below the design elevation of the infiltration trenches receiving water from pollution generating surfaces. Infiltration trenches receiving runoff from the roof areas are required to have 1-foot of groundwater separation to the base of the facility. These systems shall be redesigned if the required separation is not achieved (see Stormwater Finding 9).

C-2 Land Use:

a. Landscaping - In accordance with 40.320.020.H, on all arterials and collectors in the urban area, (NW 9th Avenue is classified as an Urban Collector) the area between the back of sidewalk and the right-of-way and between the back of

curb and sidewalk, as well as the area within all medians constructed within a public road, shall be landscaped with drought-resistant plants (see the Standard Details Manual) (see Land Use Finding 5).

b. Light fixtures in parking or loading areas shall be consistent with RCW 47.36.180 on public roadways and not cast significant light or glare off site on adjacent properties and all parking and loading spaces and related access drives, maneuvering, and vehicle storage areas shall be paved to standards, including the use of permeable pavements (see Land Use Finding 11).

D	**Final Plat Review & Recording** **Review and Approval Authority: Development Engineering, Fire Marshal, Clark County Public Health, & Land Use**

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

D-1 Right-of-ways/Easement –

a. A private road easement for NW 89th Circle, including the hammerhead portion, shall be delineated on the final plat (see Transportation Finding 3).

b. A private easement for the 10-foot accessway along the south portion of lot 12, shall be delineated on the final plat (see Transportation Finding 4).

c. The joint driveway access easements for lots 16 & 17 as well as lots 18 & 19 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 Transportation Finding 4)

D-2 Sight Distance: – The sight distance triangle, if located outside of right-of-way, shall be delineated on the final plat within an easement (see Transportation Finding 5).

D-3 Developer Covenant – A "Developer Covenant to Clark County" shall be submitted for recording to include the following:

a. Private Road and accessway Maintenance Covenant - A private road and accessway 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 accessway 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.

f. Tracts for Nonbuilding Purposes: A covenant shall be recorded to ensure proposed tracts will be used only for the intended nonbuilding purposes (see Land Use Finding 4).

D-4 **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: _____."

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. Tracts: The applicant shall list the tract(s) and designate each tract with its intended use on the face of the plat (see Land Use Finding 4).

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 on the following districts: Hazel Dell Traffic Impact District, Vancouver School District and Park District 9. As found in CCC 40.610.040, impact fees are calculated using the rates in effect at the time of building permit issuance."

j. Impact Fees: "Impact fees for lot _ and lot _ shall be reduced for the two (2) single-family residences removed with this development."

k. 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, the

respective Indian Tribe, 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," (see Archaeology Finding 2).

l. Setbacks, Lot Coverage and Building Height: "Structures must comply with Table 40.260.072-1 for applicable setbacks, building height, and lot coverage requirements."

D-5 Land Use:

a. Building envelopes are not required to be shown on the final plat, pursuant to Title 40. Prior to final plat approval, the applicant shall remove the building envelopes as they are shown on the preliminary plat.

b. Site Plan - The applicant shall incorporate a copy of the site plan into the final plat plan set. The one-page final site plan shall include the requirements contained in CCC 40.260.155.C.1.a-i (see Land Use Finding 11.C.1).

D-6 Survey (Fence Encroachment) - The applicant shall address the identified fence encroachment(s) by one of the following methods prior to final plat approval:

a. Deed the area beyond the fence to the neighboring property owner through a boundary line adjustment/quit claim deed.

b. Record a document signed by the other property owners stating that they recognize that it is not their property and will not attempt to take that property through an adverse possession claim.

c. If the neighbor will not accept a quit claim and will not sign an agreement to relinquish any claim, the final plat may show the gross area (to the deed line) and show the net area (to the fence or other encroached area) with the provision that the net area will meet minimum lot size and dimensions in the event of loss of the disputed area. A plat alteration process could still be required if platted property is lost (see Land Use Finding 7).

D-7 Fire Marshal Requirements:

a. The applicant shall demonstrate that water mains supplying fire flow have been installed and approved (see Fire Protection Finding 2).

b. The applicant shall submit a current utility review letter from the water purveyor indicating required fire flow remains available at the site (see Fire Protection Finding 2).

