

STAFF REPORT

Staff Report and Recommendation to the Hearing Examiner South Cascade Terrace Subdivision - PRJ-169060/LUP-83894 **Project Name Report Date** April 2, 2024 **Hearing Date** April 16, 2024 Proposal A proposed 60 single-family narrow lot subdivision and zone change from R-9 Lower Density Residential to R-17 Lower Density Residential on a 4.46acre tract of land. The subject site is located south of the intersection of SE 192nd Avenue and SE Mill Plain Blvd. The application was reviewed via the Type IV process. Location 1019. 1119 and 1201 SE 192nd Avenue Contact Travis Johnson **PLS Engineering** 604 W. Evergreen Blvd. Vancouver, Washington 98660 Applicant Chad Stewart **Ginn Group LLC** 502 NE 72nd Street Vancouver, Washington 98665 **Property Owner** Ginn Group 502 NE 72nd Street Vancouver, Washington 98665 Staff Kristian Corbin, Senior Planner Eric Hahn, Transportation Cale Baker, Fire Giff Hancock, Water Catherine Morey, Sewer Mark Hazuka, Stormwater Patricia Clerf, Building **Approval Criteria:** Text and Map Amendments – VMC 20.285 Subdivision - VMC 20.320.040 Narrow Lot Development - VMC 20.927

SEPA Determination	Final Determination of Nonsignificance		
Staff	Preliminary zoning change and subdivision approval with conditions.		
Recommendation	Project conditions and/or required revisions are identified in the conclusion of this report.		

RECOMMENDATION

This report to the hearing examiner is a recommendation from Community Development Department. The examiner may adopt, modify or reject this recommendation. The hearing examiner recommendation will be forwarded to City Council for a final decision.

For questions or additional information, you may contact the case manager by telephone at 360-487-7818, or by e-mail at Kristian.corbin@cityofvancouver.us.

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Report Prepared by Kristian Corbin, Senior Planner/Case Manager <u>April 2, 2024</u> Date

<u>April 2, 2024</u> Date

Greg Turner, Manager Land Use Planning

BACKGROUND

Project Summary

The proposal is to develop a 60-lot subdivision on 4.46-acre tract of land. Additionally, the proposal includes a zone change from R-9 Lower Density Residential to R-17 Lower Density residential which requires a Type IV Land Use review. The applicant selected to apply Narrow Lot Development (VMC 20.927) and Zero Lot Line (VMC 20.910.050) standards to this development. South Cascade Terrace was reviewed against these additional standards and addressed later in this report. The site is relatively flat and contains no mapped critical areas as listed in VMC 20.740 Critical Areas Protection.

Access to the lots will be from SE 192nd Avenue to the west.

Notice of Applicant/Hearing procedures was followed by Staff in accordance with VMC 20.210.060(E) (Exhibit 5). Subsequently the mandated public comment period per VMC 20.210.060(F) for 30 calendar days after the notice of application is mailed and published was followed. Dates of the Municipal Code procedures are listed in the Procedural History" table listed below.

Zoning District	R-9 Low Density Residential		
Adjacent Zoning Designation	North: R-4 Low Density Residential		
	South: R-9 Low Density Residential		
	East: R-2 Low Density Residential		
	West: R-6 Low Density Residential/Park		
Comprehensive Plan Designation	Urban Lower Density (UL)		
Parcel Size	PID 177228010 – 2.47 acres (107,593 sq. ft.)		
	PID 177228005 - 0.92 acres (40,075 sq. ft.)		
	PID 177228000 – 1.08 acres (47,045 sq. ft.)		
	Total area: 4.46 acres (194,713 sq. ft.)		
Adjacent Land Uses	North, South, East, West: Single Dwellings, Detached		
Access Roads	SE 192nd Avenue (to the east)		
Existing Vegetation	Trees and grasses		
Existing Structures	Single Dwellings, Detached		
Topography	Relatively flat		
Geologic Hazards	No mapping indicators		
Seismic Hazard	NEHRP Class: C		
Habitat and Species Impacts	No mapping indicators		
Flood Plains	Outside flood area		
Wetlands	No mapping indicators		
Archaeology	Moderate – High (Archaeological Site Buffer: Yes)		
Drainage Basin	Burnt Bridge		
Wellhead Protection	No mapping indicators		
Soils	Non-Hydric/LgB		
Park Impact Fee District	District C		
School Impact Fee District	Evergreen		
Impacted Schools	Illahee Elementary School; Shahala Middle School, Union		
	High School		
Traffic Impact Fee District	Cascade		
Transportation Analysis Zone	418		
Sewer District	Vancouver		

General Site Information

Water District	Vancouver
Fire Service	Vancouver

Procedural History

Activity	Case #	Date
Pre-application conference	PIR-83739	10/26/2023
Application submitted	LUP-83894	12/26/2023
Application determined fully complete		2/1/2024
Notice of application and notice of public hearing		2/9/2024
SEPA determination: DNS		3/12/2024
Hearing Date		4/16/2024

APPLICABLE REGULATIONS

Vancouver Municipal Code

VMC Chapters 11.80 Street Standards; 11.90 Transportation; 11.95 Transportation Concurrency; 14.04 Water and Sewer Use Regulations; 14.16 Water and Sewer Service Connections; 14.24 Erosion Control; 14.25 Stormwater Control; 14.26 Water Resource Protection; 16.04.160 Water Supply and Fire Hydrants; 16.04.150 Fire Apparatus Access; 16.04.170 through 16.04.210 Fire Protection Systems; 16.04.010 Premises Identification; 20.210 Decision Making Procedures; 20.320 Subdivisions; 20.915 Impact Fees; 20.770 Tree Conservation; 20.410 Lower Density Residential Districts; 20.925 Landscaping and Open Storage; 20.945 Parking and Loading; and 20.790 State Environmental Policy Act Regulations.

Comprehensive Plan

Public Works Publications

General Requirements & Details for Water Main Construction General Requirements & Details for Sewer Main Construction

Other

RCW 58.17 Manual on Uniform Traffic Control Devices

ANALYSIS

Staff reviewed the proposal for compliance with applicable regulations, code criteria and standards in order to determine whether all potential impacts will be mitigated by the requirements of the code.

AGENCY AND PUBLIC COMMENTS

Clark County Public Health

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

Finding: All on-site sewage systems located during development of this plat must be properly abandoned with documentation submitted to CCPH prior to final plat approval. Proper abandonment of the systems requires tank pumping by a licensed pumper, breaking in the tank lids, and filling the cavities with compacted soil. Any cesspools, drywells, or pump chambers discovered on the site must also be abandoned in this manner.

The proposed development must be served by public sewer. A copy of the final acceptance letter (or equivalent) from the purveyor shall be submitted with the Mylar (final plat).

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

A municipal water supply is proposed for this development. No existing water well is noted in the application or observed in the field by CCPH.

Water wells may exist at the site. Any well discovered during development must be legally decommissioned by a licensed well driller per WAC 173-160-381. Decommissioned wells must be shown on the final plat.

The proposed development must be served by public water. A copy of the final acceptance letter (or equivalent) from the purveyor shall be submitted with the Mylar (final plat).

Department of Ecology

A letter was received from the Department of Ecology dated March 8, 2024 (Exhibit 14). The email contains standards for solid waste management, toxics cleanup and water quality. **The applicant shall comply with these requirements during construction.**

Evergreen Public Schools

A letter was received from Evergreen Public Schools dated Nov. 3, 2023 (Exhibit 13). The letter contains information on school capacity and bus transportation. The applicant shall be aware that those prospective residents of this subdivision understand that busing will not be provided for the area since the elementary school, middle school and high school are within a half mile.

Public Comment

Per VMC 20.210.060(F), a period of 30 calendar days after the Notice of Application is required, for public comment. The Notice of Application and Public Hearing (Exhibit 5) was sent Feb. 9, 2024 and the comment period closed March 11, 2024 at 4:00 p.m. Electronic messages were received during that time and the following comments were received:

Public Comment: Concerns about the reasoning behind the zone change from R-9 to R-17

Staff Response: The zone change from R-9 lower density residential to R-17 lower density residential addresses the goals and polices of the City's 2022 Housing Code Updates. The intent of the updates was to address middle housing needs within city limits.

Additionally, it limits the types of multi-family development within the single-family urban fabric of the surrounding area. The zone change addresses the housing need while being mindful of minimizing abrupt changes to the existing community. Further information on how the proposal meets the goals and strategies of the city are discussed by staff and the applicant later in this report under the Text and Map Amendment Section.

Public Comment: A concerns about how the proposed development would accommodate common space, green space and consideration of water management/environmental impacts.

Staff Response: Though this type of development does not require common open space, it is in proximity to a local park and standard lot coverage maximums will be enforced at building permit to ensure each lot has open space. The City's water engineers have reviewed the proposal and deemed the existing infrastructure to be adequate for this development. The proposal required a SEPA (State Environmental Policy Act) which was reviewed by both the City of Vancouver and the State of Washington Department of Ecology. Based on available records, there are no environmental sensitive areas or critical areas mapped on the subject site as listed in VMC 20.740. The proposed R-17

zoning and no request has been made by the applicant for any modifications that would create unnecessary impacts to the environment. Therefore, a Determination of Nonsignificance and subsequently, a Final Determination of Nonsignificance was issued by staff for this proposal.

Public Comment: Traffic intrusion on existing neighborhood streets and cut through traffic specifically through along SE 195th

Staff Response: The City will be removing the U-turn restrictions at Westridge and 192nd Avenue. This will allow residents of the development to travel southbound on 192nd Avenue without having to go around the block. Additionally, the City has installed traffic calming on 195th Avenue prior to this application.

Public Comment: A concern was raised about adequate fire coverage and means of fire separation for the amount of lots proposed in this development.

Staff Response: The proposal was reviewed by City of Vancouver Fire and was found to meet their code requirements. Additionally, a Fire Response plan is required prior to civil plan approval. Each individual building will be reviewed against the building code during building permit review.

FINDINGS

VMC Title 20 Land Use and Development Code

20.210 Decision Making Procedures

Finding: Type IV - Per Table 20.210-1, approval of a zoning map amendments requires a Type IV process. Preliminary subdivisions requires a Type III process. Per VMC 20.210.020(D), concurrent review is required to utilize the highest type of procedure that applies to any of the applications. The Type IV procedure was used for this application.

As noted in the procedural history section above, staff followed the required notification procedures and review timelines for a Type IV development application.

20.285 Text and Map Amendments

Per VMC 20.285.040(C)(2), standalone zoning map changes that propose to shift from one residential zoning designation to the next most or least intensive designation, and are accompanied by a proposed subdivision, shall be reviewed by the hearing examiner. The proposed change from R-9 Lower Density Residential to R-17 Lower Density Residential is the next most least intensive designation.

VMC 20.285.060 Approval Criteria – Standalone Zoning Map Amendments

Zoning map amendments not involving associated comprehensive plan map amendments shall demonstrate the following:

1. How the proposal is more consistent with applicable policies of the Vancouver strategic plan and comprehensive plan than the existing designation

Applicant Response: Consistency with Vancouver Strategic Plan

The City adopted a 2023-2029 Strategic Plan earlier this year that included eight focus areas. This narrative below shows how the proposal is consistent with five of the applicable focus areas:

Transportation and Mobility

The development will improve transportation and mobility in and around the site with proposed internal streets with sidewalks. SE 192nd Avenue is fully developed abutting the

site. C-Tran operates several bus routes along SE 192nd Avenue with the nearest stop approximately 315 feet north of the site. C-Tran operates bus rapid transit along SE Mill Plain Boulevard, with the nearest stop approximately ½ mile northwest of the site. The site is within the urban areas of the County and there is adequate roadway infrastructure to support the proposed development.

Housing and Human Needs

The proposed development would bring an additional 60 single family homes to the market. These homes would be affordable to a large portion of the community as they would be smaller efficient homes on compact lots. These proposed homes would contribute to the diverse range of housing options within the city and help make home ownership attainable.

Vibrant and Distinct Neighborhoods

The proposed development will integrate well withing the existing residential neighborhood that consists of a wide range of housing. There are single-family homes on larger lots to the north and east of the site, as well as to the west across SE 192nd Avenue. South of the site are single-family homes on narrow lots, similar to this proposal. The site itself will provide a relatively private looped road community that will foster social cohesion.

Safe and Prepared Community

Emergency services will be provided by the Vancouver Police Department and Fire District. The nearest Fire Station is approximately 1 mile west of the site. The proposed site is also within an urban area that is served by public water. The site will be designed with fire hydrants that meet the spading requirements of the current fire codes. The proposed homes will also meet the current building codes that continually include updates that improve the performance of buildings during natural disasters, including earthquakes.

Climate and Natural Systems

The proposed site development will include energy efficient homes. This will likely include smaller homes that maximize the utility of spaces while cutting down on overall building size. The homes will also be equipped with high efficiency heat pump HVAC and water heater systems. The HVAC systems will include air conditioning to improve livability during the summer months. 134 trees are also proposed to be planted to improve long-term tree canopy over the site. The site will include stormwater systems that will collect and treat stormwater from pollution generating surfaces. All stormwater is proposed to be infiltrated into the ground.

2022 Housing Code Updates

In response to the 2016-2021 strategic plan and the 2016 Affordable Housing Task Force recommendations, the City Council studied and approved housing code updates in 2022. This code update resulted in the creation of the R-17 zone to provide additional housing options, and improve affordability within the city.

The Housing Code Updates webpage states the following as a purpose of the update:

"Vancouver, like many communities, is facing a housing crisis. As the city continues to grow, there is a desire and need for new types of housing that would allow residents to live more affordably while also maintaining neighborhood livability. However, current city zoning rules prohibit many of these housing options. Changes to the development code can create opportunities for the private sector to deliver a more diverse, affordable housing stock."

The project goals of the housing update are stated as the following:

"The goal of the project is to update City codes to allow for different, smaller and more affordable types of housing choices. Many are recommended in the Affordable Housing Task Force report (2016) and many are similar to what is allowed in Clark County and other Washington cities nearby and statewide."

The specific goals include:

- Allowing for the development of diverse housing types to meet changing demographic needs and consumer preferences
- Expanding market rate, middle income, and affordable housing choices
- Maintaining neighborhood livability with incremental, rather than wholesale, change
- Providing more opportunities for people to live near where they work and attend school, and reduce costly commutes
- Facilitating development in areas with full existing public services

The current proposal is consistent with this plan and will help meet the City's goals. The subdivision proposal associated with the zone change will accomplish the following:

- The project will add diversity to the housing options in the immediate vicinity of the site.
- It will provide middle income housing geared toward families wanting to live in the City of Vancouver.
- The rezone is only an incremental change in density and will blend with existing development in the immediate area. There is a small lot single family development to the east, apartments to the north, multifamily zoned land to the west, and a highway to the south
- The site is located in the middle of the urban area of Vancouver and is surrounded by existing development.
- The project in is an area with full existing public services.

Consistency with the Comprehensive Plan

This request is consistent with the purpose of the existing Comprehensive Plan designation:

Comprehensive Plan designation	Corresponding Zoning	General Intent
Residential		
Urban Lower Density	R-2, R-4, R-6, R-9	Predominantly single-family detached residential development, with some allowances for duplexes, townhouses, and single-family homes on small lots using infill standards

Table 1-5. Vancouver comprehensive plan land use designations

Both the R-9 and R-17 zones are Urban Lower Density, though the R-17 zone was adopted in 2022 and does not appear in the 2021 text above. The general intent of the zone includes allowances for smaller lots and homes (including townhomes). The intent of the new R-17 zone and the proposed development is to provide efficient middle housing.

This request furthers the Community Development policies on page 1-14 to 1-15 of the Comprehensive Plan: "CD-2 Efficient development patterns Encourage efficient development throughout Vancouver to ensure achievement of average density of 8 units per acre set by countywide planning policies. Encourage higher density and more intense development in areas that are more extensively served by facilities, particularly transportation and transit services."

Response

• The site is in an urban area and with access to all required urban services including adequate transportation services. The nearest public transportation is approximately 315 feet to the north on Mill Plain Blvd. This is a short walk from the site.

"CD-3 Infill and redevelopment- Where compatible with surrounding uses, efficiently use urban land by facilitating infill of undeveloped properties, and redevelopment of underutilized and developed properties. Allow for conversion of single to multi-family housing where designed to be compatible with surrounding uses."

Response

• This is a relatively small infill project, where the intent is to convert the existing underutilized land into an efficient housing project.

In addition, the request fulfills both CD-9, facilitating compatible uses adjacent to each other, and CD-10, placing housing near services (complementary land uses).

Chapter 3 of the Comprehensive Plan contains the City's Housing element. The Plan recognizes the need for diverse housing:

"As the baby boom generation ages over the next 20 years, there is likely to be a greater need and demand for smaller units, retirement homes, and assisted living." Page 3-3.

The plan notes that most residential housing is single-family housing (57%). *Id.* Housing affordability is also a City concern:

"The Growth Management Act requires local jurisdictions to demonstrate that regulations allow and encourage housing for all economic segments of the community. Table 3-3 provides a breakdown of local households by income ranges, and the general share of Vancouver housing they can afford to buy or rent without having to spend more than 30% of their income."

There are several policies that would be furthered by this request, including:

H-1 Housing options

"Provide for a range of housing types and densities for all economic segments of the population. Encourage equal and fair access to housing for renters and homeowners."

H-2 Affordability

"Provide affordable housing by formulating innovative policies, regulations and practices, and establishing secure funding mechanisms. Target affordability programs toward households with incomes below the median."

Staff Response: The City's Comprehensive Plan indicates this area to be Urban Low Density. Based on the requested R-17 Lower Density Residential zoning, the proposal meets the intent of the comprehensive plan.

Concerns from the public were raised about the density of the zone change. Per VMC 20.410.030, the R-17 district currently places limitations on multi-family housing types only permitting up to four dwelling units subject to density standards. Though by definition, the R-17 does permit multi-

family options, the limitations do not allow larger housing types that are permitted in our higher density residential zones.

2. That a change in circumstances has occurred since the existing designation was established.

Applicant response: The housing and affordability crisis represents a change in circumstance since the existing zoning designation was established. Well-planned site-specific rezone requests are a way to increase the housing supply in the urban areas of the city. This increase in housing supply will help improve affordability within the city.

Approval of this rezone request will result in a development that can be served by existing urban public services and will provide more flexibility in density and housing types, resulting in more affordable housing.

Staff Response: Adherence to the 2022 housing code goals and policy updates adopted by City Council

This proposal was reviewed against the specific goals of the Housing Code Updates. In summary, these goals are: adding flexibility to the private market to develop a range of housing types to meet changing demographic needs, expanding middle income and workforce housing choices, maintaining neighborhood livability with incremental rather than wholesale change, provide citizens with opportunities to live near where they work/attend school, and encourage efficient development in areas with existing public services.

As previously mentioned, the requested R-17 zoning does permit a wider range of housing types than the current zoning. Specifically, three-family and four-family dwellings. This allows more housing options for changing demographics, incomes levels and the general workforce within lower density residential areas.

Changing from R-9 Lower Density Residential to R-17 Lower Residential is an incremental change. Though it does allow for higher density and different housing types, it limits large multi-family development in the existing neighborhoods/communities.

Conclusion: Staff concurs with the applicant and finds the proposal adheres to both the comprehensive plan and housing goals adopted by the City Council in 2023.

20.320 Subdivisions

Finding: Per VMC 20.320.020.A.2, the hearing examiner shall approve, approve with conditions or deny an application for subdivision preliminary plat by means of a Type III procedure using approval criteria contained in VMC 20.320.040.

<u>Approval Criteria</u> Per 20.320.040 VMC, to receive approval of a preliminary subdivision, the applicant must demonstrate compliance with the following criteria:

A. <u>Public facilities provision</u> Appropriate provisions to the extent necessary to mitigate an impact of the development have been made for transportation, water, storm drainage, erosion control and sanitary sewage disposal methods that are consistent with the City's current ordinances, standards and plans.

Applicant Response: There are adequate public facilities at or near the site to support the development. Mitigation is not required for the minor traffic impacts of the development will produce in the area. See the Transportation Impact Study prepared by Lancaster Mobley

included with this application. Public water access is available at the site and there is adequate capacity to support the development with minimal impacts. Onsite stormwater will be managed according to the applicable standards. Any offsite impacts will be negligible. A grading plan has been included with the application. A SWPPP is included in the Stormwater report. Applicable regulations will be followed to minimize the risk of erosion related impacts. Public sanitary sewer is available at the site and will be extended to serve all the proposed lots.

Finding: Staff concurs with the applicant.

B. <u>Proposed improvements</u>

Appropriate provisions have been made for proposed streets, alleys and public ways, utilities and other improvements that are consistent with the City's current ordinances, standards and plans, and Department of Health and/or Washington State Department of Transportation standards and plans, where applicable.

Applicant Response: The proposed improvements are consistent with the City's current ordinances, standards, and plans.