D-8 Sewer, Water, and Health Department Requirements:

a. The applicant shall produce documentation from the CRWWD that sewer has been installed and approved (see Water and Sewer Finding 1).

b. The applicant shall produce documentation from the Clark Public Utilities that water has been installed and approved (see Water and Sewer Finding 2).

c. Any OSS tanks or drywells must be properly abandoned per CCC 24.17.210 with written notification provided to CCPH and Online RME Pumper Reports or pumper receipts attached. All abandoned OSS tanks, whether filled or removed, shall be accounted for within written abandonment notifications submitted to CCPH. Abandoned OSS tank locations shall be marked on the final plat (see Public Health Finding 1).

d. Any wells that are found during development of this plat shall be properly decommissioned by a licensed well driller with documentation submitted to CCPH prior to final plat approval, and all decommissioned wells must be shown on the final plat (see Public Health Finding 2).

e. A copy of the final acceptance letter from the sanitary sewer and water purveyors or the equivalent must be submitted along with the final plat for CCPH final approval (see Public Health Findings 1 and 2).

E	**Building Permits** **Review and Approval Authority: Permit Services, Building Safety & Fire Marshal**

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

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

E-2 **Setbacks, Building Height, and Lot Coverage –** New (and relocated) structures must adhere to Table 40.260.072-1 for setbacks, building height, and lot coverage unless specifically excepted under Title 40 (see Land Use Finding 2).

E-3 **Existing Structures -** The applicant shall comply with all building safety and fire marshal requirements to demolish any/all structure(s) (see Land Use Finding 6).

E-4 **Residential Fire Sprinklers –** Homes exceeding 3,600 square feet including attached garages will require additional fire protection features including a residential fire sprinkler system when adequate public water and a hydrant is not within required distances (see Fire Protection Finding 5).

E-5 **Impact Fees –** Impact fees shall be assessed for impacts on schools, parks and transportation facilities based for the following districts: Hazel Dell Traffic Impact District, Vancouver School District and Park District 9. As found in CCC 40.610.040, impact fees are calculated using the rates in effect at the time of building permit issuance (see Impact Fees Finding 1).

E-6 Land Use:

a. Main entrances shall be visible from the street and must have a porch or entry set back no more than eight (8) feet from the longest street-facing wall of the structure. The main entry must face the street (see Compact Lots Finding 10.E).

b. Garages - The width of the garage door facing the street may be up to sixty percent (60%) of the lot width or ten (10) feet, whichever is greater (see Compact Lots Finding 10.F).

c. Off-street parking - Each lot shall include at least two off-street parking spaces.

F	**Occupancy Permits** **Review and Approval Authority: Permit Services, Building Safety & Fire Marshal**

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

F-1 Landscaping - Prior to the issuance of a Certificate of Occupancy for the future home(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. Any substituted plants shall be no smaller than those shown on the approved plan(s) and shall have similar characteristics in terms of height, drought tolerance and suitability for screening (see Land Use Finding 5 & Compact Lot Finding 11.C.4.a).

F-2 Fire Protection - Provide and maintain a three-foot clear space around the entirety of every fire hydrant (see Fire Protection Finding 3).

G	**Development Review Timelines & Advisory Information** **Review and Approval Authority: None - Advisory to Applicant**

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

G-2 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 regard to land use conditions. It is the responsibility of the owner, agent, tenant, or applicant to ensure 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 (see Fire Protection Finding 1).

G-3 Fire Protection

a. Gates – 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 Fire Protection Finding 6).

b. No Parking – 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 Fire Protection Finding 7).

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 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 Land Use (Tracts) - A separate platting process shall be required to convert a

previously platted tract to a legal lot of record (see Land Use Finding 4).

H-2 **Land Use (Landscaping on Arterials and Collectors) -** The developer shall maintain landscaping and irrigation systems (if any) for a minimum of two (2) years after provisional acceptance of the abutting roadway. One hundred percent (100%) of all trees and shrubs must be living at the end of the two (2) year maintenance period. The developer shall replace all the diseased, dying or dead plant material. Any plant materials replaced shall be maintained for an additional two (2) years (see Land Use Finding 5).

H-3 **Fire Marshal (Hydrants) –** Provide and maintain a three-foot clear space around the entirety of every fire hydrant (see Fire Protection Finding 3).