Finding: The frontage along existing 192nd Avenue and newly constructed SE 12th Loop will adhere to transportation standards and the road modification as approved by city staff. The new internal street will be constructed to City of Vancouver standards. Utilities and stormwater management provisions will be extended through the site. Existing sewer and water systems have sufficient capacity to serve this development and stormwater will be managed in accordance with adopted codes and regulations.

C. Open space and dedications

Appropriate provisions to the extent necessary to mitigate an impact of the development have been made for open space, parks, schools, dedications, easements and reservations.

Applicant Response: Impact fees will be paid for parks and schools to offset potential impacts.

Finding: Provisions for the acquisition and maintenance of parks, open space, and schools will be provided with the payment of school and park impact fees, paid upon the issuance of building permits. The applicant will be required to provide any necessary easements for sidewalks, streetlights and utility extensions prior to final plat approval.

D. <u>Physical characteristics</u>

The design of the proposed short subdivision or subdivision-site has taken into consideration the physical features of the site including but not limited to topography, soil conditions, susceptibility to flooding, inundation or swamp conditions, steep slopes or unique natural features such as wildlife habitat or wetlands

Applicant Response: The subdivision design has taken into account the physical characteristics of the site. There are no critical areas on-site to be retained.

Finding: The site is relatively flat and does not contain unique features such as wetlands or priority habitat; there are no known geological challenges on this site. The physical characteristics of the subject site appear to have been taken into consideration.

E. <u>Re-platting of existing subdivisions</u>

When re-platting an existing subdivision, the short subdivision or subdivision shall comply with all of the terms and conditions of the existing subdivision's conditions of approval.

Applicant Response: There are no known existing subdivision conditions that apply to the proposed project.

Finding: This is not a re-plat of an existing subdivision.

F. <u>Compliance with all requirements of this title</u> The proposed short subdivision or subdivision complies with all applicable requirements of this title unless modified through the approval.

Applicant Response: The proposal complies with the application requirements of VMC Title 20 as indicated at the end of the narrative.

Finding: The provisions of this title, including narrow lot development standards, have been met or will be met as conditioned.

G. <u>Compliance with state requirements</u> That the proposed short subdivision or subdivision complies with the requirements of RCW 58.17.110.

Applicant Response: The subdivision complies with the requirements of RCW 58.17.110 as indicated at the end of the narrative.

Finding: The comprehensive plan identifies goals and policies that guide development in the City of Vancouver for the benefit of the public health, safety and general welfare. The proposed plat complies with these goals and policies by providing new housing units affordable to a large segment of the population at anticipated densities; by providing the necessary infrastructure to serve the development, including the payment of impact fees for schools, parks and transportation; and by demonstrating all applicable laws can be complied with as conditioned.

The proposed plat will assist in the expansion of the city's housing supply; it will facilitate development in an area that is largely developed and has urban services; it will implement city goals promoting development while limiting urban sprawl.

Students residing in this development will attend Evergreen Public Schools: Union High School, Shahala Middle School, and Illahee Elementary School. Students will walk to all three schools per the school district as they do not provide busing for the area. Any future bus stop locations will be determined by the school district. See letter from Evergreen Public Schools (Exhibit 13).

This project complies with RCW 58.17.110.

H. Narrow lot Additional Criteria

Land divisions which contain one or more residential lots having a width of less than 40 feet shall meet additional criteria of VMC 20.927.030A, B and C.

Applicant Response: This subdivision complies with the additional criteria for narrow lots as displayed in VMC 20.927. This section of the code is discussed below in more detail.

Finding: As discussed later in this report, the applicant has shown the capability to meet the criteria of VMC 20.927.030A, B and C.

20.320.070(A) Subdivision Layout and Required Improvements

a) **Street improvement standards.** All proposed street and street improvements shall comply with the provisions of Title 11 and approved transportation standards details on file with Transportation Services.

Applicant Response: All proposed streets comply with VMC 11 and the approved transportation standard details.

Finding: As stated in the Transportation section of this report, proposed street improvements will comply with the provisions of Title 11, subject to the conditions of approval.

b) **Blocks.** The length, width and shape of blocks shall be designed with due regard to providing adequate building sites for the use contemplated; consideration of the needs for convenient access, circulation, control, safety of motor vehicular, bicycle and pedestrian traffic and recognition of limitations and opportunities of topography.

Applicant Response: Block lengths proposed provide for convenient access and circulation. There are no opportunities to improve black length at the site, but the proposed access will be convenient for the future residents.

Finding: No blocks are being created with this subdivision.

c) **Blocks – sizes.** Blocks shall not exceed 1,300 feet in length between street lines, except blocks adjacent to arterial streets or unless a previous adjacent layout or topographical condition justifies variation. The recommended minimum distance between intersections of arterial streets is 1,800 feet. Minimum length of a block shall not be less than 180 feet.

Applicant Response: The site is surrounded by existing development and bound by SE 192nd Avenue to the west. There are no opportunities to create "blocks" with the proposed development.

Finding: No blocks are being created with this subdivision.

d) **Easements**

1. **Utility lines.** Easements for sewers, drainage, water lines, electric lines or other public use utilities shall be provided. The size and location of the easement shall be reviewed and approved by the appropriate utility provider.

Applicant Response: Easements are shown on plan for access and utilities. Utility easements will be reviewed and approved by the appropriate utility provider.

Finding: All water, storm, and sanitary sewer lines constructed within the public right of way do not require easements. However, if these lines, hydrants, water meters or other utilities are constructed outside the public right of way, dedication or easements will be required prior to final plat approval.

2. **Watercourses.** If a subdivision is traversed by a watercourse, such as a drainage way, channel or stream, there shall be provided a stormwater easement for the width of the watercourse plus 15 feet on each side of the watercourse. Streets or parkways parallel to a major watercourse may be required.

Finding: No watercourse traverses the property.

3. **Pedestrian/bicycle ways in and through residential subdivisions.** In blocks over 800 feet in length, a pedestrian/bicycle way with a minimum width of 16 feet shall be required through the middle of the block when required by the Transportation Manager for public convenience and safety; 12 feet of the 16-foot corridor shall be paved in a durable material. If unusual conditions require blocks longer than 1,200 feet in length, two pedestrian/bicycle ways shall be required. When required by the Transportation Manager for public convenience and safety, pedestrian ways shall be required to connect cul-de-sacs or to pass through unusually shaped lots.

Finding: No blocks are being created with this subdivision.

e) Flag lots. Flag lots may be permitted, provided that the minimum width of the flag stem is 15 feet for a single lot and 20 feet for a shared flag access. No more than four lots may be accessed from a single flag stem.

Applicant Response: No flag lots are proposed with this development.

Finding: No flag lots are proposed with this development.

f) **Lot side lines.** Side lines, as far as practical, shall run at right angles to the street on which the lot faces.

Applicant Response: The side lot lines run at right angles to the proposed streets.

Finding: Where practical and for the majority of the proposed lots, the side lot lines run at right angles to the street.

g) **Lot frontage.** With the exception of flag lots, all lots shall abut on a public or private street with a minimum frontage of not less than 20 feet.

Applicant Response: All lots meet the minimum frontage requirements of 20 feet.

Finding: All lots have at least 20 feet of frontage.

h) **Parks and playgrounds.** The review authority shall see that appropriate provision is made for parks and playgrounds to serve the proposed subdivision.

Applicant Response: Park impact fees will be paid at the time of building permit issuance for each lot.

Finding: Park impact fees, assessed for each new residence, are to be used for the acquisition of new parklands and improvements to existing parks.

i) **Narrow Lot Land Divisions.** Land divisions which contain one or more residential lots having a width of less than 40 feet shall meet the development standards of VMC <u>20.927.040</u>.

Applicant Response: The narrow lots comply with VMC 20.927. Additional discussion of this section has been provided below.

Finding: The narrow lots comply with VMC 20.927.

j) **Existing trees.** All subdivision developments shall comply with the tree and vegetation management provisions contained in Chapter 20.770 VMC Tree Conservation.

Applicant Response: Existing trees have been addressed with the tree plan provided with this application and are also discussed below.

Finding: The proposal complies with the tree ordinance as conditioned in this report.

Public improvements. Public improvements, which are installed by the developer either as a requirement of this approval or at his own option, shall conform to the requirements, improvement standards, specifications, inspections and procedures of Title 20.

Finding: The applicant has submitted preliminary utility plans for public improvements. These have been reviewed and noted with necessary corrections. Civil engineering plans will be required to be submitted for review and approval. All public improvements are required to be constructed, inspected and accepted by the City of Vancouver prior to recording the final plat.

20.420.030-1 Higher Density Residential District Use Table

Finding: The proposed zoning for the site is R-17 Lower Density Residential subject to the terms and conditions listed in VMC 20.420. The proposal for single-dwelling detached units is permitted outright.

20.420.040 Minimum and Maximum Densities

Per VMC 20.410.040-1, the subject site is proposed to be zoned R-17. Allowed <u>net density</u> in the R-17 district ranges between 8.8 – 21.8 units per acre.

As noted in the table below, the combined maximum number of units allowed on the site per the base zoning is 69, while the minimum required is 28. The applicant is proposing 60 total units.

Zone	Total Buildable Area	Minimum Units Allowed	Maximum Units Allowed
R-17	3.19 acres	28	69

The density proposed (60 units) falls within the acceptable range of minimum 28 units; maximum 69 units.

20.430.040 Development Standards

Finding: Development standards for the R-17 district are identified in this chapter. As proposed, the development is in compliance with these standards.

Standards	Required	Proposed
Minimum lot size	2,000 sq. ft.	2,080 sq. ft. (min.)
Maximum lot coverage	65%	Reviewed at Building Permit
Minimum lot width	25'	26'
Minimum lot depth	65'	80'
Minimum setbacks		
Front Yard	10'	Reviewed at Building Permit
Rear Yard	5'	Reviewed at Building Permit
Side Yard	0' or 5'*	Reviewed at Building Permit

Maximum height	35'	Reviewed at Building Permit
Minimum landscaping requirements	10%	Reviewed at Building Permit
(percentage of total net area).		

* For each additional 10 feet of building height, or fraction thereof, over 25 feet, add two feet to the setback to a maximum of 10 feet on each side or rear yard.

20.710 Archaeological Resource Protection

Finding: An archaeological predetermination was conducted on the site by Archaeological Services LLC dated Nov. 6, 2023. The predetermination found no evidence of archaeological materials on the site. The report was reviewed by the City's contract archaeologist who concurred with the findings.

Place the following on the final plat: If any cultural resources are discovered in the course of undertaking the development activity, the Department of Archaeology and Historic Preservation in Olympia and the City of Vancouver Community Development Dept. shall be notified. Failure to comply with these State requirements may constitute a Class C felony, subject to imprisonment and/or fines.

Conclusion: As conditioned, the proposal meets the requirements of this section.

20.770 Tree, Vegetation, and Soil Conservation

Finding: Per VMC 20.770.080(A), a minimum of 30 tree units per acre for new development. The subject site is 4.46 acres which requires a minimum of 134 tree units to be planted. The applicant has submitted a tree plan in accordance with VMC 20.770.050(B)(5) that depicts a total of 134 tree units to be planted. This meets the minimum requirements of this section.

Be advised, tree units counts will be assessed for each individual lot at the time of building permit submission. Ensure that each lot meets the minimum requirement of 30 units per acre by equally distributing newer tree units.

Comments from the Urban Forester

Prior to final plat approval, the following note shall be placed on the final plat, "Development within this subdivision is subject to an approved tree plan. Tree removal is subject to approval by the City of Vancouver. Street trees must be planted prior to occupancy per the approved plan".

Prior to civil approval, Rocky Mountain Maple is too small to count toward tree density, select an approved tree from the CDD Tree and Landscape List.

Prior to civil approval, show tree and root protection on Grading Plans for street trees and offsite trees. Silt fencing shall go around tree and root protection areas not along the property lines and through tree and root protection areas.

Conclusion: As conditioned, the proposal meets the requirements of this section.

20.790 SEPA

Finding: The applicant submitted an environmental checklist for a review (Exhibit 4). Staff issued a Notice of Application and Optional SEPA Determination of Nonsignificance (DNS) Feb. 9, 2024. A Final Notice of Determination of Nonsignificance (DNS) was issued March 12, 2024.

The appeal period ended March 26, 2024. A procedural SEPA appeal was filed by David Rehmann dated March 26, 2024 (Exhibit 15). The appellant is appealing the Determination of

Nonsignificance stating that traffic safety concerns along 195th Avenue have not been addressed and that speed information was not listed in the Traffic Study submitted by the applicant. Thus, asserting that the information was incomplete for demonstrating compliance with the SEPA.

Staff Response: The procedural SEPA appeal is listed in VMC 20.790.640(C)(1). A procedural appeal addresses the official's compliance with the provision of SEPA, the SEPA rules and this Chapter with respect to the following:

- a. Determination of nonsignificance;
- b. Determination of significance;
- c. Adoption or issuance of a Final Environmental Impact Statement.

Staff issued a Determination of Nonsignificance (see exhibit 5) and subsequently issued a final Determination of Nonsignificance (see exhibit 6). Additionally, staff followed the SEPA procedural process listed in VMC 20.790.230 Optional DNS Process.

Staff recommends denial of the procedural SEPA appeal. Staff finds the appellant's concerns about the content of the traffic study and staff assessment of public safety would be a substantive appeal as listed in VMC 20.790.640(C)(2) since it disagrees with an action or omission with respect to the conditioning or denying of a proposal. Staff followed all procedural requirements. Additionally, staff communicated the difference between a procedural SEPA appeal and a substantive SEPA appeal to the appellant, and the appellant elected to file a procedural SEPA appeal.

Furthermore, staff disagrees with the appellant's assessment of the traffic study submitted by the applicant. The traffic study included all required elements for staff to conduct a review and provide a recommendation of approval subject to the conditions listed in this report. Additionally, the U-turn restrictions along 192nd Avenue will be removed in conjunction with this proposal to further discourage additional traffic along 195th Avenue. 195th Avenue is a public road.

Conclusion: Staff recommends denial of the procedural SEPA appeal.

20.910.050 Zero Lot Line Developments

Finding: The applicant is proposing a zero lot line development for the subdivision. Per VMC 20.910.050(A), each of these lots shall be either zero or, at least five feet. <u>Adherence to zero lot line development shall be reviewed at building permit.</u>

20.915 Impact Fees

Finding: This project is subject to park, transportation, and school impact fees. This site is in the Evergreen School district requiring \$6,432 per dwelling unit; Park District C, \$5,232 per dwelling unit; and the Cascade transportation zone \$291 per average daily trip (ADT). Impact fees will be calculated at current rate in effect at the time of building permit submittal and collected prior to building permit issuance.

The following note shall be placed on the plat: Pursuant to VMC 20.915, Park, School and Traffic impact fees will be calculated at time of building permit application and shall be due and payable at the time the building permit is issued, except as provided in Section 20.915.075. Notwithstanding the foregoing, all impact fees shall be recalculated for building permit applications that have not been issued within one year of submittal.

Conclusion: As conditioned, the proposal meets the requirements of this section.

20.925 Landscaping

Finding: Street trees are required for all projects fronting on a public street or private street. All street trees must be at least two inches in size or greater and have high heads which means no lower branches. Any deviation shall be approved by the City' urban forester.

The submitted landscape plan and narrow lot plan depict street trees along SE 192nd Avenue and newly proposed SE 12th Loop. This meets street tree requirements.

Ten percent of the net lot area of each lot shall be landscaped. Compliance with these requirements will be verified at the time of building permit review for each of the lots.

20.927 Narrow Lot Development

Finding: Per VMC 20.927.030, all of the lots in this subdivision are 40 feet or less in width which requires adherence to the narrow lot development chapter.

20.927.030 Narrow Lot Development Approval Criteria

A. Conflicts on narrow lots shall be eliminated.

Applicant Response: The development has been designed to eliminate conflicts between onsite and off-site improvements. Driveways, public and private utilities (water, fire hydrants, sewer roof infiltration, gas, cable, phone, electricity, etc.), on-street parking spaces, street trees, existing trees, light poles, common mailboxes, street signs, etc., have been considered in the design of the development and any conflicts have been eliminated.

Findings: The applicant has submitted a narrow lot plan showing that utilities, driveways, street trees, etc. have been located and designed to minimize conflicts with one another.

B. Adequate guest parking shall be provided.

Applicant Response: The development has been designed to provide ample street parking. By utilizing an alley to serve lots 35-48, there will be no driveways along one side of the loop road. Parking will be allowed along one side of the loop road, resulting in at least 30 onstreet parking spaces, in addition to several parking spaces possible within the private/joint driveway easements, exceed the requirement for 20 guest parking spaces.

Findings: Per VMC 20.927.030(B), guest parking shall be one parking space provided per every three narrow lots. Such spaces may be located on-street or in common parking areas. Based on the proposed 60 lots, 20 guest parking spaces are required. The applicant proposes 30 on-street parking spaces along SE 12th Loop and three parking spaces each located within Tracts A, B and C. The total amount of 39 guest parking spaces meets the requirements of this section.

C. Solid waste and recycling collection and access shall be provided.

Applicant Response: The development has been designed to provide for safe access and maneuvering by solid waste and recycling collection vehicles along public roadways. Solid waste collection areas will be located in front of each lot on the adjacent street. The carts can be set out either on the street or over the curb/planter. General locations of collection areas are shown on the narrow lot plans.

Finding: Grouped trash set out area set-outs for lots accessed by Tracts A, B and C are shown on plans. Each lot has a driveway and garage that could be used for cart storage on non-collection days (see the 003 Preliminary Narrow Lot Plan. pdf V1).

Per <u>VMC 20.927.040 (A)(3)(c)</u> where collection is not feasible on each lot, a designated common collection point to serve up to four lots, located no further than 150 feet from any lot it serves, may be provided. Common collection points shall be shown on the solid waste and recycling plan and sized to accommodate the carts and bins associated with the city's garbage, yard debris and recycling collection system. System specifics may be obtained from the City's Solid Waste Services department.

20.927.040 Narrow Lot Development Standards

1. On and off-site improvements plan required.

Findings: The applicant has submitted a development plan showing that utilities, driveways, street trees, etc. have been located and designed to minimize conflicts with one another. The plan shows street widths, planter strips, sidewalks, light poles, fire hydrants and mailboxes. City water and sanitary sewer have reviewed placement of lines and meters to each narrow lot.

2. Standards for guest parking in common areas.

Findings: Per VMC 20.927.030(B), guest parking shall be one parking space provided per every three narrow lots. The applicant is proposing 20 lots which equates to seven required guest parking spaces. Guest parking spaces may be located within a common parking area or, on-street on local access or loop classification roadways. As previously mentioned, the applicant is proposing 39 total guest parking spaces.

3. Standards for solid waste and recycling access and collection.

Findings: Where access is not feasible common collection points shall be established and are noted on the plans. Where collection is not feasible in front of the residence or via an alley, a designated common collection point will be established. As previously mentioned, the applicant depicted solid waste cart pick up areas on the Narrow Lot Plan however, adjustments to the layout will be required prior to civil plan approval. Further details on solid waste are addressed later in this report.

4. Standards for alleys and lots with alley access.

Findings: The plan depicts a 20-foot public right of way the provides garage access to all adjacent lots. The alley provides adequate access for solid waste and emergency response vehicles mentioned later in this report.

5. Shared driveways

Findings: There are no proposed shared driveways for this development.

6. Narrow driveways

Finding: The applicant submitted a Narrow Lot Plan depicting driveway greater than 10 feet in width. Per VMC 20.927.040(6)(a), narrow driveways shall be no wider than 10 feet measured at the driveway throat, unless the applicant demonstrates on the development

plan that a wider driveway will not result in conflicts. Staff has reviewed the preliminary development plans and has determined no conflicts will result from the wider driveways as shown. Staff has no issues with the proposed driveway greater than 10 feet in width

Conclusion: As conditioned, the proposal meets the requirements of this section.

20.945 Parking and Loading

Finding: Each new single-family residence will require one off-street parking space. The space must be a minimum of 9 feet wide by 17 feet deep, paved and located outside of the minimum setbacks. Each lot will be reviewed for compliance with this requirement at the time of building permit.

Conclusion: As conditioned, the applicant meets the requirements of this section.

20.970 Solid Waste Disposal and Recycling

Finding: Narrow lot developments are subject to specific standards with regard to solid waste collection established by VMC 20.927.

Concerning Cart Set Out

Finding: The proposed South Cascade Terrace Subdivision with 60 lots will have to plan for future garbage and recycling service. Each lot will be most likely served as a single-family customer; each will have cart for garbage, a cart for recycling and a bin for glass. Organics collection, using an additional cart is optional. As proposed, the collection will take place on SE 12th Loop and in the alley. The applicant has illustrated on plans cart set out location for each lot. However, cart set-out must be shown on the driveway or sidewalks along SE 12th Loop in order to meet fire emergency access width requirements on SE 12th Loop.

Grouped set-outs for lots accessed by Tracts A, B and C are shown on plans. Each lot has a driveway and garage that could be used for cart storage on non-collection days. **(003 Preliminary Narrow Lot Plan. pdf V1)**.

Per <u>VMC 20.927.040 (A)(3)(c)</u> where collection is not feasible on each lot, a designated common collection point to serve up to four lots, located no further than 150 feet from any lot it serves, may be provided. Common collection points shall be shown on the solid waste and recycling plan and sized to accommodate the carts and bins associated with the city's garbage, yard debris and recycling collection system. System specifics may be obtained from the city's Solid Waste Services department.

Per VMC 20.927.040 (A)(3)(g) collection points shall be illustrated on plans and show footprints of all intended carts using dimensions from city-provided solid waste receptacle standards. See <u>https://www.cityofvancouver.us/publicworks/page/solid-waste-development-review</u> for Solid Waste Access and Design Standards.

Per VMC 20.927.040 (A)(3)(h) each lot must have storage space outside of the right of way for carts when not set out for collection day.

Condition: Prior to final civil approval the applicant shall revise plans to show cart set-out locations on the driveway or sidewalks along SE 12th Loop in order to meet fire emergency access width requirements on SE 12th Loop.

Conclusion: The proposal shall be modified to satisfy solid waste requirements for providing adequate cart set out, as conditioned.

Concerning Solid Waste Collector Access

Finding: The proposed 20-foot wide alley and 28-foot wide road appear sufficient for collection trucks to safely access and service the development. Turnaround appears feasible using the proposed SE 12th Loop. **(011 Turning Movements. Pdf V1)**

Per VMC 20.927.040 (A)(3)(c) all circulation and turnaround designs must be feasible using cityprovided solid waste truck turning modelling templates and truck specifications. Collection vehicles shall be able to circulate the development and service receptacles with minimal backing required.

Advisory Note: Road width must meet Transportation standards to allow parking on one side and provide sufficient space for Solid Waste truck turning.

Conclusion: The proposal has satisfied solid waste requirements for providing collector access.

11.04 Transportation – Street Numbering and Naming

Finding: The applicant is proposing a 60-lot subdivision utilizing the narrow lot development standards for the construction of single-family detached zero lot line homes. The project is located at the west end of NE 46th Street. The site address is 1019, 1119 and 1201 SE 192nd Avenue. There are three existing single-family homes on the site that will be demolished. Access to most of the lots will be by way of a new looped public street extending from SE 192nd Avenue, access to several lots in the corners of the subdivision will be by way of short private streets connecting to the new looped street. Additionally, rear-yard access will be provided to the central lots by way of a private alley running through the middle of the looped street.

As described above, the proposed lots will take access by way of a new public street loop. Per the standards and requirements for street naming provided in VMC 11.04, the south segment of the proposed loop shall be named SE 12th Way, and the north segment shall be named SE 11th Way. The west segment of the loop shall be named SE 193rd Place, and the east segment shall be named SE 194th Place.

Conclusion: The proposed development meets the requirements of VMC 11.04 as conditioned.

<u>11.70 Transportation – Concurrency</u>

Finding: The applicant is proposing a 60-lot subdivision utilizing the narrow lot development standards for the construction of single-family detached zero lot line homes. The project is located at the west end of NE 46th Street. The site address is 1019, 1119 and 1201 SE 192nd Avenue. There are three existing single-family homes on the site that will be demolished. Access to most of the lots will be by way of a new looped public street extending from SE 192nd Avenue, access to several lots in the corners of the subdivision will be by way of short private streets connecting to the new looped street. Additionally, rear-yard access will be provided to the central lots by way of a private alley running through the middle of the looped street.

The applicant submitted a Transportation Analysis report, dated Dec. 13, 2023, from Lancaster Mobley. The report included trip generation, trip distribution, sight distance analysis, and turnlane warrant analysis. Trip generation rates in the TIA were based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, utilizing Land Use Code 210 (Single-Family Detached Housing). Based on this information, the proposed project will generate 570 new ADT, including 43 new a.m. peak hour trips and 57 new p.m. peak hour trips. The results of the turn-lane warrant analysis indicate that a northbound right-turn taper or pocket is warranted at the entry intersection on SE 192nd Avenue. As a result of this analysis, the applicant is proposing a right-turn taper at this intersection. During review of this proposed intersection treatment, City staff determined the proposed taper would allow unacceptable vehicle speeds at the crossing of the existing multi-use path. Additionally, it was determined that vehicles entering in the right-turn taper may temporarily block the sight distance for exiting vehicles, creating a potential hazard. Therefore, City staff requires that the intersection be designed with a right-turn pocket, rather than a taper.

The applicant also submitted a separate intersection capacity analysis memo, dated Feb. 28, 2024, from Lancaster Mobley. The results of the intersection analysis indicate that all study intersections will operate within the adopted standards under existing and future traffic conditions with full build-out of the proposed subdivision. Additionally, the memo included analysis of the potential impacts related to the removal of existing U-turn restrictions at the northbound leg of SE 192nd Avenue and SE Westridge Boulevard, and at the southbound leg of SE 192nd Avenue and SE Westridge Boulevard, and at the southbound leg of SE 192nd Avenue and SE The results of this analysis indicate that these U-turn restrictions will not cause intersection capacity failure and will not create vehicle queues exceeding existing queueing capacity. Therefore, these U-turn restrictions can be safely removed. The City's Traffic Engineering office intends to schedule the removal of these U-turn restrictions as part of upcoming field work.

Pursuant to VMC 11.70.090, the segment of 192nd Avenue between SR-14 and NE 18th Street is designated as a Category 1 Concurrency corridor, which stipulates that the corridor is operating at or above the City's adopted level of service standards. Based on the traffic report, the proposed development will generate 36 new p.m. peak hour trips to this corridor. This is not anticipated to cause the corridor to drop below the adopted level of service standard.

Corridor Name	Corridor Limit	PM Peak Trips
Mill Plain Blvd.	I-205 to 136 th Ave.	9
Mill Plain Blvd.	136 th Ave. to 164 th Ave.	12
Mill Plain Blvd.	164 th Ave. to 192 nd Ave.	19
164 th /162 nd Avenue	SR 14 to SE 1 st St.	4
164 th /162 nd Avenue	SE 1 st St. to Fourth Plain Blvd	5
NE 18 th Street	112 th Avenue to 138 th Avenue	1
NE 18 th Street	138 th Avenue to 162 nd Avenue	2
136 th / 137 th Ave.	Mill Plain Blvd. to NE 28 th St.	1
192 nd Avenue	SR-14 to NE 18 th Street	36

The proposed use is located within the 418 Transportation Analysis Zone. The proposed project contributes p.m. peak hour trips to the following Transportation Management Zones:

Based on the above table, **prior to the issuance of civil plan approval, the applicant shall pay concurrency modeling fees totaling \$1,500.** Pursuant to the applicant's information, the project will not distribute trips to any other Transportation Management Zones.

The applicant's traffic analysis provides distribution of trips used to establish the proportionate share contribution towards off-site traffic mitigation projects pursuant to VMC 11.80.080(C). A list of the intersection(s) slated for proportionate share contributions is as follows:

Proportionate Share Project Name	Fee Rate	Number of Trips	Proportionate Share Cost
SE 176 th Ave & SE 20 th St	\$400 per PM peak hour trip	1	\$400
NE 192 nd Ave & NE 13 th St	\$400 per PM peak hour trip	5	\$2,000
SE 192 nd Ave & SE 34 th St	\$150 per PM peak hour trip	8	\$1,200
192 nd Ave & SR-14 ramp terminals	\$2,000 per PM peak hour trip	5	\$10,000
NE 187 th Ave & NE 18 th St	\$1,200 per PM peak hour trip	3	\$3,600
NE 162 nd Ave & NE 9 th St	\$1,500 per PM peak hour trip	5	\$7,500
NE 192 nd Ave & NE 9 th St	\$1,100 per PM peak hour trip	6	\$6,600
NE 187 th Ave & SE 1 st St	\$ 1,100 per PM peak hour trip	2	\$2,200
Total Proportionate Share Cost			\$33,500

Based on the above table, prior to the issuance of civil plan approval, the applicant shall pay proportionate share fees totaling <u>\$33,500</u>.

Transportation Impact Fees (TIF) are imposed per VMC 20.915. See the section of this staff report addressing VMC 20.915 for calculation of TIF. The submitted documentation fulfills the City's requirements for concurrency analysis.

Conclusion: The proposed development meets the requirements of VMC 11.70 as conditioned.

<u>11.80 Transportation – Street & Development Standards</u>

Finding: The applicant is proposing a 60-lot subdivision utilizing the narrow lot development standards for the construction of single-family detached zero lot line homes. The project is located at the west end of NE 46th Street. The site address is 1019, 1119 and 1201 SE 192nd Avenue. There are three existing single-family homes on the site that will be demolished. Access to most of the lots will be by way of a new looped public street extending from SE 192nd Avenue, access to several lots in the corners of the subdivision will be by way of short private streets connecting to the new looped street. Additionally, rear-yard access will be provided to the central lots by way of a private alley running through the middle of the looped street.

Southeast 192nd Avenue is designated a principal arterial which requires a minimum 50 feet half-width right of way and 35 feet paved street half-width per city standard plan T10-06. The existing road along the property frontage of SE 192nd Avenue includes asphalt roadway, curb, gutter, detached multi-use path, street lighting, and storm drainage.

Southeast 192nd Avenue received a pavement overlay in November 2022. Pursuant to VMC 11.80.100 B., a street cut prohibition is in effect through November 2027. The applicant proposes to cut the street to install utilities and/or construct the required frontage improvements. To deviate from the 5-year street-cut moratorium, this proposed work requires a minor road modification pursuant to VMC 11.80.160. The applicant has submitted a minor road modification request for the proposed work and Transportation staff has reviewed and approved the request.

Prior to civil plan approval, the applicant must include the City of Vancouver standard advanced pavement restoration requirements on the civil drawings. Prior to the issuance of subdivision approval, the applicant shall comply with all requirements set forth on the civil drawings pursuant to the minor road modification approval.

Prior to the issuance of subdivision approval, the applicant shall provide the following improvements to SE 192nd Avenue, per City of Vancouver standards:

- Construct a northbound right-turn pocket at the intersection of SE 192nd Avenue and SE 12th Way.
- Remove all existing driveway accesses.
- There are open sidewalk code cases against the development parcels along SE 192nd Ave. (SWK-84424 and SWK-84425). The applicant must repair the sidewalk deficiencies along the project frontage to ensure ADA compliance and conduct a street tree evaluation to determine if the existing trees are causing sidewalk trip hazards. For questions regarding the repairs that are required to be made contact the Operations Department at <u>sidewalks@cityofvancouver.us</u>
- The proposed development is located within one mile of a school. Therefore, all existing pedestrian routes shall be protected until completion of construction. A right of way construction permit is required for any project that intends to close or alter a sidewalk or curb ramp for construction purposes. Each permit must include a Pedestrian Traffic Control Plan (PTCP). In general, the PTCP must limit sidewalk closures and avoid detouring of pedestrians to the opposite side of the street during construction. The designers of the PTCP must make every effort to allow pedestrians to continue using the sidewalk on the same side of the street as the construction project, if possible. PTCPs will be evaluated on a case-by-case basis, specific requirements will vary depending on location
- Street lighting must be installed or upgraded to current standards, see street lighting comments below.
- Install traffic control devices as warranted, and storm drainage as required by the city stormwater ordinance.

The internal looped public street in the subdivision is comprised of four segments: SE 11th Way, SE 12th Way, SE 193rd Place, and SE 194th Place. All these segments are designated as Loop/Cul-De Sac streets, which typically requires a minimum 50 feet full-width right of way and 28 feet paved street width, per city standard plan T10-16. The street standard also requires both sides of the street to be built with vertical curb, detached 5-foot sidewalk, and 5-foot planter strip. The applicant has submitted a request for a road modification to reduce the total right of way width to 48 feet and allow rolled curbing with 5-foot curb-tight attached sidewalk on one side of the street. The other side of the street would be constructed with the standard curb and detached sidewalk. **This road modification request has been reviewed and approved by City staff.**

Per VMC 11.80.110.B(1), driveways providing access to non-arterial streets must be spaced a minimum of five feet from the nearest property line. The applicant has submitted a request for a road modification to allow driveways in this narrow-lot subdivision to be located approximately 1.5 feet from the property line. **This road modification request has been reviewed and approved by City staff.**

Prior to the issuance of subdivision approval, the applicant must provide the following improvements for all four segments of the looped public street:

- Dedicate 48 feet of right of way and install an asphalt street with 28-foot paved width. Install rolled curb and gutter, and 5-foot curb-tight attached sidewalk on one side of the street, per the applicable City standards and the conditions of the approved road modification. The attached sidewalk must be thickened to six inches, minimum. On the other side of the street install curb, gutter, and detached sidewalk, per T10-16.
- Construct a new intersection on SE 192nd Ave. with 35-foot curb return radii and standard directional ADA ramps, per the applicable City standards.
- Install a stop sign with stop bar at the intersection with SE 192nd Ave. to stop-control westbound traffic approaching the intersection. Also install a stop sign and stop bar at the intersection of SE 12th Way and SE 193rd Place to stop-control southbound traffic approaching the intersection.
- Install 'No Parking Fire Lane' signs at appropriate spacing along one side of the looped street.
- Street lighting must be installed to current standards, see street lighting comments below.
- Install traffic control devices as warranted, and storm drainage as required by the city stormwater ordinance.

The lots located in the central block will have rear-yard access provided by way of a private alley running through the middle of the block. Prior to the issuance of final subdivision approval, the applicant shall dedicate a private alley easement with adequate width to protect the private alley and must install City of Vancouver standard alley improvements including a 20-foot paved alley width, inverted crown section, a 2-foot concrete gutter pan in the center of the ally, and storm drainage as required by the city stormwater ordinance. Also, must install 'No Parking – Fire Lane' signs at appropriate spacing along both sides of the alley.

As discussed above, several lots will be accessed by way of private streets. The applicant shall, at a minimum, meet the applicable requirements of VMC 11.80.050 and city standard plan T10-18. Per VMC Table 11.80.070.C-3, a private street serving no more than four dwellings which is less than 200 feet long – as measured from the intersecting curb line to the end of the private street – is not required to have a turnaround. Therefore, the applicant is not required to construct a turnaround at the terminus of any of the proposed private streets. **Prior to the issuance of final subdivision approval, the following improvements to the private streets must be provided, per City of Vancouver standards:**

- Dedicate an appropriate easement or tract at least 15 feet wide and install a minimum 12-foot-wide paved street surface, per T10-18. (The applicant may increase the width of the street, if desired or if required by the fire dept.)
- If the paved street width is less than 28 feet, must install "No Parking Fire Lane" signs on both sides of the street.

Per VMC 11.80.050 (H), a statement with the following language is required on the face of any plat or short plat containing a private street:

WARNING: City of Vancouver has no responsibility to improve or maintain the private streets contained within or private streets providing access to the property described in this plat, nor does the City of Vancouver have responsibility for any of the infrastructure associated with the roadway such as sidewalks, drainage facilities, streetlights, curbs, or landscaping.

Per VMC 11.80.050 (I), where private streets are included in plats/subdivisions that include conditions, covenants and restrictions (CCRs), the CCRs must include the following statement:

WARNING: City of Vancouver has no responsibility to improve or maintain the private streets contained within or private streets providing access to the property described in this plat, nor does the City of Vancouver have responsibility for any of the infrastructure associated with the roadway such as sidewalks, drainage facilities, streetlights, curbs, or landscaping.

The CCRs also must include terms and condition of responsibility for liability, maintenance, maintenance methods, standards, distribution of expenses, remedies for noncompliance with the terms of the agreement, right of use easement, and other considerations.

Per VMC 11.80.050 (J), the City will not maintain streets, signs, streetlights, or drainage improvements associated with a private street. Prior to final inspection and approval of a private street, a maintenance agreement must be recorded with the Clark County Auditor as a covenant running with the land for any and all parcels served, or potentially served. The agreement must set forth the terms and conditions of responsibility for liability, maintenance, maintenance methods, standards, distribution of expenses, remedies for noncompliance with the terms of the agreement, right of use easements, and other considerations. The agreement also must include the creation of a private street maintenance fund and the annual assessment.

Street lighting is required on public streets per VMC 11.80.090 and on private streets per VMC 11.80.050(L). Any substandard street lighting shall be required to be upgraded to current City standards as part of this project. Street lighting shall be installed and/or updated to meet the design standards per city standard plans T21-01A through T21-01D. If the applicant proposes to retain the existing lighting or install lighting that exceeds the maximum spacing requirement a photometric analysis will be required to ensure the lighting level standards are met. If the maximum spacing per T21-01A is met, the photometric analysis is not necessary.

When required, photometrics shall be analyzed in zones. Zones for each direction of travel of a straight roadway are done in luminance method. Intersections, sidewalks, and curved roadway sections are their own zones and done in illuminance. Average maintained luminance is measured in candela per square meter. Veiling luminance shall be shown. Average maintained illuminance is measured in foot-candles. Stationing is a required item on the lighting plans. IES files for lighting software can be obtained from lighting manufacturer. Use lighting materials from the City of Vancouver approved material list.

New lights will be LED and existing HPS lights will be retrofitted to LED unless otherwise noted by Traffic. Any new or existing lights that are within 10 feet of primary power and/neutral lines, will require the developer to raise the power lines. The developer will need to work with Clark Public Utilities for requirements and costs.

Conclusion: The proposed development meets the requirements of VMC 11.80 as conditioned.

14.04 Water

Finding: There is an existing 12-inch Ductile Iron (DI) water main in SE 192nd Avenue.

The applicant is proposing to connect to the existing 12-inch main in SE 192nd Avenue and extend an 8-inch main on-site. They are proposing to loop the new 8-inch ZDI main through the site to serve the required fire hydrant, meters, backflow devices.

Additional requirements may be outlined during the detailed site plan review process, meeting the water requirements as detailed in the General Requirements & Details for the Design and Construction of Water, Sanitary Sewer and Surface Water Systems (latest revision).

Conclusion: The submitted plans indicate the requirements can be met.

14.06 Sanitary Sewer

Finding: Existing public sewer is available south of the site, in an existing public sewer easement, on parcel identification 177235054. The public sewer easement was recorded with the Quail Crossing Plat (Book 311, Page 419).

The subject parcels are to be served by the Fisher's Grove Pump Station. Parcels discharging to Fisher's Grove Pump Station are subject to a sewer pump surcharge fee of \$635 per equivalent dwelling unit (EDU). The fee is due at the time of connection.

Developments are typically required to extend public sewer to and through the site, and across frontages (VMC 14.04.280). In this case, public sewer needs to be extended to and through the site to serve each proposed residential lot. Public sewer that is not placed in the right of way must be in a public sewer easement dedicated to the City of Vancouver. Codes and standards require a minimum of one 4-inch diameter sewer service lateral from public sewer to each residential lot (VMC 14.08.50; 14.16.010).

The existing septic systems shall be decommissioned in accordance with Clark County Public Health requirements.

The application was reviewed for sanitary sewer in February 2024. Sanitary sewer service is discussed on page 15 of the narrative. A preliminary utility plan is shown on page 6 of the drawings. The proposal generally satisfies the code's service requirements.

Sanitary Sewer Conditions:

(Prior to Civil Plan Approval)

Complete the sanitary sewer design on the civil drawings. The design shall be completed in accordance with the City of Vancouver's General Requirements and Details for the Design and Construction of Public Sanitary Sewers. Address redline comments and submit the final design for civil plan approval.

(During Construction)

Secure construction permits and schedule and attend a pre-construction meeting. Construct new public sewer and service laterals as shown on the approved plans. Satisfy construction services inspection requirements and secure construction acceptance.

Satisfy submittal and other requirements itemized in the Notification of Civil Plan Approval and secure final civil project acceptance.

(Prior to Final Occupancy)

Pay sewer application fees, Fisher's Grove Pump Station surcharge fee of \$635 per EDU, and system development charges. Secure connection permits and connect the new building sewers to the new laterals in accordance with the plumbing code.

Sanitary Sewer Conclusions: The applicant has demonstrated the standards for public sewer can be met as conditioned.

14.24 Erosion Control

Finding: The site is currently partially developed. The site will be disturbed with the construction of the subdivision. A preliminary erosion control plan was submitted with the preliminary civil plans.

A Construction Stormwater Pollution Prevention Plan (SWPPP) must be submitted to the City prior to civil plan approval.

Conclusion: The applicant has demonstrated the City of Vancouver erosion control ordinance can be met.

14.25 Stormwater

Finding: New impervious area will be created with the development of the subdivision.

The proposed development is a qualifying project for minimum requirements 1 - 9. Calculations have been submitted with the preliminary civil engineering plans indicating the amount of new impervious surface being created.

Washington State Department of Ecology Minimum Requirement 6: Runoff Treatment will be satisfied by using Contech Stormwater Management Storm Filter catch basins to treat runoff from the pollution generating surfaces.