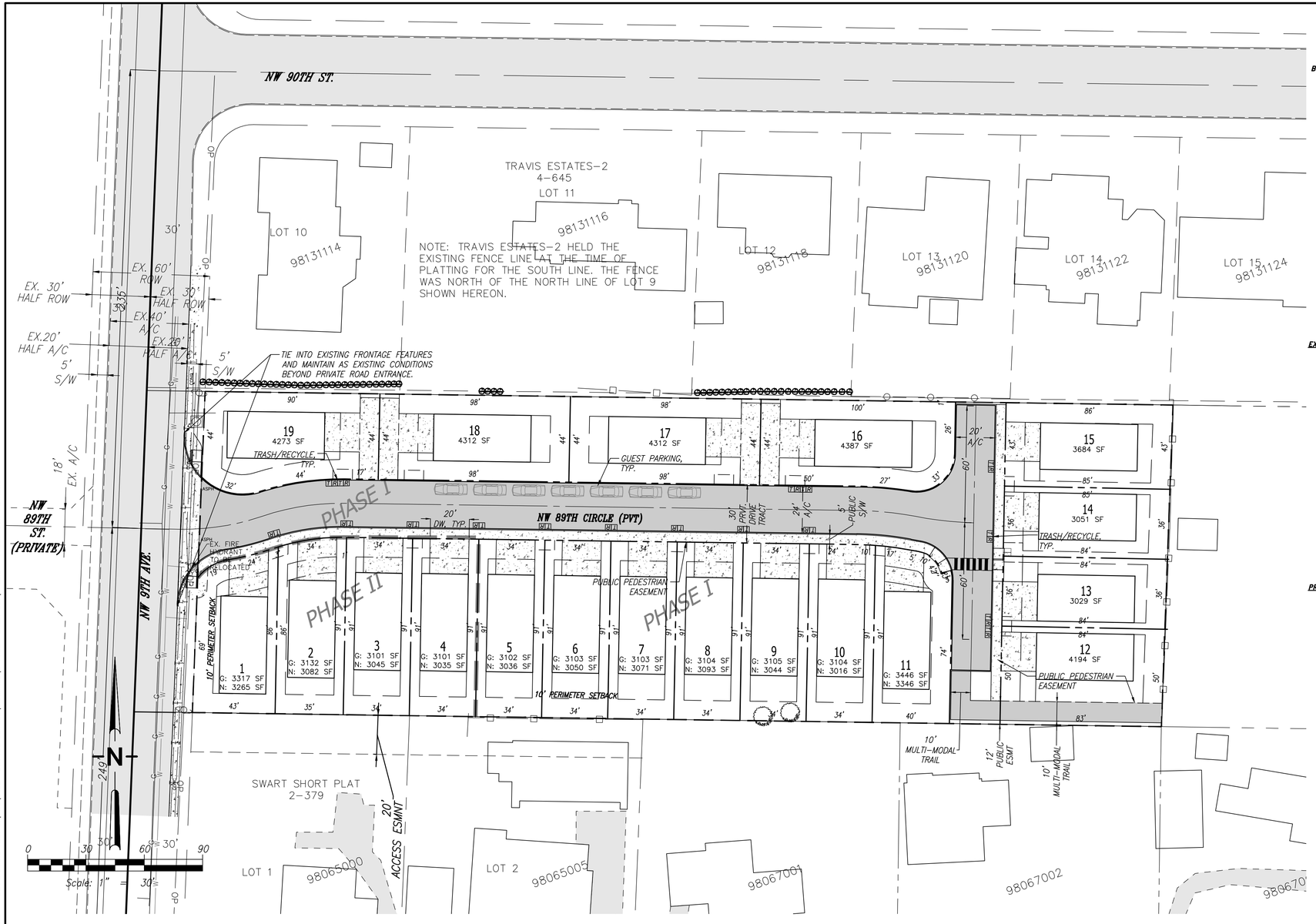
H-4 **Fire Marshal (Access Roads) -** Access roads shall maintain an unobstructed width of not less than 20 feet and an unobstructed vertical clearance of not less than 13.5 feet with an all-weather driving surface capable of supporting the imposed loads of fire apparatus (see Fire Protection Finding 4).