The applicant proposes to infiltrate runoff in underground infiltration facilities satisfying Washington State Department of Ecology Minimum Requirement 7: Flow Control.

All UIC wells are required to be registered with Washington State Department of Ecology. Proposed public UIC wells shall receive Washington State Department of Ecology UIC Program rule authorization prior to civil plan approval. Provide a copy of the authorization in the final stormwater report during the plan review process. A copy of the registration application will be accepted if rule authorization notification has not been received from Ecology within 60 days of application for well registration. Registration forms shall include the following ownership, facility/site information, and NPDES number for proposed public UICs.

The on-site stormwater facilities in the private tracts will be owned by the property owners. An easement in the form of a covenant running with the land shall be dedicated to the City of Vancouver around the stormwater facilities for access and inspection.

Conclusion: The applicant has demonstrated the City of Vancouver stormwater ordinance can be met.

Fire Title 16

Finding: VMC Title 16 –16.04.010 -Adoption of the International Fire Code. (IFC)

The following IFC chapters were evaluated during this review where applicable: Ch. 3 Fire Code General Requirements, Ch. 4 Emergency Planning and Preparedness, Ch. 5 Fire Service Features, Ch. 6 Building Services and Systems, Ch. 7 Fire and Smoke Protection Features, Ch. 9 Fire Protection and Life Safety Systems, Ch 33 Fire Safety During Construction and Demolition, and VMC 16.04.010 – 16.04.290.

Site Specific Matter not yet Addressed

Not yet Addressed – Fire hydrants: Fire flow and locations/spacing requirements are unknown. One hydrant is shown and does not meet the distance requirements.

Prior to Civil Plan Approval

1. Add a note on the water utility pages as follows: Underground fire sprinkler supply mains shall be installed only by contractors in compliance with WAC 212-80 and endorsed in accordance with VMC 16.04.095 under separate permit.

- 2. Provide a fire response plan including the following:
 - Fire hydrant locations related to the project.
 - Fire lane marking locations and details.
 - Aerial apparatus location along one side of the building shown as hashed area (where applicable).
 - Vehicle gate locations (where applicable).
 - Emergency vehicle tracks.
 - Fire Department Connection location.
 - Sprinkler riser location(s).
 - Fire-pump location (where applicable).
 - Fire alarm panel room location.
 - Fire Command Center location or Fire Control Room (where applicable).
 - Electrical and gas utility control room location(s).
 - Electrical meter land gas meter location(s).
 - Generator location.
 - Mechanical room location(s).
 - Knox-Box location (at main entry, or at fire protection equipment exterior door where adjacent to a fire lane).
 - Standpipes and floor control valves.
 - Location of elevator and stairwell shafts
 - Roof access door/hatch location (where standpipes and sprinkler floor control valves are required, this shaft shall be the roof access shaft).
 - Fire access doors (where applicable)
 - Emergency or standby power generator location (where applicable).
 - Hazardous materials locations (if known or where applicable).
 - Fuel dispensing locations
 - Anticipated hazards to emergency operations (overhead power lines, slopes/cliffs or hazardous processes)
 - Presence of car stackers (where applicable)
 - Hash line the required fire rated walls.

Prior to Combustible Construction

- 1. All fire hydrants for emergency use shall be established and maintained clear for emergency use.
- 2. Fire apparatus access roads shall be established.

During Construction

- 1. Temporary address signage shall be visible and legible from the street fronting the property for emergency response during construction.
- 2. Fire hydrants shall not be obstructed in any manner.
- 3. Fire apparatus access roads shall be maintained clear for emergency response.
- 4. FDC/Standpipes shall be provided and accessible during construction, if applicable.
- 5. Fire Extinguishers and no smoking signs shall be provided during construction.

Building Title 17

Finding: 17.08.090 a building department plan review and permit will be required for this project. Building shall comply with the applicable codes listed in 17.08.010 in effect at the time of building permit application. A complete building code review of plans is not performed during site plan review. Filing of building permit application with required fees and review material is required for a complete building code review. At this time, plans and information necessary to verify compliance with all applicable building code provisions is neither required nor provided.

Finding: Plans provided propose to construct 60 detached single-family residential lots on 4.46 acres with zero lot line development standards.

Finding: Single-Family Dwelling: Per IRC R302, exterior walls, opening, penetrations and projections shall be as per Table R302.1(1) or if equipped with fire sprinklers, then Table R302.1(2) shall apply. Eaves may not extend closer than two feet to a property line. No part of the structure including but not limited to siding, trim, gutters, or footings may extend beyond the property lines.

Washington State Codes and Amendments: <u>http://www.sbcc.wa.gov/sbccindx.html</u>. Please note the **2021 I-Codes & WA Amendments anticipated as of March 15, 2024.**

Design Requirements

Seismic Design Category D-1, Wind 97 MPH (Vult) Exposure B, Minimum Ground and Roof Snow Load 25 psf, Frost depth 12 inches.

Finding: Demolition (DMO) permits are required to remove structures larger than 120 square feet of any size connected to utilities.

Finding: Separate permits and engineering are required for retaining walls on each individual parcel when over four feet measured from the bottom of the footing to the top of the wall or of any height supporting a surcharge.

Finding: Separate permits are required for all grading.

Prior to final grading: Condition of approval: A final summary report by the geotechnical engineer of record shall be prepared and submitted to the City of Vancouver that states that the project soils were prepared in accordance with the governing geotechnical report and construction documents. Provide a current report with lot specific conditions and compaction test results by final grading. Please send to planreview@cityofvancouver.us.

Finding: The proposed site plan appears acceptable for building codes related issues and accessibility issues; however, a complete building plan review will be required to determine final compliance.

Conclusion: As submitted, the project can be reviewed for building code issues related to the site plan. The site plan review process is a separate and distinct process from the building permit process.

RECOMMENDATION

Based upon the findings herein, the criteria for approval have been satisfactorily met or shall be met as conditioned, and no significant adverse impacts have been identified. Staff concludes this request meets the applicable requirements of the zoning district, comprehensive plan and other applicable codes and recommends zone change and subdivision approval with conditions as noted below and throughout this staff report. This approval does not grant the right to permits but only determines the site can meet the requirements of the applicable ordinance as described in this report.

CONDITIONS OF APPROVAL

Prior to Civil Plan Approval

- 1. Upload the civil plan review set showing the revisions requested as well as all necessary reports (geotechnical, hydrology, traffic analysis, road modification, etc.). Include a detailed site plan in the civil plan review set. For questions on these requirements please contact 360-487-7804.
- 2. Grading plan review fees will be due upon submittal of civil plans for review. Contact Permit Center staff at 360-487-7802 to obtain a fee quote.
- 3. Add the following note to the grading plans stating: "In the event that archaeological deposits are encountered during construction, work shall be halted immediately, and the City of Vancouver's Community Development Department and the Washington State Department of Archaeology and Historic Preservation shall be notified in order for the findings to be investigated and assessed by a professional archaeologist."
- 4. Revise the landscape plan to remove the Rocky Mountain Maple with a tree from the approved CDD Tree and landscape list.
- 5. Show tree and root protection on Grading Plans for street trees and off-site trees. Silt fencing shall go around tree and root protection areas not along the property lines and through tree and root protection areas.
- 6. Revise plans to show cart set-out locations on the driveway or sidewalks along SE 12th Loop in order to meet fire emergency access width requirements on SE 12th Loop.
- 7. Revise the street naming as follows: the south segment of the proposed loop shall be named SE 12th Way, and the north segment shall be named SE 11th Way. The west segment of the loop shall be named SE 193rd Place, and the east segment shall be named SE 194th Place.
- 8. Pay concurrency modeling fees totaling \$1,500.
- 9. Pay proportionate share fees totaling \$33,500.
- 10. Include the City of Vancouver standard advanced pavement restoration requirements on the civil drawings.
- 11. Complete the sanitary sewer design on the civil drawings. The design shall be completed in accordance with the City of Vancouver's General Requirements and Details for the Design and Construction of Public Sanitary Sewers. Address redline comments and submit the final design for civil plan approval.
- 12. Provide a Construction Stormwater Pollution Prevention Plan (SWPPP) to the City.
- 13. The on-site stormwater facilities in the private tracts will be owned by the property owners. An easement in the form of a covenant running with the land shall be dedicated to the City of Vancouver around the stormwater facilities for access and inspection.
- 14. Add a note on the water utility pages as follows: Underground fire sprinkler supply mains shall be installed only by contractors in compliance with WAC 212-80 and endorsed in accordance with VMC 16.04.095 under separate permit.
- 15. Provide a fire response plan.

Prior to Commencing Public Improvement Construction

- 16. All fire hydrants for emergency use shall be established and maintained clear for emergency use.
- 17. Fire apparatus access roads shall be established.
- 18. A final summary report by the geotechnical engineer of record shall be prepared and submitted to the City of Vancouver that states that the project soils were prepared in accordance with the governing geotechnical report and construction documents. Provide a current report with lot specific conditions and compaction test results by final grading. Please send to planreview@cityofvancouver.us

During Public Improvement Construction

- 19. Secure construction permits and schedule and attend a pre-construction meeting. Construct new public sewer and service laterals as shown on the approved plans. Satisfy construction services inspection requirements and secure construction acceptance.
- 20. Satisfy submittal and other requirements itemized in the Notification of Civil Plan Approval and secure final civil project acceptance.
- 21. Temporary address signage shall be visible and legible from the street fronting the property for emergency response during construction.
- 22. Fire hydrants shall not be obstructed in any manner.
- 23. Fire apparatus access roads shall be maintained clear for emergency response.
- 24. FDC/Standpipes shall be provided and accessible during construction, if applicable.
- 25. Fire Extinguishers and no smoking signs shall be provided during construction.

Prior to Final Plat Approval

- 26. Submit a final plat application. Applications can be found under Building, Planning and Environment on the City of Vancouver website, <u>www.cityofvancouver.us</u>.
- 27. Comply with all requirements set forth on the civil drawings pursuant to the minor road modification approval.
- 28. Provide the following improvements to SE 192nd Avenue, per City of Vancouver standards:
 - Construct a northbound right-turn pocket at the intersection of SE 192nd Avenue and SE 12th Way.
 - Remove all existing driveway accesses.
 - There are open sidewalk code cases against the development parcels along SE 192nd Avenue (SWK-84424 and SWK-84425). The applicant must repair the sidewalk deficiencies along the project frontage to ensure ADA compliance and conduct a street tree evaluation to determine if the existing trees are causing sidewalk trip hazards. For questions regarding the repairs that are required to be made contact the Operations Department at <u>sidewalks@cityofvancouver.us</u>
 - The proposed development is located within one mile of a school. Therefore, all existing pedestrian routes shall be protected until completion of construction. A right of way construction permit is required for any project that intends to close or alter a sidewalk or curb ramp for construction purposes. Each permit must include a Pedestrian Traffic Control Plan (PTCP). In general, the PTCP must limit sidewalk closures and avoid detouring of pedestrians to the opposite side of the street during construction. The designers of the PTCP must make every effort to allow pedestrians to continue using the sidewalk on the same side of the street as the construction project, if possible. PTCPs will be evaluated on a case-by-case basis, specific requirements will vary depending on location
 - Street lighting must be installed or upgraded to current standards, see street lighting comments below.

- Install traffic control devices as warranted, and storm drainage as required by the City stormwater ordinance.
- 29. Provide the following improvements for all four segments of the looped public street:
 - Dedicate 48 feet of right of way and install an asphalt street with 28-foot paved width. Install rolled curb and gutter, and 5-foot curb-tight attached sidewalk on one side of the street, per the applicable city standards and the conditions of the approved road modification. The attached sidewalk must be thickened to six inches, minimum. On the other side of the street install curb, gutter, and detached sidewalk, per T10-16.
 - Construct a new intersection on SE 192nd Avenue with 35-foot curb return radii and standard directional ADA ramps, per the applicable city standards.
 - Install a stop sign with stop bar at the intersection with SE 192nd Avenue to stopcontrol westbound traffic approaching the intersection. Also install a stop sign and stop bar at the intersection of SE 12th Way and SE 193rd Place to stop-control southbound traffic approaching the intersection.
 - Install 'No Parking Fire Lane' signs at appropriate spacing along one side of the looped street.
 - Street lighting must be installed to current standards, see street lighting comments below.
 - Install traffic control devices as warranted, and storm drainage as required by the city stormwater ordinance.
- 30. Dedicate a private alley easement with adequate width to protect the private alley and must install City of Vancouver standard alley improvements including a 20-foot paved alley width, inverted crown section, a 2-foot concrete gutter pan in the center of the ally, and storm drainage as required by the city stormwater ordinance. Also, must install 'No Parking Fire Lane' signs at appropriate spacing along both sides of the alley.
- 31. Provide the following improvements to the private streets, per City of Vancouver standards:
 - Dedicate an appropriate easement or tract at least 15 feet wide and install a minimum 12-foot-wide paved street surface, per T10-18. (The applicant may increase the width of the street, if desired or if required by the fire dept.)
 - If the paved street width is less than 28 feet, must install "No Parking Fire Lane" signs on both sides of the street.
- 32. Provide a shared access and maintenance agreement recorded on all parcels that are party to the private roadway.
- 33. Notes Required on Plat:

Archeology

If any cultural resources are discovered in the course of undertaking the development activity, the Department of Archaeology and Historic Preservation in Olympia and the City of Vancouver Community Development Department shall be notified. Failure to comply with these State requirements may constitute a Class C felony, subject to imprisonment and/or fines.

Impact Fees

Pursuant to VMC 20.915, Park, School and Traffic impact fees will be calculated at time of building permit application and shall be due and payable at the time the building permit is issued, except as provided in Section 20.915.075. Notwithstanding the foregoing, all

impact fees shall be recalculated for building permit applications that have not been issued within one year of submittal.

Infiltration

Individual infiltration systems to be installed on each lot. Homeowner is responsible for the maintenance of the infiltration system.

Private Streets

City of Vancouver has no responsibility to improve or maintain the private streets contained within or private streets providing access to the property described in this plat, nor does the City of Vancouver have responsibility for any of the infrastructure associated with the roadway such as sidewalks, drainage facilities, streetlights, curbs, or landscaping.

Tracts

Tracts A, B and C are (private parking tracts, private roads, public storm water) to be owned and maintained by the Homeowners Association.

Trees

Development within this subdivision is subject to an approved tree plan. Tree removal is subject to approval by the City of Vancouver. All trees shall be planted prior to occupancy per the approved plan.

Zero Lot Lines

Zero lot line development subject to the standards of VMC 20.910.050

<u>Alternative Process for Vacation or Modification of Dedicated Easements</u> (VMC 20.320.080 and RCW 64.04.175)

Easements dedicated or granted to the City of Vancouver on this plat may be modified by City Council using the easement vacation process and by recording of an updated plat. A Type II or Type III plat alteration process shall not generally be required to modify and/or vacate City of Vancouver easements on this plat. All other easements created by this plat may be amended through a Type II plat alteration process and recording an updated plat.

Public Utility Easement:

An easement is hereby reserved under and upon the exterior six feet of all boundary lines of the lots and tracts <u>adjacent</u> to public/private roads for the installation, construction, renewing, operating and maintaining electric, telephone, TV, cable, and water. All lots containing pad mount 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, sidewalk easement, as necessary to comply with ADA slope requirements, shall be reserved upon the exterior six feet along the front boundary lines of all lots and tracts adjacent to public streets.

Prior to Issuance of any Building/Development Permits:

34. Pay all required fees, including impact fees.

Prior to Issuance of Certificate of Occupancy:

- 35. Pay sewer application fees, Fisher's Grove Pump Station surcharge fee of \$635 per EDU, and system development charges. Secure connection permits and connect the new building sewers to the new laterals in accordance with the plumbing code.
- 36. A certificate from a licensed landscape architect shall be provided verifying that landscaping indicated on the final landscape plan has been installed. (For all commercial, multi-family and industrial projects)
- 37. All UIC wells are required to be registered with Washington State Department of Ecology. Proposed public UIC wells shall receive Washington State Department of Ecology UIC Program rule authorization prior to civil plan approval. Provide a copy of the authorization in the final stormwater report during the plan review process. A copy of the registration application will be accepted if rule authorization notification has not been received from Ecology within 60 days of application for well registration. Registration forms shall include the following ownership, facility/site information, and NPDES number for proposed public UICs.
- 38. Install required street trees and landscape buffer plantings per VMC 20.925.030(E)

EXHIBITS

- 1. Staff Report
- A. Application
- B. Applicant Narrative
- C. Proposed Development Plans
- D. SEPA Checklist
- E. Notice of Application and Optional DNS dated Feb. 9, 2024
- F. Final DNS issued March 12, 2024
- G. Traffic Study by Lancaster Mobley dated Dec. 13, 2023
- H. Trip Calculations Worksheet dated March 12, 2024
- I. Development Review Evaluation from Clark County Public Health dated Nov. 22, 2023
- J. Comment Letter from Department of Ecology dated March 8, 2024
- K. Stormwater Report**
- L. Geotechnical Report**
- M. Public Comment
- N. Evergreen School District Letter dated Nov. 3, 2023
- O. Electronic Letter of Appeal submitted by David Rehmann dated March 26, 2024

**Because of the size of the exhibit, it is not included with this report. The document is available for review via email. Please email the case manager for this project to receive electronic copies of the requested exhibit.
EXHIBIT A



Planning Permit Application

LAND USE PRELIMINARY APPLICATION (LUP)

415 W 6th ST ~ Vancouver, WA 98660, P.O. Box 1995 ~ Vancouver, WA 98668, Phone (360) 487-7800

Email completed application to eplans@cityofvancouver.us

REVIEW TYPE (Check one review and one process type)			
Review Type: Type I Type II Type III Type IV Tree Removal Only (nuisance or hazard)			
Process Type: Standard Streamline (Type I & II process, applicant waives all land use review timelines in VMC	applications only. Pre-submittal Meeting required. By selecting streamline C Title 20)		
	USE		
Single-Family Commercial Multi-famil	y Dixed Use Disconting Residential Commercial with multi-family)		
Duplex Wireless Communication	ns Facility (new) see VMC 20.890		
PROJE	CT INFORMATION		
Site Acres: 4.46 acres Disturbed Acres: 4.46 acres Zoni	ng: R-9 Sewer: Septic Public Water: Well Public		
Proposed # of Lots: 60 Proposed Dwelling Units:N/A			
Non-Residential Bldg. Square Footage: Ground H	Floor: Total of All Upper Floors:		
Hard Surface Area Square Feet - New: Repla	acement: Total:		
PROJECT N	IAME AND LOCATION		
Proposed project name: South Cascade Terrace Subdivision			
Project site address: 1019 SE 192nd Ave. (also 1119 & 120	1) Parcel #(s): 177228010 (also 177228010 & 177228000)		
PROJ	ECT DESCRIPTION		
(Briefly describe the proposed pr	oject. Provide more detail in project narrative)		
60-lot subdivision with	n concurrent rezone R-9 to R-17		
PRIMARY APPLICANT CONTACT			
Business Name: Ginn Group LLC	Business Name: PLS Engineering		
Contact Name:Chad Stewart	Contact Name:Travis Johnson		
Address:502 NE 72nd Street	Address:604 W. Evergreen Blvd		
City/State/Zip:Vancouver, WA 98665	City/State/Zip:Vancouver, WA 98660		
Phone:(360) 608-6026 Phone:(360) 944-6519			
Email:chad@ginngrp.com Email:pm@plsengineering.com			
ELECTRONIC PLANS SUBMITTER (required)	OWNER		
(responsible for ePlans uploading and correspondence)	(attached additional sheets for multiple owners)		
Name:PLS Engineering (Travis Johnson)	Name:Teresa Mosbauer		
Address:604 W. Evergreen Blvd	Address:615 Deep Pond Rd.		
City/State/Zip:Vancouver, WA 98660	City/State/Zip:Osteen, FL 32/64		
Email (required):pm@plsengineering.com	Email:terrytahoo2004@yahoo.com		
Phone: (300) 944-0519 Phone:			
UNLINE LA TMENI			
Existing erermits User Name: projects@gmindevelopments			
As evidenced by my signature below, I/we agree that City of Vancouver staff has my/our full permission to enter upon the subject property at any reasonable time to consider the merits of the application, to take photographs and to post public notices.			
Applicant Signature: (Lad Stewart	Date: 11/29/2023		
Property Owner or Owner ^{2FA0} AddFD ^{2FA6E9} Agent Signature:	Docusigned by: Jeresa O. Mosbarren Date: 11/29/2023		

LUP APPLICATION SUB TYPES

Please check all applicable applications and information where necessary

Airport Height Overlay District	Road Modification
Archaeological Pre-determination	Minor Technical
Binding Site Plan	Aajor Major
Conceptual (without Site Plan Review) Detailed (with Site Plan Review)	Submitted: Before After Decision (submitted after decision is not common)
Boundary Line Adjustment # of lots to be adjusted:	Shoreline Permits
Comprehensive Plan Amendment (Including Zone Map Amendment with Comp Plan)	 Substantial Development Permit Shoreline Permit - Statement of Exemption (no fee) Shoreline Conditional Use
Conditional Use Permit Initial (Type III) (Comm. Centers, Group Meal Service, Shelters) Major Modification (Type III)	Shoreline Variance Site Plan Review Type I Type II
Minor Modification (Type I) Engineering Review Required Tyes No	Check Use Type below
Covenant Release	
Critical Areas (not used when in Shoreline) Check one → □ Duplex/Single Family □ All Other Uses	Qualified Planned Action Unoccupied Commercial/Utility Structure Commercial Pad
Check one \longrightarrow \square Permit \square Statement of Exemption (No Fee)	Land Extensive Stormwater Yes No Transportation Yes No
Check the applicable critical area(s)	State Environmental Policy Act (SEPA)
Frequently Flooded	Check if for Single-Family Residential house (only)
Geological Hazards	Residential Site Plan Review (SPR)
Minor Exception (not common)	Grading Only Subdivision or Planned Development
Reasonable Use (not common)	Non-Project Actions (not common)
Design Review	All Other (Includes Comm/Indust SPR)
Design Review Exterior Modification Only All Others	All Other (Includes Comm/Indust SPR) (When more than one applies check All Other)
Design Review Exterior Modification Only All Others Development Agreement	All Other (Includes Comm/Indust SPR) (When more than one applies check All Other) Subdivision/Short Subdivision Short Subdivision (2-9 lots)
Design Review Exterior Modification Only All Others Development Agreement Initial	 All Other (Includes Comm/Indust SPR) (When more than one applies check All Other) Subdivision/Short Subdivision Short Subdivision (2-9 lots) Subdivision (10+ Lots)
Design Review Exterior Modification Only All Others Development Agreement Initial Modification Extension	 All Other (Includes Comm/Indust SPR) (When more than one applies check All Other) Subdivision/Short Subdivision Short Subdivision (2-9 lots) Subdivision (10+ Lots) Temporary Use
	 All Other (Includes Comm/Indust SPR) (When more than one applies check All Other) Subdivision/Short Subdivision Short Subdivision (2-9 lots) Subdivision (10+ Lots) Temporary Use Commercial/Industrial
Design Review Exterior Modification Only All Others Development Agreement Initial Modification Extension Historic Preservation Modification Registry Historic Preservation Special Valuation	 All Other (Includes Comm/Indust SPR) (When more than one applies check All Other) Subdivision/Short Subdivision Short Subdivision (2-9 lots) Subdivision (10+ Lots) Temporary Use Commercial/Industrial Unforeseen Emergency Seasonal Event
Design Review Exterior Modification Only All Others Development Agreement Initial Modification Extension Historic Preservation Modification Registry Historic Preservation – Special Valuation	 All Other (Includes Comm/Indust SPR) (When more than one applies check All Other) Subdivision/Short Subdivision Short Subdivision (2-9 lots) Subdivision (10+ Lots) Temporary Use Commercial/Industrial Unforeseen Emergency Seasonal Event Model Home
Design Review Exterior Modification Only All Others Development Agreement Initial Modification Extension Historic Preservation Modification Extension Legal Lot Determination # of lots to be reviewed:	 All Other (Includes Comm/Indust SPR) (When more than one applies check All Other) Subdivision/Short Subdivision Short Subdivision (2-9 lots) Subdivision (10+ Lots) Temporary Use Commercial/Industrial Unforeseen Emergency Seasonal Event Model Home Sales Office
Design Review Exterior Modification Only All Others Development Agreement Initial Modification Extension Historic Preservation Modification Registry Historic Preservation - Special Valuation Legal Lot Determination # of lots to be reviewed: Public Encilipties MP	 All Other (Includes Comm/Indust SPR) (When more than one applies check All Other) Subdivision/Short Subdivision Short Subdivision (2-9 lots) Subdivision (10+ Lots) Temporary Use Commercial/Industrial Unforeseen Emergency Seasonal Event Model Home Sales Office
Design Review Exterior Modification Only All Others Development Agreement Initial Modification Extension Historic Preservation Modification Extension Legal Lot Determination # of lots to be reviewed: Master Plan (Mixed Use) Public Facilities MP Conceptual (without Site Plan Review)	 All Other (Includes Comm/Indust SPR) (When more than one applies check All Other) Subdivision/Short Subdivision Short Subdivision (2-9 lots) Subdivision (10+ Lots) Temporary Use Commercial/Industrial Unforeseen Emergency Seasonal Event Model Home Sales Office Tree Plan Enter Tree Plan Level (1 to 7): 5 (Tree Removal for missing or brogged tree(s) is level 3)
Design Review Exterior Modification Only All Others Development Agreement Initial Modification Extension Historic Preservation Modification Extension Historic Preservation – Special Valuation Legal Lot Determination # of lots to be reviewed: Master Plan (Mixed Use) Public Facilities MP Conceptual (without Site Plan Review) Detailed (with Site Plan Review)	 All Other (Includes Comm/Indust SPR) (When more than one applies check All Other) Subdivision/Short Subdivision Short Subdivision (2-9 lots) Subdivision (10+ Lots) Temporary Use Commercial/Industrial Unforeseen Emergency Seasonal Event Model Home Sales Office Tree Plan Enter Tree Plan Level (1 to 7): 5 (Tree Removal for nuisance or hazard tree(s) is Level 3)
Design Review Exterior Modification Only All Others Development Agreement Initial Modification Extension Historic Preservation Modification Extension Historic Preservation – Special Valuation Legal Lot Determination # of lots to be reviewed: Master Plan (Mixed Use) Public Facilities MP Conceptual (without Site Plan Review) Detailed (with Site Plan Review) Hybrid (Some areas with Site Plan Review)	 All Other (Includes Comm/Indust SPR) (When more than one applies check All Other) Subdivision/Short Subdivision Short Subdivision (2-9 lots) Subdivision (10+ Lots) Temporary Use Commercial/Industrial Unforeseen Emergency Seasonal Event Model Home Sales Office Tree Plan Enter Tree Plan Level (1 to 7): 5 (Tree Removal for nuisance or hazard tree(s) is Level 3)
Design Review Exterior Modification Only All Others Development Agreement Initial Modification Extension Historic Preservation Modification Extension Historic Preservation Modification Extension Legal Lot Determination # of lots to be reviewed: Master Plan (Mixed Use) Public Facilities MP Conceptual (without Site Plan Review) Detailed (with Site Plan Review) Hybrid (Some areas with Site Plan Review) Planned Development	 All Other (Includes Comm/Indust SPR) (When more than one applies check All Other) Subdivision/Short Subdivision Short Subdivision (2-9 lots) Subdivision (10+ Lots) Temporary Use Commercial/Industrial Unforeseen Emergency Seasonal Event Model Home Sales Office Tree Plan Enter Tree Plan Level (1 to 7): ⁵ (Tree Removal for nuisance or hazard tree(s) is Level 3) Variance Check if for Single Family Residential house
Design Review Exterior Modification Only All Others Development Agreement Initial Modification Extension Historic Preservation Modification Extension Historic Preservation – Special Valuation Legal Lot Determination # of lots to be reviewed: Master Plan (Mixed Use) Public Facilities MP Conceptual (without Site Plan Review) Hybrid (Some areas with Site Plan Review) Hybrid (Some areas with Site Plan Review) Planned Development Commercial Residential	 All Other (Includes Comm/Indust SPR) (When more than one applies check All Other) Subdivision/Short Subdivision Short Subdivision (2-9 lots) Subdivision (10+ Lots) Temporary Use Commercial/Industrial Unforeseen Emergency Seasonal Event Model Home Sales Office Tree Plan Enter Tree Plan Level (1 to 7): 5 (Tree Removal for nuisance or hazard tree(s) is Level 3) Variance Check if for Single Family Residential house Type I - # requested:
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Vancouver washington

Planning Permit Application

LAND USE PRELIMINARY APPLICATION (LUP)

415 W $6^{th}\,\text{ST}\sim\text{Vancouver},$ WA 98660, P.O. Box 1995 \sim Vancouver, WA 98668, Phone (360) 487-7800

Email completed application to <a href="mailto:epidemailto epidemailto:epidemailto:epidemailto:epidemailto:epidemailto:epidemailto:epidemailto:epidemailto:epidemailto:epidemailto:epidemailto:epidemailto:epidemailto:epidemailto:epidemailto:epidemailto:epidemailto:epidemailto:epidemailto:epidema

REVIEW TYPE (Check one	review and one process type)	
Review Type: 🗌 Type I 🗌 Type II 🗌 Type III 🚺	Type IV Tree Removal Only (nuisance or hazard)	
Process Type: Standard Streamline (Type I & II appli process, applicant waives all land use review timelines in VMC Title	cations only. Pre-submittal Meeting required. By selecting streamline 20)	
	JSE	
Single-Family Commercial Multi-family	(commercial with multi-family)	
Duplex Wireless Communications Fo	cility (new) see VMC 20.890	
PROJECT IN	FORMATION	
Site Acres: 4.46 acres Disturbed Acres: 4.46 acres Zoning: R-	9 Sewer: Septic Public Water: Well Public	
Proposed # of Lots: 60 Proposed Dwelling Units:60		
Non-Residential Bldg. Square Footage: Ground Floor:	Total of All Upper Floors:	
Hard Surface Area Square Feet - New: Replaceme	nt: Total:	
PROJECT NAMI	AND LOCATION	
Proposed project name: South Cascade Terrace Subdivision		
Project site address:1012 SE 192nd Ave (also 1119 & 1201)	Parcel #(s):177228010, 177228005, & 177228000	
PROJECT E	ESCRIPTION	
(Briefly describe the proposed project.	Provide more detail in project narrative)	
60-lot subdivision with co	current rezone R-9 to R-17	
PRIMARY APPLICANT	CONTACT	
Business Name:Ginn Group LLC	Business Name: PLS Engineering	
Contact Name:Chad Stewart	Contact Name:Travis Johnson	
Address:502 NE 72nd Street	Address:604 W Evergreen Blvd	
City/State/Zip:Vancouver, WA 98665	City/State/Zip:Vancouver, WA 98660	
Phone:(360) 608-6026 Phone:(360) 944-6519		
Email:Chad@ginngrp.com	Email:pm@plsengineering.com	
ELECTRONIC PLANS SUBMITTER (required) OWNER		
(responsible for ePlans uploading and correspondence) (attached additional sheets for multiple owners)		
Name:PLS Engineering (Travis Johnson)	Name:Michael & Denise Werner	
Address:604 W Evergreen Blvd	Address: 10009 SE Evergreen Hwy	
City/State/Zip:Vancouver, WA 98660 City/State/Zip:Vancouver, WA 98664		
imail (required):pm@plsengineering.com Email:		
Phone:(360) 944-6519	Phone:	
ONLINE	PAYMENT	
Existing ePermits User Name:	Request an ePermits Account	
REQUIRED	SIGNATURES	
As evidenced by my signature below, I/we agree that City of Vance property at any reasonable Dimetry as any reasonable Dimetry and the application of the application	ouver staff has my/our full permission to enter upon the subject ation, to take photographs and to post public notices.	
Applicant Signature: Chad Stewart	by: Date: 12/1/2023	
Property Owner or Owner's Authorized Agent Signature:	Date: 12/1/2023	
Page 1 of 2	Revised 01/20/2023	

LUP APPLICATION SUB TYPES

Please check all applicable applications and information where necessary

Airport Height Overlay District	Road Modification
Archaeological Pre-determination	Minor Technical
Binding Site Plan Conceptual (without Site Plan Review) Detailed (with Site Plan Review)	Major Submitted: Before After Decision (submitted after decision is not common)
Boundary Line Adjustment # of lots to be adjusted:	Shoreline Permits
Comprehensive Plan Amendment (Including Zone Map Amendment with Comp Plan)	 Substantial Development Permit Shoreline Permit - Statement of Exemption (no fee) Shoreline Conditional Use
Conditional Use Permit Initial (Type III) (Comm. Centers, Group Meal Service, Shelters) Major Modification (Type III) Minor Modification (Type I) Engineering Review Required Yes No	Shoreline Variance Site Plan Review Type I Type II Check Use Type below Residential
Covenant Release	Non-Residential
□ Critical Areas (not used when in Shoreline) Check one → □ Duplex/Single Family □ All Other Uses Check one → □ Permit □ Statement of Exemption (No Fee)	Gualified Planned Action Unoccupied Commercial/Utility Structure Commercial Pad Land Extensive Stormwater Yes No Transportation Yes No
Check the applicable critical area(s)	State Environmental Policy Act (SEPA)
 Fish & Wildlife Frequently Flooded Geological Hazards Wetlands Minor Exception (not common) Reasonable Use (not common) 	Check if for Single-Family Residential house (only) Residential Site Plan Review (SPR) Grading Only Subdivision or Planned Development Non-Project Actions (not common)
	All Other (Includes Comm/Indust SPR) (When more than one applies check All Other)
Development Agreement Initial Modification	 Subdivision/Short Subdivision Short Subdivision (2-9 lots) Subdivision (10+ Lots)
	Commercial/Industrial
 Historic Preservation Modification Registry Historic Preservation – Special Valuation 	Unforeseen Emergency Seasonal Event
Legal Lot Determination	
Master Plan (Mixed Use) Public Facilities MP Conceptual (without Site Plan Review) Detailed (with Site Plan Review) Hybrid (Some areas with Site Plan Review)	 Tree Plan Enter Tree Plan Level (1 to 7): (Tree Removal for nuisance or hazard tree(s) is Level 3) Variance
Planned Development Commercial Residential Mixed Use* *Ground Floor SF:	Check if for Single Family Residential house Type I - # requested: Type II - # requested: Stormwater Yes No Transportation Yes No
Plat Alteration	Zoning Map Amendment (Not involving Comprehensive Plan Amendment)
Post Decision Review/Modification (Includes Planned Development/Master Plan Modifications) Type I Type II Type III Engineering Review Required Type No	

EXHIBIT B



PROJECT NARRATIVE For

SOUTH CASCADE TERRACE SUBDIVISION

A TYPE IV REZONE AND SUBDIVISION APPLICATION

Submitted to THE CITY OF VANCOUVER

FOR GINN GROUP, LLC 502 NE 72nd Street Vancouver, WA 98685 (360) 608-6026

December 2023

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Climate Action Framework

General Information

<u>Owner:</u>

Teresa Mosbauer 615 Deer Pond Rd Osteen, FL 32764

Michael and Denise Werner 10009 SE Evergreen Hwy Vancouver, WA 98664

<u>Applicant:</u>

Ginn Group LLC Contact: Chad Stewart 502 NE 72nd St. Vancouver, WA 98665 (360) 608-6026 chad@ginngrp.com

Project Contacts:

PLS Engineering

Travis Johnson, PE 604 W Evergreen Boulevard Vancouver, WA 98660 (360) 944-6519 pm@plsengineering.com

Location: Address: **Project Size:** Zoning: **Comprehensive Plan: Current Use: Tax Lot Information:** School District: **Elementary:** Middle School: **High School:** Water District: Sewer District: **Fire District: Park District:** Case File: **Transportation Impact Fee:**

SW ¼ of Section 32, T2N, R3E, WM 1019, 1119, 1201 SE 192nd Ave., Vancouver, WA 4.46 acres (194,278 sf) R-9 UL Single family residential 177228010, 177228005, 177228000 Evergreen Illahee Shahala Union Vancouver Vancouver Vancouver Fire С PRJ-169060/PIR-83739 Cascade

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Project Description

The South Cascade Terrace Subdivision proposes to subdivide approximately 4.46 acres into 60 single-family residential lots. Concurrent with this proposal the applicant also requests a zone change from R-9 to R-17. Both the existing and proposed zones are Low Density Residential therefore a comprehensive plan amendment is not necessary. The development will utilize zero lot line standards.

The site consists of three parcels, each with existing single-family homes. Adjacent parcels are developed with single-family residential uses. SE 192nd Avenue borders the site to the west. The site is flat with grass and scattered trees. All existing structures are proposed to be removed with site development.

The existing well and septic(s) systems located on site will be properly abandoned/decommissioned with this development.

Transportation and Utilities:

Access to the proposed development will be from 192nd Ave. This street is an arterial and is developed to the current standards. SE 12th Loop is a new local access roadway proposed with this development and will be designed to meet the standards of T10-16. Due to the dimensions of the site, the applicant is requesting to narrow the public roadway section to have a 48' ROW width instead of a full 50' ROW width.

Stormwater runoff from the site will be collected, treated, and routed to infiltration trenches on site.

The site will be served by public water and sewer services from the City of Vancouver.

Critical Areas:

There are no critical areas located onsite.

Proposal & Code Compliance Discussion

VMC Title 20 - Land Use and Development Code

20.210 - Decision Making Procedures

The subdivision is proposed with a concurrent Type IV rezone so the application will follow a Type IV process. The application will be required to follow the timelines for review and approval as indicated in this code section.

A preapplication conference was required for this project. The applicant submitted a substantially similar plan on 10/4/2023 and a preapplication conference was held on 10/26/2023. Because the application was subject to a preapplication conference, the application will be contingently vested to the applicable codes in effect on 10/4/2023 if a fully complete application is accepted by the city before 4/23/2024.

20.285 - Text and Map Amendments

A standalone zoning map amendment that is not associated with a comprehensive plan map amendment must demonstrate,

- 1. How the proposal is more consistent with applicable policies of the Vancouver strategic plan and comprehensive plan than the existing designation; and that a change in circumstances has occurred since the existing designation was established, and
- 2. That a change in circumstances has occurred since the existing designation was established.

A. Consistency with Vancouver Strategic Plan

The City adopted a 2023-2029 Strategic Plan earlier this year that included eight focus areas. This narrative below shows how the proposal is consistent with five of the applicable focus areas:

Transportation and Mobility:

The development will improve transportation and mobility in and around the site with proposed internal streets with sidewalks. SE 192nd Avenue is fully developed abutting the site. C-Tran operates several bus routes along SE 192nd Avenue with the nearest stop approximately 315 feet north of the site. C-Tran operates bus rapid transit along SE Mill Plain Boulevard, with the nearest stop approximately ¹/₂ mile northwest of the site. The site is within the urban areas of the County and there is adequate roadway infrastructure to support the proposed development.

Housing and Human Needs:

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The proposed development would bring an additional 60 single family homes to the market. These homes would be affordable to a large portion of the community as they would be smaller efficient homes on compact lots. These proposed homes would contribute to the diverse range of housing options within the city and help make home ownership attainable.

Vibrant and Distinct Neighborhoods

The proposed development will integrate well withing the existing residential neighborhood that consists of a wide range of housing. There are single-family homes on larger lots to the north and east of the site, as well as to the west across SE 192nd Avenue. South of the site are single-family homes on narrow lots, similar to this proposal. The site itself will provide a relatively private looped road community that will foster social cohesion.

Safe and Prepared Community

Emergency services will be provided by the Vancouver Police Department and Fire District. The nearest Fire Station is approximately 1 mile west of the site. The proposed site is also within an urban area that is served by public water. The site will be designed with fire hydrants that meet the spading requirements of the current fire codes. The proposed homes will also meet the current building codes that continually include updates that improve the performance of buildings during natural disasters, including earthquakes.

Climate and Natural Systems

The proposed site development will include energy efficient homes. This will likely include smaller homes that maximize the utility of spaces while cutting down on overall building size. The homes will also be equipped with high efficiency heat pump HVAC and water heater systems. The HVAC systems will include air conditioning to improve livability during the summer months. The site design will not retain street trees. 134 trees are also proposed to be planted to improve long-term tree canopy over the site. The site will include stormwater systems that will collect and treat stormwater from pollution generating surfaces. All stormwater is proposed to be infiltrated into the ground.

2022 Housing Code Updates:

In response to the 2016-2021 strategic plan and the 2016 Affordable Housing Task Force recommendations, the City Council studied and approved housing code updates in 2022. This code update resulted in the creation of the R-17 zone to provide additional housing options, and improve affordability within the city.

The Housing Code Updates webpage states the following as a purpose of the update:

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"Vancouver, like many communities, is facing a housing crisis. As the city continues to grow, there is a desire and need for new types of housing that would allow residents to live more

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affordably while also maintaining neighborhood livability. However, current city zoning rules prohibit many of these housing options. Changes to the development code can create opportunities for the private sector to deliver a more diverse, affordable housing stock."

The project goals of the housing update are stated as the following:

"The goal of the project is to update City codes to allow for different, smaller and more affordable types of housing choices. Many are recommended in the Affordable Housing Task Force report (2016) and many are similar to what is allowed in Clark County and other Washington cities nearby and statewide."