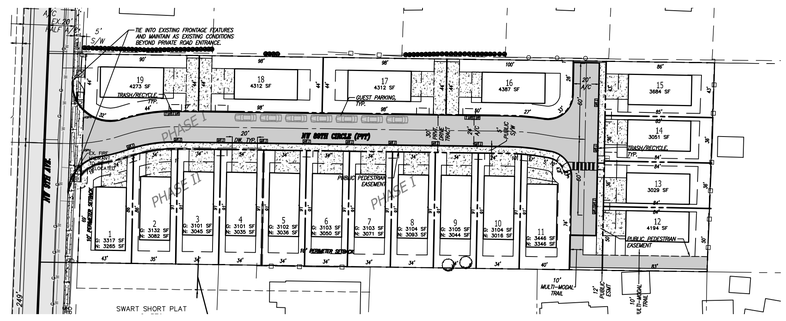
H-5 **Land Use (Phasing) –** Those applications specifically approved for phased development may receive an unlimited number of subsequent two (2) year extensions in accordance with CCC 40.500.010.B.2.a. A request for extension approval shall be processed as a Type I action. Appeal and post-decision review of a Type I action is permitted as provided in this title (see Land Use Finding 8).

DATED this 24th day of September 2026.



Joe Turner, AICP, Hearings Examiner





PHASING PLAN

PHASING BREAKDOWN

PHASE 1:
- *Lots 5–19*
- *Private Drive and hammerhead turnaround*
- *Storm/Utilities for lots 1–19*
- *Frontage improvements – NW 9th Avenue*
- *Utility relocations*
- *Tree removal/landscape improvements*

PHASE 2:
- *Demolition of the existing home*
- *Lots 1–4*

NW 9TH AVE ESTATES

BEING A PORTION OF THE NORTHWEST QUARTER OF SECTION 3, TOWNSHIP 2 NORTH, RANGE 1 EAST OF THE WILLAMETTE MERIDIAN CLARK COUNTY, WASHINGTON

PRELIMINARY

MAY 2026

APPLICANT:

YETI PROPERTIES

ATTN: KELSEY BESEDA
2005 BROADWAY STREET
VANCOUVER, WA 98663
PH: 360-904-6261
EM: EJVENT@GMAIL.COM

PROPERTY OWNER:

SAME AS APPLICANT

PARCEL # & PROPERTY ADDRESS: 98060-000
8805 NW 9TH AVE, VANCOUVER, WA, 98665

CONTACT PERSON:

SGA ENGINEERING, PLLC
ATTN: SCOTT TAYLOR / ERIC GOLEMO
2005 BROADWAY STREET
VANCOUVER, WA 98663
PH: 360.993.0911
FX: 360.993.0912
EM: STAYLOR@SGAENGINEERING.COM / EGOLEMO@SGAENGINEERING.COM

EXISTING SITE INFORMATION

EXISTING PARCEL NUMBERS	98060-000			
CURRENT USE	TWO EXISTING SINGLE-FAMILY HOME WITH OUT BUILDINGS			
ZONING DESIGNATION	R1-7.5			
GROSS SITE AREA	2.00	ACRES	87,267	S.F.
TRANSIT ROUTES	C-TRAN ROUTE ROUGHLY 200FT SOUTH OF PROPERTY			
EXISTING WATER AND SEWER	SEWER SERVICE WILL BE PROVIDED BY THE CLARK REGIONAL WASTEWATER, PUBLIC WATER SERVICE WILL BE PROVIDED BY CLARK PUBLIC UTILITIES. NO SEPTIC SYSTEM IS KNOWN TO EXIST ON SITE. NO WELL IS KNOWN TO EXIST ON-SITE.			

ENVIRONMENTAL CONDITIONS

THE SITE IS NOT KNOWN TO CONTAINS ANY OF THE SIGNIFICANT ENVIRONMENTAL CONDITIONS LISTED IN THE APPLICATION CHECKLIST. THE SITE IS LOCATED IN THE SALMON CREEK WATERSHED. THE SITE IS MAPPED AS HAVING A HIGH PROBABILITY FOR ARCHAEOLOGICAL. IT WAS DETERMINED THAT THERE ARE NO WETLANDS PRESENT. A WETLAND ASSESSMENT WAS PERFORMED ON 6/28/24 BY CASCADIA ECOLOGICAL SERVICES INC.