The specific goals include:

- Allowing for the development of diverse housing types to meet changing demographic needs and consumer preferences
- Expanding market rate, middle income, and affordable housing choices
- Maintaining neighborhood livability with incremental, rather than wholesale, change
- Providing more opportunities for people to live near where they work and attend school, and reduce costly commutes
- Facilitating development in areas with full existing public services

The current proposal is consistent with this plan and will help meet the City's goals. The subdivision proposal associated with the zone change will accomplish the following:

- The project will add diversity to the housing options in the immediate vicinity of the site.
- It will provide middle income housing geared toward families wanting to live in the City of Vancouver.
- The rezone is only an incremental change in density and will blend with existing development in the immediate area. There is a small lot single family development to the east, apartments to the north, multifamily zoned land to the west, and a highway to the south
- The site is located in the middle of the urban area of Vancouver and is surrounded by existing development.
- The project in is an area with full existing public services.

B. Consistency with the Comprehensive Plan

This request is consistent with the purpose of the existing Comprehensive Plan designation:

Table 1-5. Vancouver comprehensive plan land use designations

Comprehensive Plan designation	Corresponding Zoning	General Intent
Residential		
Urban Lower Density	R-2, R-4, R-6, R-9	Predominantly single-family detached residential development, with some allowances for duplexes, townhouses, and single-family homes on small lots using infill standards

Both the R-9 and R-17 zones are Urban Lower Density, though the R-17 zone was adopted in 2022 and does not appear in the 2021 text above. The general intent of the zone includes allowances for smaller lots and homes (including townhomes). The intent of the new R-17 zone and the proposed development is to provide efficient middle housing.

This request furthers the Community Development policies on page 1-14 to 1-15 of the Comprehensive Plan:

"CD-2 Efficient development patterns Encourage efficient development throughout Vancouver to ensure achievement of average density of 8 units per acre set by countywide planning policies. Encourage higher density and more intense development in areas that are more extensively served by facilities, particularly transportation and transit services."

Response:

• The site is in an urban area and with access to all required urban services including adequate transportation services. The nearest public transportation is approximately 315 feet to the north on Mill Plan Blvd. This is a short walk from the site.

"CD-3 Infill and redevelopment- Where compatible with surrounding uses, efficiently use urban land by facilitating infill of undeveloped properties, and redevelopment of underutilized and developed properties. Allow for conversion of single to multi-family housing where designed to be compatible with surrounding uses."

Response:

• This is a relatively small infill project, where the intent is to convert the existing underutilized land into an efficient housing project.

In addition, the request fulfills both CD-9, facilitating compatible uses adjacent to each other, and CD-10, placing housing near services (complementary land uses).

Chapter 3 of the Comprehensive Plan contains the City's Housing element. The Plan recognizes the need for diverse housing:

"As the baby boom generation ages over the next 20 years, there is likely to be a greater need and demand for smaller units, retirement homes, and assisted living."

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Page 3-3.

The plan notes that most residential housing is single-family housing (57%). *Id.* Housing affordability is also a City concern:

"The Growth Management Act requires local jurisdictions to demonstrate that regulations allow and encourage housing for all economic segments of the community. Table 3-3 provides a breakdown of local households by income ranges, and the general share of Vancouver housing they can afford to buy or rent without having to spend more than 30% of their income."

There are several policies that would be furthered by this request, including:

H-1 Housing options "Provide for a range of housing types and densities for all economic segments of the population. Encourage equal and fair access to housing for renters and homeowners."

H-2 Affordability "Provide affordable housing by formulating innovative policies, regulations and practices, and establishing secure funding mechanisms. Target affordability programs toward households with incomes below the median."

C. Change in Circumstances

The housing and affordability crisis represents a change in circumstance since the existing zoning designation was established. Well-planned site-specific rezone requests are a way to increase the housing supply in the urban areas of the city. This increase in housing supply will help improve affordability within the city.

Approval of this rezone request will result in a development that can be served by existing urban public services and will provide more flexibility in density and housing types, resulting in more affordable housing.

20.320 - Subdivisions

The purpose of this narrative is to demonstrate compliance with City and State standards and to show that there are adequate public facilities to serve the site. The following addresses VMC 20.320.040:

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- A. There are adequate public facilities at or near the site to support the development.
 - a. Mitigation is not required for the minor traffic impacts that the development will produce in the area. See the Transportation Impact Study prepared by Lancaster Mobley included with this application.
 - b. Public water access is available at the site and there is adequate capacity to support the development with minimal impacts.

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- c. Onsite stormwater will be managed according to the applicable standards. Any offsite impacts will be negligible.
- d. A grading plan has been included with the application. A SWPPP is included in the Stormwater report. Applicable regulations will be followed to minimize the risk of erosion related impacts.
- e. Public sanitary sewer is available at the site and will be extended to serve all the proposed lots.
- B. The proposed improvements are consistent with the City's current ordinances, standards, and plans.
- C. Impact fees will be paid for parks and schools to offset potential impacts.
- D. The subdivision design has taken into account the physical characteristics of the site. There are no critical areas on site to be retained.
- E. There are no known existing subdivision conditions that apply to the proposed project.
- F. The proposal complies with the applicable requirement of VMC Title 20 as indicated in other sections discussed in more detail below.
- G. The subdivision complies with the requirements of RCW 58.17.110 as indicated at the end of the narrative.
- H. This subdivision complies with the additional criteria for narrow lots as displayed in VMC 20.927. This section of code is discussed below in more detail.

The proposed subdivision meets the technical standards listed under VMC 20.320.070. Many of these items are discussed in additional detail below under the applicable section of the narrative.

A.1. The subdivision layout meets the applicable code and shows the required improvements.

- a. All proposed streets comply with VMC Title 11 and the approved transportation standard details.
- b. Block lengths proposed provide for convenient access and circulation. There are no opportunities to improve block length at the site, but the proposed access will be convenient for the future residents.
- c. The site is surrounded by existing development and bound by SE 192nd Avenue to the west. There are no opportunities to create "blocks" with the proposed development.
- d. Easements are shown on plan for access and utilities. Utility easements will be reviewed and approved by the appropriate utility provider.
- e. Flag lots are proposed off private driveways: Lots 11-14, 24-27, 49-52.
- f. The side lot lines run at right angles to the proposed streets.
- g. All lots meet the minimum frontage requirement of 20'.

- h. Park impact fees will be paid at the time of building permit issuance for each lot.
- i. The narrow lots comply with VMC 20.927. Additional discussion of this section has been provided below.
- j. Existing trees have been addressed with the tree plan provided with this application and are also discussed below.
- B. Public utility improvements are proposed with this subdivision. The public improvements will be designed under the direct supervision of a professional civil engineer and meet the requirements stated in the VMC.
- C. Monument setting will meet the requirements of this section at the time of construction.
- D. Surveys will comply with the standards of the state and of the VMC.
- E. The project drawings comply with the drafting standards stated in this section. Future drawings will also comply with these standards.

20.410 - Lower Density Residential Districts

The applicant proposes to construct a 60-lot subdivision for single-family detached homes in the R-9 zone. A rezone to R-17 is proposed, therefore standards for the R-17 zone are shown below. The proposed plat utilizes zero lot line standards that are further addressed under section 20.910.050 - Zero Lot Line Developments.

Standard	Required (R-17 zone)	Proposed
Minimum Lot Size	2,000 sf	2,080 sf
Minimum Lot Width	25'	26'
Minimum Lot Depth	65'	80'
Maximum Lot Coverage	65%	65%
Front Yard	10', 18' to garage	10', 18'
Rear Yard	5'	5'
Side Yard	0'/5'	0'/5'
Street Side Yard	8'	8'
Maximum Bldg Height	35'	35'
Minimum Landscape	10%	35%

20.410.050-1 – The following address additional standards for development within R-17 zoning districts:

- a. Garage doors facing the street will not take up more than 50% of the width of the street facing façade. This requirement should be reviewed at building permit.
- b. Main entrances will be visible from the street and will have a porch. This requirement should be reviewed at building permit.

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- c. Home facades will be varied, with architectural differences such as differing heights, varied rooflines, staggered front setbacks, and different window or door locations. This requirement should be reviewed at building permit.
- d. An alley is proposed to serve lots 35-48. Garage/driveway access will be via the alley.
- e. Narrow Lot Development Standards are discussed further in this narrative under 20.927 Narrow Lot Development.
- f. The proposed alley will serve lots 35-48, eliminating the need for driveways along one side of the proposed loop street. This configuration will allow for ample street parking along one side of the street.
- g. Solid waste and recycling will be at the street level in front of each lot.

Density Calculations based on R-17 zoning:

Site Area: 4.46 acres ROW dedication: 1.28 acres Net Area: 3.19 acres Minimum Allowable Density: 8.8 units/net acre (28 units) Maximum Allowable Density: 21.8 units/net acre (69 units)

20.710 - Archaeological Resource Protection

An Archaeological Predetermination for this site was done by Archaeological Services of Clark County (ASCC). A site visit performed on October 31, 2023 which found no artifacts. The residence on the western extent of parcel 177228000 (1201 SE 192nd Avenue) and the residence on parcel 177228010 (1019 SE 192nd Avenue) are more than 50 years old, therefore ASCC prepared State of WA Historic Property Inventory Forms. A report summarizing their field work is included with this application. In the unlikely event that cultural or historical resources are discovered during construction activity, construction will cease, and all applicable authorities will be contacted.

20.770 - Tree, Vegetation, and Soil Conservation

A Level V tree plan is required for this application. The landscape and tree plans included with the application demonstrates the retained trees, proposed trees, and includes a calculation of tree density.

20.790 - SEPA Regulations

The State Environmental Policy Act (SEPA) procedures require documentation of critical areas as well as discussion on earth, air, water, plants and animals, energy and natural resources,

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environmental health, noise, land and shoreline uses, aesthetics, recreation, historic and cultural preservation, transportation, and public services and utilities. A SEPA application has been submitted with this application.

20.910.050 – Zero Lot Line Developments

Side yard setbacks in this development will either be 0 or 5'. The 5' side yards will be protected with a covenant to keep them free of any permanent obstructions. Building walls on zero-foot setbacks will be constructed of fire resistive construction per IBC Title 17.

20.915 - Impact Fees

Newly constructed homes will be required to pay impact fees at the time of building permit issuance. Impact fees are collected to ensure that adequate public facilities are available to serve new growth and development; promote orderly growth and development by requiring that new development pay a proportionate share of the cost of new facilities needed to serve growth; and ensure that impact fees are imposed through established procedures and criteria so that specific developments do not pay arbitrary fees or duplicate fees for the same impact. Impact fees for traffic, parks, and schools will be paid at the time of building construction. A credit for the existing three homes on site is requested.

20.925 - Landscaping

A landscape plan and level V tree plan have been provided with the development plans showing compliance with this section.

Landscaping equal to 10% of the net lot area of the site is required. This standard will be reviewed for compliance at building permit review.

Street trees are proposed along the new loop road. Some of the existing street trees along SE 192nd will be replaced, please see the Preliminary Landscaping plans included with this application.

20.927 - Narrow Lot Developments

Developments that propose lot widths less than 40' are subject to the narrow lot development standards. Lots are proposed to be approximately 26' wide, therefore this section applies to the development.

The existing neighborhood consists of single-family homes within low-density residential zones. The proposed development low-density residential zoning designation will result in the site in the project's single-family remaining compatible with the surrounding area.

The approval criteria must be addressed, which includes the following:

A. Conflicts on narrow lots shall be eliminated.

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S. Cascade Terrace

The development has been designed to eliminate conflicts between on-site and off-site improvements. Driveways, public and private utilities (water, fire hydrants, sewer, roof infiltration, gas, cable, phone, electricity, etc.), on-street parking spaces, street trees, existing trees, light poles, common mailboxes, street signs, etc., have been considered in the design of the development and any conflicts have been eliminated.

B. Adequate guest parking shall be provided.

The development has been designed to provide ample street parking. By utilizing an alley to serve lots 35-48, there will be no driveways along one side of the loop road. Parking will be allowed along one side of the loop road, resulting in at least 30 on-street parking spaces, in addition to several parking spaces possible within the private street/joint driveway easements, exceeding the requirement for 20 guest parking spaces.

C. Solid waste and recycling collection and access shall be provided.

The development has been designed to provide for safe access and maneuvering by solid waste and recycling collection vehicles along public roadways. Solid waste collection areas will be located in front of each lot on the adjacent street. The carts can be set out either on the street or over the curb/planter. General locations of collection areas are shown on the narrow lot plan.

20.945 - Parking and Loading

Each lot will have a minimum 12' wide driveway that can accommodate at least 1 parked vehicle on the lot. The homes are also proposed to have a single car garage. This configuration will exceed the required parking standards for single family homes. One guest space is required for every 3 narrow lots, therefore 20 guest parking spaces are required. 30 on-street parking spaces are provided along the loop street, meeting this criteria.

20.985 - Vision Clearance

Vision clearance triangles and sight distance triangles are shown on the preliminary plat. Vision clearance meets the requirements in standard Plan T04-04.

VMC Title 11 - Streets and Sidewalks

11.70 - Concurrency

A Transportation Analysis has been prepared by Lancaster Mobley for this development and is included with this application. The analysis found the following:

• The trip generation calculations show that the proposed project is projected to generate an additional 43 morning peak hour trips, 57 evening peak hour trips, and 570 average weekday trips.

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- The project will impact 8 of the transportation facilities where proportionate share contributions are being collected. A proportionate share fee of \$33,500 will be collected.
- Although a right turn lane is not warranted at the site entrance on SE 192nd Avenue per the WSDOT warrant methodology, consideration for a right-turn pocket lane/taper may be made. Based on input from City of Vancouver staff, the construction of a 100-foot long right turn taper that develops into a 13-footwide paved width will be sufficient to accommodate site ingress traffic.
- Adequate sight distances to the south of the proposed site access location is available to allow for safe and efficient operation of the intersection. No sight distance related mitigation is necessary or recommended.

<u>11.80 - Street and Development Standards</u>

Roadway Standards for SE 192nd Avenue:

SE 192nd Avenue is an existing Principal Arterial that borders the site to the west. This street requires a minimum 50' half-width right-of-way and 35' paved half-width road. This street is fully constructed to standards therefore typical frontage improvements to this street are not required or proposed. A right-turn taper at the entrance to the site as discussed above is proposed. No individual lot access is proposed to SE 192nd Avenue.

The applicant will repair sidewalk deficiencies along the project's SE 192nd Avenue frontage to ensure ADA compliance and will evaluate the existing street trees as they are the likely cause of sidewalk damage.

Roadway Standards for SE 12th Loop:

SE 12th Loop is a proposed Loop/Cul-de-sac street that requires a 50' full-width right-of-way and 28' paved road. Due to the dimensions of the parcel the applicant is requesting to provide a 48' right-of-way with a 28' paved road, with 4' planters and 5' attached sidewalks with rolled curb on one side of the street and 4' planters and 5' detached sidewalks with curb and gutter on the other. A road modification addressing this is included with this application. Street lighting will be provided as required by code.

Alley:

A 16' paved alley within a 20' wide easement is proposed to serve lots 35-48.

Private Streets:

Three private streets are proposed to serve as joint driveways for lots 11-14, 24-27 and 49-52. These streets are less than 150' in length therefore turnarounds are not needed. Each private street is proposed to be 28' wide, allowing parking along one side of the street.

Road Modifications:

A road modification addressing the following is included with this application:

• Reduced right-of-way on SE 12th Loop

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- Cut in SE 192nd Avenue for water
- Rolled curb throughout development

VMC Title 12 - Trees and Vegetation

Street trees are required on all public roads constructed with this project. After street trees are installed and the right-of-way is dedicated to the city, any work that is proposed on or near street trees will need to meet the requirements of VMC Title 12. Future property owners will have responsibilities regarding street tree maintenance as described in this section.

VMC Title 14.04, 14.10 and 14.16 - Water and Sewers

All lots will be served by public sewer and water.

The site will be served by the City of Vancouver for public sewer service. Public sewer is available at the site and will be extended to each new lot. The City has required that cleanout #17996 be removed and sewer be extended north; the sewer main will be extended using the same pipe material and slope as the existing sewer pipe #17996-17995. Cleanout #17996 will not be replaced with a manhole structure unless the City's standard maintenance access requirements can be met from the right-of-way to the new manhole.

Water for the site will be provided by the City of Vancouver. Public water will be extended from SE 192nd Avenue through the site. Each new home will be served by public water.

14.24 - Erosion Control

An Erosion Control Plan in conformance with VMC 14.24 has been designed and included in this submittal. The plan clearly shows existing topography, specific erosion prevention BMPs, and includes measures to ensure that sediment and sediment laden runoff does not leave the site. In the final site configuration, the contributing drainage area runoff will be conveyed to infiltration trenches so that runoff does not leave the site.

14.25 - Stormwater

Stormwater will be collected from impervious surfaces and routed to infiltration trenches located onsite. Stormwater from pollution generation surfaces will be treated using filter cartridges.

A preliminary stormwater plan and technical information report (TIR) has been submitted with this application. The report shows how the project complies with the standards of the VMC.

15

14.26 - Water Resource Protection

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The entire city is located within a Critical Aquifer Recharge area. The proposal does not include any prohibited discharges to groundwater or surface waters. Stormwater from streets and driveways will be treated using filter cartridges prior to entering infiltration trenches.

VMC Title 16 - Fire

All streets that serve the site meet and exceed minimum fire apparatus access requirements. Proposed SE 12th Loop is 28' wide allowing sufficient width for emergency vehicles to maneuver within the site. New fire hydrants are proposed within the development to meet the applicable spacing requirements.

VMC Title 17 - Building & Construction

Future residential structures will be built under a separate permit. The homes will be required to follow this section of code at that time.

Grading, Excavation, Fill, and, Stockpile:

The site contractors will be required to follow the recommendations found in the geotechnical report regarding temporary and permanent cut slopes in order to preserve a safe worksite and safeguard property.

A stormwater protection plan will be provided prior to construction. This plan will help prevent potential water quality degradation, prevent excessive sedimentation or erosion by surface waters, and prevent the creation of public nuisances such as the fouling of surface or groundwater.

Revised Code of Washington (RCW)

The subdivision complies with the applicable portions of RCW 58.17. The preliminary plat is in the public interest and will provide additional housing that is needed in the City of Vancouver.

This application and narrative show that there are adequate facilities to serve the proposed subdivision. There are adequate public roads, open spaces, drainage facilities, potable water, sanitary waste collection and treatment, schools and educational services, pedestrian facilities, and fire prevention services.

The proposed development is within 1 mile of Illahee Elementary, Shahala Middle and Union High Schools. Students living in the future development will walk to these schools. A safe walking route map provided by the school district is provided with this application.

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This application and narrative also show compliance with the applicable standards of the Vancouver Municipal Code.

Climate Action Framework

The pre-application conference report "Key Notes" included "awareness of City's recent Climate Action Framework (CAF)". The 2023 CAF addresses standards set to reduce greenhouse gas emissions. This project furthers those goals by:

- 1. Providing development in an urban environment near to public transit.
- 2. Meeting the tree planting requirements for the site to accelerate tree canopy goals.
- 3. Building plans will be required to meet current IBC codes offering energy efficient structures.





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South Cascade Terrace Subdivision Located in the SW $\frac{1}{4}$ of Section 32, T2N, R3E



Vancouver, Washington

PN: 177496024

GENERAL NOTES

APPLICANT:

Ginn Group 502 NE 72nd St. Ste A Vancouver, WA 98685 (360) 608-6026 chad@ginngrp.com

OWNERS:

Teresa Mosbauer 615 Deer Pond Rd Osteen, FL 32764

Michael and Denise Werner 10009 SE Evergreen Hwy Vancouver, WA 98664

LAND USE:

The applicant is proposing a 60 lot subdivision. This project is proposed to be processed concurrently with a zoning map amendment to rezone the site from R-9 to R-17. The development will utilize zero lot line standards with single family detached homes.

CONTACT:

PLS Engineering

(360) 944-6519

Travis Johnson, PE

604 W Evergreen Blvd

Vancouver, WA 98660

pm@plsengineering.com

The entire site area is 4.46 acres in size and is identified as parcel numbers 177228010, 177228005, 177228000. The site addresses are 1019,1119,1201, SE 192nd Ave Vancouver, WA 98683.

Net density for the zone is 8.8 - 21.8 dwelling units per acre, with a minimum lot size of 2,000 sf and a maximum lot size of 5,000 sf. The gross site area is 4.46 acres. After removing 1.28 acres of proposed right-of-way and private drives, 3.19 acres is left as net site area. Net density provided is 18.81 d.u./acre.

TRANSPORTATION:

Access to the proposed development will be from 192nd Ave. This Street is an arterial and is developed to the current standards. SE 12th Loop is a new roadway proposed with this development. This roadway will be designed to meet the standards of T10-16. Due to the dimensions of the site, the applicant is requesting to narrow the public roadway section to have a 48' ROW width instead of a full 50' ROW width. Additionally the applicant is proposing to use rolled curb with attached sidewalk along one side of the roadway. A roadway section detailing what is proposed is shown on sheet 7 and is further discussed in the road modification request.

UTILITIES:

All lots will be served with public water and sewer by City of Vancouver. Water mains are located to the west of the site in SE 192nd Ave. Sewer is expected to be served from an existing stub to the south end of the site. Stormwater is proposed to be collected, treated and then routed to infiltration trenches throughout the site. Existing onsite septic system shall be decommissioned and removed. There appears to be no existing wells on site, however if found they will be abandoned per Department of Health, Ecology, and City Water Quality standards.

CRITICAL AREAS:

There are no known critical areas onsite.

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NOT TO SCALE

CONTACT:

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GENERAL NOTES

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OWNERS:

Teresa Mosbauer 615 Deer Pond Rd Osteen, FL 32764

Michael and Denise Werner 10009 SE Evergreen Hwy Vancouver, WA 98664

NARROW LOT STANDARDS

The applicant is proposing a 60 lot subdivision. This project is proposed to be processed concurrently with a zoning map amendment to rezone the site from R-9 to R-17. The development will utilize zero lot line standards with single family detached homes. The entire site area is 4.46 acres in size and is identified as parcel numbers 177228010, 177228005, 177228000. The site addresses are 1019,1119,1201, SE 192nd Ave Vancouver, WA 98683. The subdivision was prepared in accordance with the requirements of VMC sections 20.927.030 and 20.927.040. All utilities, driveways, street trees, and other features have been placed such that they avoid conflict with one another.

See the landscape plan sheet L1 for details on the location, species, and size of street trees, including the mature heights and crown widths.

All setback requirements are reflected in the building envelopes shown on the site plan.

Proposed ADA

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DISCLAIMER AND LIMITATIONS: ANY WORK CONTAINED HEREIN INCLUDING BUT NOT LIMITED TO PLANS AND JURISDICTION AL REQUIREMENTS OF SERVICE SHALL BE CONSIDERED A WORK IN PROJECT TO THE HIGH DEGREE OF UNCERTAINTY ASSOCIATED WITH A CONCEPTUAL DESIGN, THESE INSTRUMENTS OF SERVICE SHALL BE CONSIDERED A WORK IN PROJECT TO THE HIGH DEGREE OF UNCERTAINTY ASSOCIATED WITH RESPECT TO THE HIGH DEGREE OF UNCERTAINTY ASSOCIATED WITH RESPECT TO THE HIGH DEGREE OF UNCERTAINTY ASSOCIATED WITH RESPECT TO THE HIGH DEGREE OF UNCERTAINTY ASSOCIATED WITH RESPECT TO THE HIGH DEGREE OF UNCERTAINTY ASSOCIATED WITH RESPECT TO THE HIGH DEGREE OF UNCERTAINTY ASSOCIATED WITH RESPECT TO THE HIGH DEGREE OF UNCERTAINTY ASSOCIATED WITH RESPECT TO THE HIGH DEGREE OF UNCERTAINTY ASSOCIATED WITH RESPECT TO THE HIGH DEGREE OF UNCERTAINTY ASSOCIATED WITH RESPECT TO THE HIGH DEGREE OF UNCERTAINTY ASSOCIATED WITH RESPECT TO THE HIGH DEGREE OF UNCERTAINTY ASSOCIATED WITH RESPECT TO THE HIGH DEGREE OF UNCERTAINTY ASSOCIATED WITH A CONSTRUCTION COST ESTIMATING. NO ASSURANCES ARE OFFERED OR IMPLIED AS TO THE OVERALL BE AND SHALL BE AND SHALL RETAIN ALL COMMON LAW, STATUTORY AND OTHER RESERVED RIGHTS, INCLUDING COPYRIGHTS. OF SERVICE AND SHALL BE SUBJECT TO REVIEW AND SHALL BE SUBJECT TO REVIEW AND FINAL APPROVAL BY ALL APPROVAL BY

		7	EXISTI	NG TRI	EE MATRIX		
#	TYPE	CC	MMEN	ITS	SIZE	RECO	MENDATI
1	Cedar	CGD	CBE		24"	X	
2	Apple	CGD	CBE		8"	X	
3	Apple	CGD	CBE		8"	X	
4	Apple	CGD	CBE		8"	X	
5	Apple	CGD	CBE		8"	X	
6	Apple	CGD	CBE		8"	X	
7	Fir	CGD	CRC		30"	X	
8	Alder	CGD	CBE		6"	X	
9	Fir	CGD	CBE		14"	X	
10	Fir	CGD	CBE		36"	Х	2 2 2 2 2 2 2 2 2
11	Zelkova	offsite			12"	R	
12	Cherry	CGD	CBE		10"	Х	
13	Zelkova	stree	t tree	CGD	10"	Х	
14	Zelkova	stree	t tree		8"	R	
15	Maple	stree	t tree	TFT	6"	Х	
16	Maple	stree	t tree	TFT	6"	Х	
17	Cherry	CGD	CBE		6"	Х	
18	Cherry (2)	CGD	CBE		10" ea.	Х	
19	Zelkova	stree	t tree	CGD	10"	Х	
20	Fir	CGD	CBE		36"	Х	1
21	Fir	CGD	CBE		36"	Х	
22	Zelkova	stree	t tree	CGD	10"	Х	
23	Zelkova	stree	t tree		10"	R	
24	Fir	CGD	CBE		6"	Х	
25	Fir	CGD	CBE		36"	Х	
26	Fir	CGD	CBE		30"	X	
27	Cedar	CGD	CBE		30"	Х	
28	Spruce	CGD	CBE		24"	Х	
29	Fir	CGD	CRC		30"	Х	
30	Fir	CGD	CBE		30"	Х	
31	Maple	CGD	CBE		30"	Х	
32	Maple	stree	t tree		8"	R	
33	Maple	stree	t tree		8"	R	
34	Maple	stree	t tree		8"	R	
35	Maple	stree	t tree		8"	R	
36	Zelkova	stree	t tree	CRC	24"	X	
37	Zelkova	stree	t tree	CGD	12"	X	
38	Fir	CGD	CBF		36"	X	
39	Fir	CGD	CBE		30"	X	
40	Pine	CGD	CBE		24"	X	
41	Manle	stree	ttree	TET	12"	X	
42	Manle	stree	t tree	CRC	12"	X	
43	Zelkova	stree	t tree	CRC	1 <u>2</u> 1 <u>4</u> "	X	
40	Zelkova	stree	t tree	offsite	14	R	1
44 15	Cherry	CGD	CBE	Onone	2/"		
40	Cherry (2)	CGD	CBE		12" 69	X	
40		CCD	CRE		12 ca.		
47	Chamr	CGD			14	$\hat{\mathbf{v}}$	
40	Chemy	offeite	UBE		30		
49 50	Cherry	offoite			12		
50	Cherry	onsite			12	R	
51		OIISILE			۱ <u>۲</u> ٥۳		
0Z	Chom	UNSIL	CDE		0 61	K V	
23			CRE		0"		
54	Chemi	CGD	CBE		12"		
00		CGD	UBE		0"		
56	Cherry	CGD	CBE		18"	X	
5/	Cherry	CGD	CBE		18"	X	
58	Cherry	CGD	CBE		14"	<u>×</u>	
59	Cherry	cote	nant		8"	R	
60	Cherry	offsite			8"	R	
61	Cherry	offsite			8"	R	
62	Cherry	offsite			12"	R	
63	Cherry	offsite			8"	R	
64	Cherry	offsite			18"	R	
65	Cherry	offsite			24"	R	
66	Cherry	offsite			6"	R	
67	Cherry	CGD			6"	Х	
68	Cherry	CGD			14"	X	
69	Cherry	offsite			24"	R	
70	Cherry	offsite			14"	R	
71	Cherry	offsite			16"	R	
72	Cherry	offsite			6"	R	
73	Cherry	offsite			12"	R	
74	Cherry	CGD			8"	Х	
75	Cherry	CGD	CBE		12"	Х	

SOIL PROTECTION NOTES

2) No grading operations shall take place within the critical root zones of the off-site

trees.

- 3) Stockpile existing topsoil during grading operations and replace prior to planting. Stockpiled shall be placed in a controlled area not adjacent to public resources or critical areas.
- 4) The duff layer and native topsoil shall be retained in an undisturbed state to the maximum extent possible.
- 5) All areas subject to clearing and grading that have not been covered by impervious surfaces, incorporated into a drainage facility or engineered as structural fill or slope shall receive the previously stockpiled topsoil.
- 6) The stockpiled topsoil shall be placed in the areas defined above to achieve an 8" layer of topsoil. Subsoils below the topsoil layer shall be scarified at least to a 4" depth with some incorporation of the stockpiled topsoil to avoid stratified layers.
-) Prior to placement of the stockpiled topsoil the contractor shall confirm the topsoil has a minimum organic matter content of ten percent dry weight in planting beds and 5 percent dry weight in turf areas. In addition the topsoil shall have a pH from 6.0 to 8.0 or matches the pH of the original undisturbed soil. Test results shall be submitted to the project manager.
- 8) The quality of compost and other materials used to meet the organic content requirements must have an organic matter content of 35% to 65%, and a carbon to
- nitrogen ratio below 25:1. a. The organic content for "pre-approved" amendment rates can be met only by using using compost that meets the definition of "composted materials" in WAC
- 173-350-220. b. Calculated amendment rates may be met through the use of composted materials as
- defined above; or other organic materials amended to meet the carbon to nitrogen ratio requirements, and meeting the contaminant standards of Grade A Compost.

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	TREE MATRIX LEGEND
TREE RECO	DMMENDATIONS
R	TREE DESIGNATED FOR RETENTION (RETAIN & PROTECT DURING CONSTRUCTION)
Х	TREE DESIGNATED FOR REMOVAL
FREE CONF	FLICTS WITH CONSTRUCTION
CRC	CONFLICT WITH ROAD CONSTRUCTION
CGD	CONFLICT WITH SITE GRADING / DRAINAGE
CSW	CONFLICT WITH STORMWATER FACILITY
CBE	CONFLICT WITH BUILDING ENVELOPE
CUT	CONFLICT WITH UTILITY TRENCH
CDR	CONFLICT WITH DRIVE AND PATIO LOCATION
UDS	UNDESIRABLE OR INVASIVE TREE SPECIES
TREE COND	DITION / DEFECTS
Clump	GROUP OF BRANCHES OF VARIOUS SIZES
TFT	TRUNK FAILURE

|--|

SITE AREA 4.46± AC 57

UMBER	OF	JURISDI	CTIONAL	TREES	ΤO	BE REMOVED	
UMBER	OF	JURISDI	CTIONAL	TREES	ON	SITE	

	SYMBOL LEGEND
SYMBOL	DESCRIPTION
	EXISTING TREE TO REMAIN
××	EXISTING TREE TO BE REMOVED
	CRITICAL ROOT ZONE AREA
for a d	TREE PROTECTION FENCE LOCATION (4' CHAIN LINK, ORANGE PVC FENCE OR SILT FENCE) (ALSO DENOTES AREA WHERE NO IMPACTS TO CRITICAL ROOT ZONE SHALL OCCUR). SEE DETAIL THIS SHEET.

TREE PROTECTION TIME LINE & NARRATIVE

EXISTING ON-SITE AND OFF-SITE TREE LOCATIONS AND SIZES HAVE BEEN OBTAINED VIA SURVEY INFORMATION AND SITE OBSERVATIONS.

57 EXISTING TREES WITHIN THE PROJECT BOUNDARY ARE PROPOSED TO BE REMOVED DUE TO CONFLICTS WITH THE PROPOSED SITE GRADING, ROAD, AND DRIVEWAY IMPROVEMENTS.

TREE PROTECTION FENCING SHALL BE PLACED AS SHOWN TO PROTECT THE EXISTING TREES NOTED FOR RETENTION.

TREE PROTECTION / EROSION CONTROL FENCING SHALL BE ESTABLISHED PRIOR TO EXCAVATION. IT IS RECOMMENDED TO BE INSTALLED AT THE SAME TIME EROSION CONTROL MEASURES ARE INSTALLED. WHERE TREE FENCE AND EROSION CONTROL FENCE ARE LOCATED AT THE SAME LOCATION, EROSION FENCE THEN SERVES AS TREE PROTECTION FENCE. SEE DETAIL THIS SHEET.

TREE PROTECTION NOTES

-) No person may conduct any of the following activities within the drip line of the trees designated to remain including, but not limited to: parking equipment, fueling, servicing equipment, placing solvents, storing building material and soil deposits, dumping concrete washout and locating burn holes.
- 2)During construction, no person shall attach any object to the trees designated for protection.
- 3) The contractor shall follow the grading plan provided by the project civil engineer. Grading activities shall be conducted in a manner to minimize the impacts to the trees marked for preservation.
- 4) The excavator shall keep a sharp pair of loppers and a sharp 12" pruning saw accessible on-site during grading operations. Any roots larger than 1/2" shall be pruned to the face of the cut (using a sharp pair of loppers or a sharp 12" pruning saw) and shall not be torn from the ground by mechanical excavation.
- 5) Special care shall be exercised in working within 20 feet of the trees to be retained. This includes hand excavating the roots at the edge of the excavation and cutting roots with a lopper or pruning saw. Pruning the roots at the edge of excavation will minimize breakage of healthy roots beyond the edge of the proposed excavation.
- 6) Except for the proposed improvements shown within the drip lines of the trees noted to be retained the grade shall not be elevated or reduced from existing grade.
- 7) If the grade adjacent to a preserved tree is raised such that it could slough or erode into the tree's drip line, it shall be permanently stabilized.
- 8) The trees noted to retained shall be protected from erosion and sedimentation. Clearing operations shall be conducted so as to expose the smallest practical area of soil to erosion for the least possible time. Refer to the project's erosion control plan for more information.
- 9) The project shall not install an impervious surface other than those specifically shown on the plans within the drip line of the trees to be retained.
- 10)Utility trenches shall be located outside of the drip line of the trees to be retained.
- I) Ongoing Tree Maintenance shall be the responsibility of the land owner. Trees shall be maintained in accordance with ANSI American National Standards Institute's as well as other applicable Federal, State and Local standards pertaining to Tree Care Operations.
- ANSI ZI33 Arboricultural Operations: Safety Requirements ANSI A300 Part | Pruning

)1 SE Wash Ο ิ ð S 1119, ancou 0 Ο SOUT DRAWN: CHECKED: СВ

Jgto

8

e: 12.14.23		
12.14.23		
23-1850		
25-1054		
ISSUED FOR: PLR		
REE 8		

JUIL PROTECTION PLAN (LEVEL V)

- Refer to the grading plan prepared by the civil engineer for additional information.

TREES AND SHRUBS IN SIGHT DISTANCE TRIANGLE, TYP. ALL SHRUBS WITHIN SIGHT DISTANCE TRIANGLES SHALL BE MAINTAINED SO THAT FOLIAGE HEIGHT ABOVE PAVEMENT DOES NOT EXCEED 2.5 FEET. STREET TREES WITHIN SIGHT DISTANCE TRIANGLES SHALL BE LIMBED UP TO A HEIGHT OF 10 FEET CONSISTENT WITH ANSI A300 STANDARDS TO PROVIDE FOR SIGHT DISTANCE VISIBILITY. REQUIRED TREE DENSITY REQUIRED TREE UNITS / ACRE DISTURBED SITE AREA 4.46± AC 30 TREE DENSITY SUMMARY EXISTING TREE UNITS RETAINED TREE UNITS PROPOSED TO PLANT (SEE TREE DENSITY CALCULATIONS THIS SHEET) PROPOSED DECIDUOUS TREE UNITS PLANTED | 104 / 78% PROPOSED EVERGREEN TREE UNITS PLANTED 32 / 24%

TREE UNITS PROVIDED

LANDSCAPE	PLAN	NARRA
TIMELINE		

REQUIRED SITE TREES SHALL BE PLANTED AND MAINTAINED IN COMPLIANCE WITH VMC 20.925 (LANDSCAPING) AND VMC 20.770 (TREE CONSERVATION) AND AS SPECIFIED IN THE APPROVED PLANS AND MAINTAINED ON FILE AT THE CITY OF VANCOUVER. THE APPROVED PLANTING PLANS REQUIRE THE PLANTING OF A SPECIFIC NUMBER AND TYPE OF TREES.

THE DEVELOPER SHALL BE RESPONSIBLE FOR PLANTING AND MAINTAINING THE PROPOSED TREES.

IRRIGATION NOTE

ALL LANDSCAPE AREAS SHALL BE HAND WATERED OR IRRIGATED WITH AN AUTOMATIC DRIP AND/OR SPRAY IRRIGATION SYSTEM. REFER TO CIVIL ENGINEERING PLANS FOR WATER SOURCE.

OTAL REQUIRED REE UNITS
34

0
134

TREE LEGEND				
SYMBOL	BOTANICAL / COMMON NAME	SIZE	QTY	TREE
TREES				UNITS
* •	EXISTING TREES - RETAIN & PROTECT PER PLANS	see sht. Tl	6 (street	0 trees)
	ACER (TBD) MAPLE, MATCH EXISTING SPECIES STREET TREE	2" cal. MIN.	12	0
\bigcirc	ACER GRANDIDENTATUM 'SCHMIDT' ROCKY MOUNTAIN GLOW MAPLE	2" cal. MIN.	21	21
\Box	CALOCEDRUS DECURRENS INCENSE CEDAR	6' HT. MIN.	26	26
	CHAMAECYPARIS NOOT. 'PENDULA' WEEPING ALASKAN CEDAR	6' HT. MIN.	14	14
\bigcirc	CORNUS X 'RUTDAN' CELESTIAL DOGWOOD	2" cal. MIN.	18	18
\bigcirc	CORNUS X KOUSA 'STARLIGHT' STARLIGHT DOGWOOD	2" cal. MIN.	21	21
\bigcirc	MAGNOLIA GRANDIF. 'LITTLE GEM' LITTLE GEM MAGNOLIA	2" cal. MIN.	IB	B
<i>٤</i>	MAGNOLIA VIRGINIANA 'MOONGLOW' MOONGLOW MAGNOLIA	2" cal. MIN.	21	21
$\langle \cdot \rangle$	PARROTIA PERSICA 'RUBY VASE' RUBY VASE PERSIAN PARROTIA STREET TREE	2" cal. MIN.	29	0
(\cdot)	ZELKOVA SERRATA 'CITY SPRITE' CITY SPRITE ZELKOVA STREET TREE	2" cal. MIN.	26	0
•	ZELKOVA SERRATA 'GREEN VASE' GREEN VASE ZELKOVA STREET TREE	2" cal. MIN.	٩	0
	TOTAL TREES PROP	OSED	210	
	TOTAL	REE U	NITS	134
SHRUBS				
•	ILEX X MESERVAE 'BLUE BOY' BLUE BOY HOLLY	5 GAI		63
GROUNDCOVE	GROUNDCOVERS			
NO SYMBOL	STREET TREE PLANTER STRIPS: ARCTOSTAPHYLOS UVA URSI 'MASS.' MASSACHUSETTS KINNICKINNICK	I GAL	. 30	" O.C.
	TURF OR SOD PER OWNER			

REQUIRED MAINTENANCE PRUNING PRUNING OF DECIDUOUS TREES SHALL BE PERFORMED ON NEWLY PLANTED DECIDUOUS TREES PURSUANT TO THE FOLLOWING SCHEDULE AND STANDARDS. A. YEAR I. ONLY DEAD, BROKEN OR CROSSING BRANCHES SHALL BE PRUNED WHEN THE TREE IS PLANTED. B. YEAR 2. A CLASS I PRUNE, PURSUANT TO NATIONAL ARBORIST ASSOCIATION STANDARDS, SHALL BE PERFORMED DURING YEAR TWO. THE PURPOSE OF THIS PRUNING IS TO ESTABLISH PROPER SCAFFOLD BRANCHING, RAISE THE CROWN FOR ROAD/SIDEWALK CLEARANCE, AND REMOVE ANY DEAD, DYING OR CROSSING BRANCHES. YEAR 3 - A CLASS I PRUNE, PURSUANT TO NATIONAL ARBORIST ASSOCIATION STANDARDS, SHALL BE PERFORMED DURING YEAR THREE. THE PURPOSE OF THIS PRUNING IS TO CONTINUE TO ESTABLISH THE PROPER SCAFFOLD BRANCHING, CONTINUE TO RAISE THE CROWN FOR ROAD AND SIDEWALK CLEARANCE, AND TO REMOVE ANY DEAD, DYING OR CROSSING BRANCHES. CONIFER TREES. PRUNING/SHEARING SHALL BE PERFORMED ON NEWLY PLANTED CONIFER TREES ACCORDING TO THE FOLLOWING SCHEDULE AND STANDARDS. A. YEAR I - ONLY DEAD AND BROKEN BRANCHES AND/OR DOUBLE LEADERS SHALL BE PRUNED WHEN THE TREE IS PLANTED. B. YEAR 2 - DEPENDING ON SPECIES, THE TREE SHALL BE PRUNED/SHEARED TO ENCOURAGE ONE CENTRAL LEADER. LOWER BRANCHES SHALL BE PRUNED AS NEEDED TO PROVIDE CLEARANCE. C. YEAR 3 - DEPENDING ON SPECIES, THE TREE SHALL BE PRUNED/SHEARED TO ENCOURAGE ONE CENTRAL LEADER. LOWER BRANCHES SHALL BE PRUNED AS NEEDED TO PROVIDE CLEARANCE.