EXISTING CONDITIONS DISCLAIMER

THE EXISTING CONDITIONS SHOWN ON THIS PLAN WERE OBTAINED FROM INFORMATION PROVIDED BY PUBLIC RESOUCES. SGA ENGINEERING, PLLC DOES NOT GUARANTEE THE ACCURACY OF THIS INFORMATION.

PROPOSED SITE INFORMATION

PROPOSED USE

SINGLE-FAMILY RESIDENTIAL (19 COMPACT LOTS) SUBDIVISION BASED UPON R1-7.5 ZONING

DEVELOPMENT STANDARDS

MINIMUM AVERAGE LOT AREA	3250 SF MIN. AVG. ALLOWED
AVERAGE MINIMUM LOT WIDTH	25' MIN. ALLOWED
AVERAGE MINIMUM LOT DEPTH	50' MIN. ALLOWED
FRONT YARD SETBACK	10' TO HOME, 18' TO GARAGE
STREET SIDE YARD SETBACK	10'
INTERIOR SIDE YARD SETBACK	3' MIN.
REAR YARD SETBACK	5' MIN.
PERIMETER SETBACK	10'
MAXIMUM LOT COVERAGE	60%
MAXIMUM BUILDING HEIGHT	35'

UTILITY PROVIDERS

SEWER	CRWWD
WATER	CLARK PUBLIC UTILITIES
ELECTRICAL	CLARK PUBLIC UTILITIES

STORMWATER MANAGEMENT

TREATMENT	STORMWATER IS PROPOSED TO BE TREATED USING BIO-RETENTION FACILITIES OR OTHER APPROVED BMP'S
DISPOSAL	STORMWATER WILL BE INFILTRATED INTO THE GROUND WHERE FEASIBLE OR DETAINED AND RELEASED AT OR BELOW PRE-DEVELOPED RATES.

PROPOSED SITE AREA SUMMARY	***ACRES***	***S.F.***
GROSS SITE AREA	1.89	82312
NET SITE AREA (GROSS AREA-R/W)	1.51	65961
AVERAGE LOT AREA	0.08	3472
PRVT ROAD DEDICATED	0.38	16351

SGA ENGINEERING & DESIGN
CIVIL ENGINEERING ~ LAND PLANNING
DEVELOPMENT SERVICES
LANDSCAPE ARCHITECTURE

2005 BROADWAY
VANCOUVER, WA 98663
PHONE (360)993-0911
FAX (360)993-0912

KELLY R. SHINNERS
STATE OF WASHINGTON
48233
REGISTERED
PROFESSIONAL ENGINEER

PRELIMINARY PLAT

NW 9TH AVE ESTATES

CLARK COUNTY WASHINGTON

PRELIMINARY

REVISIONS

DESIGNED BY:	CWWD/KRS
DRAWN BY:	CWWD/KRS
CHECKED BY:	KRS
SCALE:	1" = 30'

JOB NUMBER	SHEET
2432	PRE2.0

© SGA ENGINEERING PLLC – DATE PLOTTED: May. 27, 2026 – 4:06 PM SGA DRAWING FILE: W:\DWG\2432- 9TH AVE ESTATES\DRAWINGS\2-PRELIM SHEET SET\PRE2.0 - PRELIMINARY PLAT.DWG

Role	Company Name	Name	Address 1	Address 2	City	State	Zip Code	Email Address
Planner	Clark County	Marion Bateman						
Applicant	Yeti Properties	Kelsey Beseda	2005 Broadway St		Vancouver	WA	98663	ejvent@gmail.com
Contact/Owner	SGA Engineering	Scott Taylor	2005 Broadway St		Vancouver	WA	98663	staylor@sgaengineering.com
N/H Association	West Hazel Dell Nbhd Assoc							whdna@comcast.net
	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
		Jeremy & Kristian Davis	912 NW 87th St		Vancouver	WA	98665	krisandjer@gmail.com
		Joel Artenstein	2600 NE 163rd St		Riggefield	WA	98642	jarten1@comcast.net
		Josh Artenstein						joshart@comcast.net
		Sandi Wilson	913 NW 87th St		Vancouver	WA	98665	songbus4me2@yahoo.com
		Christy Grossman	715 NW 90th St		Vancouver	WA	98665	drumroll_please@hotmail.com

EXHIBIT LIST

Project Name:	**NW 9TH AVENUE SUBDIVISION**
Case Number:	**PLD-2025-00021**

EXHIBIT NUMBER	DATE	SUBMITTED BY	DESCRIPTION
1		Applicant	Application Package
2	5/15/25	CC Land Use	Legal Lot Determination
3	7/9/25	CC Land Use	Fully Complete
4	7/7/25	CC Fire Marshal	Fire Marshal Findings
5	7/7/25	CC Survey	Survey Redlines
6	7/29/25	CC Land Use	Notice of Type III Application
7	7/29/25	CC Land Use	Affidavit of Mailing - Exhibit 5
8	7/29/25	WA State Department of Ecology	SEPA Submitted
9	7/29/25	WA State Department of Ecology	SEPA Published
10	7/31/25	CC Dev Eng	Development Engineering Early Issues
11	8/1/25	Kristina Davis	Comment Letter_KDavis
12	8/5/25	CC Land Use	Early Issues Memo (all groups)
13	8/7/25	Jeremy & Kristina Davis	2nd Comment Letter_KDavis
14	8/8/25	Applicant	Email to Dev. Eng. Staff RE Road Modifications (meeting requested)
15	8/8/25	Applicant	Placed on Hold per Applicant
16	8/11/25	WA State Department of Ecology	SEPA Comments
17	8/11/25	Joel Artenstein	Comments - Artenstein Joel
18	8/11/25	Sandi Wilson	Comments - SWilson
19	8/12/25	Josh Artenstein	Comments - Artenstein Josh
20	8/12/25	CC Land Use	Notice of Hearing Cancellation
21	8/12/25	CC Land Use	Affidavit of Mailing - Exhibit 20
22	8/13/25	Applicant	Updated Cross-Circulation Plan
23	8/13/25	Applicant	Rd Mod Discussion - Feasibility Proforma for Original Design
24	8/13/25	Applicant	Rd Mod Discussion - Feasibility Proforma with Roadmod Denial
25	8/13/25	Applicant	Email from Applicant RE: Ex. 22-24
26	9/11/25	Applicant	Updated Preliminary Plan Set
27	9/11/25	Applicant	Applicant Email with Additional Road Mod Justification
28	9/17/25	CC Dev Eng	Signed and Stamped Road Mod Decision
29	9/17/25	Applicant	Applicant Request to Keep Project on Hold & to Discuss Rd Mod Denials with Staff
30	10/2/25	Applicant	Ongoing Conversation with DE Re. Road Mod Findings

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
31	4/23/26	Applicant	Continued Conversation with Applicant and DE Re. Road Mod
32	4/23/26	Applicant	Attchmt to Ex 31 - Pedestrian Circulation Plan
33	4/23/26	Applicant	Attchmt to Ex 31 - Revised Preliminary Site Plan
34	4/30/26	CC Dev Eng	EVR Addendum_signed
35	5/28/26	Applicant	Applicant Response to Early Issues Memo
36	5/28/26	Applicant	Revised Preliminary Plan Set
37	5/28/26	Applicant	Updated Narrative
38	7/14/26	Applicant	Ready to Proceed & New Hearing Date Confirmed
39	7/22/26	Applicant	Affidavit of Sign Posting
40	7/22/26	Applicant	Sign Posting Photo
41	8/3/26	Applicant	Applicant Paid Re-Notice Fee
42	8/6/26	CC Dev Eng	DE Staff Report
43	8/10/26	CC Land Use	Notice of Hearing Date Change
44	8/10/26	CC Land Use	Affidavit of Mailing - Ex 43
45	8/12/26	CC Land Use	Staff Report and Recommendation
46	8/12/26	CC Land Use	Affidavit of Mailing - Ex 45
47	8/14/26	CC Concurrency	Concurrency Staff Report
48	8/17/26	Christi Grossman	Public Comment_Grossman
49	8/26/26	Applicant	Additional DAHP Comments (email submittal)
50	8/26/26	Applicant	DAHP Review Response Email (attchmt to Ex 49)
51	9/16/26	CC Land Use	Affidavit of Publication
52	9/24/26	CC Land Use	Hearing Examiner Decision
53	9/24/26	CC Land Use	Affidavit of Mailing - Ex 52

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