REFER TO SHEET L2 FOR LANDSCAPE DETAILS AND NOTES.

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4400 NE 77th Avenue Suite 275

VANCOUVER, WA 98662 VOICE: 360-750-9000 FAX: 360-713-6102 www.planningsolutionsinc.com

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- WATER RETENTION BERM, REMOVE IN OCTOBER ROOT BALL, REMOVE OR CUT BACK BURLAP AND THINE FROM ROOT BALL. SET CROWN OF ROOT BALL I" ABOVE FINISH GRADE. PROVIDE POSITIVE DRAINAGE AWAY

FERTILIZER TABLETS, REFER TO NOTES.

FROM ROOT BALL.

PLANTING PIT TO BE A MINIMUM TWICE THE DIAMETER OF ROOT BALL, FOR BACKFILL MIX. REFER TO NOTES.

UNDISTURBED NATIVE SOIL UNDER ROOT BALL. PROVIDE POSITIVE DRAINAGE AWAY FROM

ROOT BALL. REFER TO NOTES AND PLANS PRIOR TO BIDDING AND CONSTRUCTION.

B & B Shrub Planting Detail D

Not To Scale

LANDSCAPE ARCHITECT.

SECTION

ALL GROUND COVER SHALL BE PLANTED AT EQUAL TRIANGULAR SPACING AS SPECIFIED IN PLANTING LEGEND.

GROUND COVER TO BE LOCATED ONE HALF OF SPECIFIED SPACING DISTANCE FROM ANY HARD SURFACE, UNLESS OTHERWISE SPECIFIED.

PLANTING NOTES

- ALL BOUNDARIES, EASEMENTS, UTILITIES AND LEGAL ENCUMBRANCES TO BE CONFIRMED WITH OWNER PRIOR TO 16. THE CONTRACTOR SHALL ENSURE THAT ALL EXCAVATED PLANTING PITS HAVE POSITIVE DRAINAGE. PLANT PITS BEGINNING WORK. PROPERTY LINES AND SURVEY INFORMATION PROVIDED BY PLS ENGINEERING. 2. IN NO WAY IS THIS PLAN TO BE INTERPRETED TO EXCEED THE LEGAL BOUNDARIES OF THE OWNER'S REAL
- PROPERTY. THE LANDSCAPE DESIGNER ASSUMES NO RESPONSIBILITY FOR THE LOCATION OF BOUNDARIES, UTILITIES AND WETLANDS.
- THIS PLAN SHALL BE INSTALLED TO MEET ALL APPLICABLE CITY, COUNTY, STATE AND FEDERAL CODES. 5. THIS PLAN SHALL BE CONSIDERED PRELIMINARY UNTIL APPROVED BY ALL GOVERNING AGENCIES.
- IMPLEMENTATION OF THIS PLAN SHALL NOT PROCEED UNTIL ISSUANCE OF ALL RELATED PERMITS. 6. PLANT QUANTITIES ARE FOR INFORMATION ONLY. IN CASE OF ANY DISCREPANCY, THE PLAN SHALL GOVERN.
- ALL WORK IS TO BE PERFORMED BY LICENSED CONTRACTORS AND EXPERIENCED WORKERS. THE CONTRACTOR IS TO VERIFY THE LOCATION OF EXISTING UNDERGROUND UTILITIES AND STRUCTURES PRIOR TO PERFORMING ANY EXCAVATION. CONTRACTOR SHALL REPAIR ANY DAMAGE TO UTILITIES CAUSED BY THE CONTRACTOR'S WORK, AT NO ADDITIONAL COST TO THE OWNER. CONTACT ALL UTILITY PROVIDERS SERVING THE 25. AMEND SOIL IN LAWN AREAS WITH 80 LBS. OF DOLOMITE LIME AND 40 LBS. OF 10-20-20 SLOW RELEASE
- SITE AREA 48 HOURS PRIOR TO ANY EXCAVATION. ALL PLANT MATERIALS SHALL MATCH SPECIFICATIONS PER SPECIES AND SHALL COMPLY WITH ANSI Z60. 'STANDARD FOR NURSERY STOCK'.
- 10. THE CONTRACTOR SHALL ADHERE TO THE WASHINGTON ASSOCIATION OF NURSERYMEN'S GUIDELINES FOR PLANTING PRACTICES.
- THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO EXISTING ELEMENTS ON AND OFF SITE, RESULTING FROM THE CONTRACTOR'S WORK. 12. THE CONTRACTOR IS RESPONSIBLE FOR THE VIABILITY OF ALL PLANT MATERIAL FOR 2 YEARS AFTER
- COMPLETION OF PLANTING. DISEASED, DYING, OR DEAD PLANT MATERIAL SHALL BE REPLACED BY THE CONTRACTOR DURING THE TWO YEAR PERIOD AND MAINTAINED FOR AN ADDITIONAL 2 YEAR PERIOD.
- 13. IMMEDIATELY UPON BID AWARD, CONTRACTOR SHALL SECURE THE PLANT MATERIALS AS SPECIFIED FROM AVAILABLE SOURCES. IN THE EVENT THAT PLANT MATERIALS ARE NOT AVAILABLE, CONTACT LANDSCAPE ARCHITECT FOR APPROVED SUBSTITUTIONS. NO SUBSTITUTION FOR PLANT MATERIAL WILL BE ALLOWED WITHOUT
- PRIOR WRITTEN APPROVAL OF THE LANDSCAPE ARCHITECT. 14. TOP DRESS ALL SHRUB AND GROUND COVER AREAS (NOT LAWN) WITH 3" OF FIR BARK MULCH. SUBMIT SAMPLE TO THE LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO CONSTRUCTION. 15. TREE LOCATIONS MAY BE ADJUSTED IN THE FIELD TO SUIT SITE REQUIREMENTS AS DIRECTED BY THE

- FULLY FLOODED WITH WATER SHALL DRAIN WITHIN (12) HOURS OF FILLING.
- 17. FINISH GRADE SHALL BE SET TO ALLOW POSITIVE DRAINAGE 18. ROTOTILL 2" OF COMPOST INTO ALL PLANTED AREAS.

- MANUFACTURERS INSTRUCTIONS.
- 23. CROWN LAWN AREAS AND GRADE TO PROVIDE POSITIVE DRAINAGE. 24. ROLL LAWN AREA TO INSURE PROPER COMPACTION TO MINIMIZE SETTLING.
- APPLIED WITH ROLLER OR HYDROSEED
- DRAINAGE AWAY FROM CROWN. 29. STAKE ALL TREES OVER 6 FT. IN HEIGHT PER DETAILS ON THIS SHEET.
- 30. REFER TO DETAILS FOR ADDITIONAL INFORMATION.
- FIBROUS ROOT SYSTEMS.
- EVIDENCE OF DECAY. 34. FIELD CONFIRM ALL SITE CONDITIONS, AREAS AND SIZES PRIOR TO BIDDING & CONSTRUCTION. DO NOT SCALE FROM PLANS.

TREE TIES AT TWO LOCATIONS, (FOUR TOTAL) TYP. PROVIDE 5"-6" OF SLACK IN TIES TO ALLOW FOR TREE MOVEMENT.

- (2) 2" x2" TREE STAKES (SET PLUMB). DO NOT PENETRATE ROOT BALL.

- ROOT BALL, REMOVE OR CUT BACK BURLAP AND TWINE FROM ROOT BALL. SET CROWN 2 ABOVE FINISHED GRADE. PROVIDE POSITIVE DRAINAGE AWAY FROM ROOT BALL.

WATER RETENTION BERM FIRST YEAR (EXCEPT IN TURF AREAS). REMOVE IN OCTOBER.

MULCH FERTILIZER TABLETS

PLANTING PIT TO BE TWICE THE DIAMETER OF ROOT BALL ROOT BARRIER ROLL W 90° ROOT DEFLECTING

RIBS, 24" DEPTH, LINEAR APPLICATION, INSTALL ROOT BARRIER 1/2" ABOVE GRADE ALONG CURB AND SIDEWALK SIDEWALK

UNDISTURBED NATIVE SOIL UNDER ROOT BALL. PROVIDE POSITIVE DRAINAGE AWAY FROM ROOT BALL.

REFER TO NOTES THIS SHEET AND PLAN SHEETS FOR MORE INFORMATION

SECTION / PLAN VIEW

- (2) 2"X2" TREE STAKES (SET PLUMB). DO NOT PENETRATE ROOT BALL.

TREE TIES AT TWO LOCATIONS, (FOUR TOTAL), TYP.

PROVIDE 5"-6" OF SLACK IN TIES TO ALLOW FOR TREE MOVEMENT.

ROOT BALL, REMOVE OR CUT BACK BURLAP AND TWINE FROM ROOT BALL. SET CROWN 2" ABOVE FINISHED GRADE, PROVIDE POSITIVE DRAINAGE AWAY FROM ROOT BALL.

- WATER RETENTION BERM FIRST YEAR (EXCEPT IN TURF AREAS). REMOVE IN OCTOBER.

- MULCH, REFER TO NOTES THIS SHEET

PLANTING PIT TO BE TWICE THE DIAMETER OF ROOT BALL. FOR BACKFILL MIX, REFER TO NOTES THIS SHEET

FERTILIZER, REFER TO NOTES THIS SHEET

UNDISTURBED NATIVE SOIL UNDER ROOT BALL. PROVIDE POSITIVE DRAINAGE AWAY FROM ROOT BALL.

REFER TO NOTES THIS SHEET AND PLAN SHEETS FOR MORE INFORMATION

B & B Tree Planting Detail: Evergreen under 8' Height Not To Scale **SECTION / PLAN VIEW**

PLAN VIEW

19. INCORPORATE PEAT INTO THE ROOT ZONE OF RHODODENDRONS, AZALEAS AND OTHER ACID LOVING PLANTS. 20. INCORPORATE 10-20-20 FERTILIZER INTO THE ROOT ZONE OF ALL NEW PLANTINGS 21. RONSTAR, OR APPROVED EQUAL, PREEMERGENT HERBICIDE TO BE APPLIED TO ALL PLANTED AREAS PER 22. EXISTING VEGETATION TO BE SPRAYED WITH ROUNDUP, OR APPROVED EQUAL, PER MANUFACTURERS INSTRUCTIONS. SUFFICIENT TIME SHALL BE GIVEN TO ALLOW EXISTING MATERIAL TO DIE. REMOVE EXISTING 27. THE PROPERTY OWNER IS RESPONSIBLE FOR MAINTAINING TURF PLANTED WITHIN THE RIGHT OF WAY. FERTILIZER OR EQUIVALENT. PROVIDE A 3" LAYER OF SANDY LOAM TOPSOIL FOR LAWN AND BED AREA. 26. SEED LAWN AREAS WITH GRASS SEED MANUFACTURER'S RECOMMENDATIONS. COVER SEED WITH FINE MULCH 27. THE PROPERTY OWNER IS RESPONSIBLE FOR MAINTAINING TURF PLANTED WITHIN THE RIGHT OF WAY. 28. PLANT MATERIAL SHALL BE PLANTED W/ ROOT CROWN I" ABOVE FINISHED GRADE TO ALLOW POSITIVE 31. ALL PLANTING SHALL BE HAND WATERED OR IRRIGATED BY AN AUTOMATIC UNDERGROUND SPRINKLER SYSTEM. 32. ALL PLANT MATERIALS FURNISHED ARE TO BE HEALTHY, UNIFORMLY BRANCHED AND WITH WELL DEVELOPED 33. ALL PLANT MATERIALS FURNISHED ARE TO BE FREE FROM DEAD OR BROKEN BRANCHES, LICHENS, SCARS, BROKEN BARK OR WOUNDS. ALL PLANT MATERIALS WILL BE INSECT, WEED, AND DISEASE FREE ACCORDING TO THE REQUIREMENTS OF THE WASHINGTON STATE DEPARTMENT OF AGRICULTURE FOR NURSERY PLANT MATERIALS SOLD FOR WHOLESALE OR RETAIL. ALL PRUNING WOUNDS MUST BE WELL HEALED WITH NO

ESTIMATING. NO ASSURANCES ARE OFFERED OR IMPLIED AS TO THE OVERALL FEASIBILITY OF THE PROJECT. ALL WORK SHALL BE SUBJECT TO REVIEW AND FINAL APPROVAL BY ALL A

TREES AND SHRUBS IN SIGHT DISTANCE TRIANGLES:

ALL SHRUBS WITHIN SIGHT DISTANCE TRIANGLES SHALL BE MAINTAINED SO THAT FOLIAGE HEIGHT ABOVE PAVEMENT SHALL NOT EXCEED 2.5 FEET.

STREET TREES WITHIN SIGHT DISTANCE TRIANGLES SHALL BE LIMBED UP TO A HEIGHT OF IO FEET CONSISTENT WITH ANSI A300 STANDARDS TO PROVIDE FOR SIGHT DISTANCE VISIBILITY.

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"=30'	Legend Proposed Asphalt Proposed Concrete Proposed ADA	Project No. 3734SCALE:H: 1" = 30'V: N/AN/ADESIGNED BY:CJHDRAFTED BY:CJHREVIEWED BY:TGJ11

SUBMIT TO:

City of Vancouver Community & Economic Development 415 W. 6th ST Vancouver, WA 98660 www.cityofvancouver.us

WAC 197-11-960

SEPA ENVIRONMENTAL CHECKLIST

Property Owner:	Teresa Mosbauer / Michael and Denise Werner (Print or Type Name)	Telephone:	
Mailing Address:	615 Deer Pond Rd. Osteen, FL 32764/ 10009 SE Ev (No., City, State, ZIP)	ergreen Hwy, Vancouver, WA 98664	
Applicant: <u>Ginn</u>	Group, LLC – contact Chad Stewart (Print or Type Name)	Telephone: <u>360-608-6026</u>	
Mailing Address:	502 NE 72 nd St. Vancouver, WA 98665		
Relationship to O	wner: buyer		
Tax Assessor Serial Number(s): 177228010, 177228005, 177228000			
Legal description: Lot(s) Lots 1, 2 and 3 Block(s) Plat name Trenckmann Short Plat (2-023) (If a Metes and Bounds description, check here , and attach narrative to this application.)			
Site Address (if any): 1019, 1119, 1201 SE 192nd Ave., Vancouver, WA	A	
Include 8½" x 11" copies of Quarter Section Map, Topographic Map, Scaled Site Plan. Delineate site on maps. Notice to Applicants: You must use the current revision of this form or your application will not be accepted. If you use our disk			

version of this form (MS Word 6.0) you may not alter the format. Make sure you have the current version before submittal.

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants: [help]

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to <u>all parts of your proposal</u>, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:

Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals: [help]

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the <u>SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D)</u>. Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. <u>BACKGROUND [help]</u>

1. Name of proposed project, if applicable: [help]

South Cascade Terrace Subdivision

2. Name of applicant: [help]

Ginn Group, LLC

3. Address and phone number of applicant and contact person: [help]

Chad Stewart – (360) 608-6026 502 NE 72nd Street Vancouver, WA 98665

4. Date checklist prepared: [help]

December 3, 2023

5. Agency requesting checklist: [help]

City of Vancouver

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

Development is expected to start at the time of the final construction drawing approval. No phasing is proposed.

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

Not at this time.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. [help]

SEPA Checklist, Geotechnical Report, Archaeological Predetermination

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. [help]

There are no other applications that are pending for governmental approvals directly affecting the property.

- 10. List any government approvals or permits that will be needed for your proposal, if known. [help]
 - Preliminary Type IV Rezone & Subdivision Review

- Public notification and staff report publications
- Land Use Hearing Examiner Decision
- City Council Approval
- Final engineering plan review and approval
- Final Plat Approval
- SEPA
- NPDES
- 11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.) [help]

The project site is zoned R-9 (Residential) with a comprehensive plan designation of UL (Urban Low). The applicant proposes a rezone to R-17, also an Urban Low designation. The site covers 4.46 acres. 60 single-family lots are proposed utilizing zero lot line development standards.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist. [help]

The site address 1019, 1119, 1201 SE 192nd Ave., Vancouver, WA and is located in the Southwest ¹/₄ of Section 32 Township 2 North, Range 3 East of the Willamette Meridian. The site is identified as tax serial numbers 177228010, 177228005 and 177228000.

B. ENVIRONMENTAL ELEMENTS [help]

- 1. Earth
 - General description of the site [help] (circle one): Flat, rolling, hilly, steep slopes, mountainous, other _____
 - b. What is the steepest slope on the site (approximate percent slope)? [help]

Approximately 0-5%.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils. [help]

Per Clark County GIS data the site contains the following soils:

LgB – Lauren Gravelly loam, 0-8% slopes

It is unknown whether the soil has any agricultural significance.

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

No, there are no surface indications or history of unstable soils.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill. [help]

There will be grading for the construction of roads, driveways, the installation of utilities, and the preparation of the site for single family residential housing. Surplus material may be required to be hauled from the site to an approved dump site or offsite fill may be required. Approximately 2,953 cubic yards of cut and 3,258 cubic yards of fill are expected, however these numbers are an estimate and may change during final engineering design and review.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. [help]

Standard erosion control measures will be followed during grading construction on the site. A final erosion control plan will be reviewed and approved by City of Vancouver prior to construction on the site. A copy of that final erosion control plan will be filed with the final construction plans with City of Vancouver Public Works.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? [help]

The site will be approximately 65% impervious surfaces postdevelopment.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any: [help]

Proposed measures to reduce and control erosion include providing an erosion control plan for review and approval prior to starting construction on the site and following the conditions of the approved drainage and erosion control plan during all phases of construction.

2. Air

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known. [help]

Construction equipment emissions and dust on the short term. Longterm emissions will be produced by automobile traffic and normal residential activities, possibly including wood burning stoves and fireplaces.

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

There are no known off-site sources of emissions or odor that would affect the proposal.

c. Proposed measures to reduce or control emissions or other impacts to air, if any: [help]

Dust from construction can be mitigated by sprinkling the site with water during construction as needed.

3. Water

- a. Surface Water: [help]
 - Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into. [help]

There are no surface water bodies on the site or in the immediate vicinity.

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans. [help]

No, there are no water bodies within 200' of the site.

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

Not applicable.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known. [help]

There will be no surface water withdrawals or diversions.

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

No, the site does not lie within a 100-year floodplain.

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

No, there are no proposals to discharge of waste material to surface waters.

- b. Ground Water:
 - 1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known. [help]

No ground water will be withdrawn from the site. Stormwater runoff from the site will be collected, treated, and routed to infiltration trenches on site.

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals...; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve. [help]

No waste material is proposed to be discharged into the ground.

- c. Water runoff (including stormwater):
 - Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe. [help]

The main source of runoff is from stormwater. There will be runoff from impervious roof area, driveways, roadways, and landscaped areas. Stormwater runoff from the site will be collected, treated, and routed to onsite infiltration trenches.

2) Could waste materials enter ground or surface waters? If so, generally describe. [help]

Yes, if waste materials were somehow released or dumped into surface runoff flows, substances associated with the source material could enter ground or other surface waters.

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

No.

4) Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

All stormwater runoff is proposed to be routed to onsite infiltration trenches.

4. Plants [help]

- a. Check the types of vegetation found on the site: [help]
 - ____deciduous tree: alder, maple, aspen, other :
 - X_evergreen tree: (fir) cedar, pine, other
 - <u>X</u>shrubs
 - <u>X</u>grass
 - ____pasture
 - ____crop or grain
 - ____Orchards, vineyards or other permanent crops.
 - ____wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
 - ____water plants: water lily, eelgrass, milfoil, other
 - ____other types of vegetation:
- b. What kind and amount of vegetation will be removed or altered? [help]

The majority of the site vegetation will be stripped for site preparation.

c. List threatened and endangered species known to be on or near the site. [help]

There are no threatened or endangered species known to be on or near the site.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: [help]

The single-family homes will be landscaped with grass lawns or other appealing landscaping.

e. List all noxious weeds and invasive species known to be on or near the site.

There are no noxious weeds or invasive species known to be on or near the site.

5. Animals

a. <u>List</u> any birds and <u>other</u> animals which have been observed on or near the site or are known to be on or near the site. Examples include: [help]

birds: hawk, heron, eagle, songbirds, other:

Local birds are observed on the site and in the area.
mammals: deer, bear, elk, beaver, other:

Small mammals, such as mice, voles, and rabbits are located on and near the site. This site is also in an area where larger mammals, such as raccoons, opossum, and mammals indigenous to the Clark County area are sometimes located.

fish: bass, salmon, trout, herring, shellfish, other:

b. List any threatened and endangered species known to be on or near the site. [help]

There are no known threatened or endangered species on or near the site.

c. Is the site part of a migration route? If so, explain. [help]

This site is part of the Pacific Flyway for migratory waterfowl.

d. Proposed measures to preserve or enhance wildlife, if any: [help]

The future homes will be landscaped with grass lawns or other appealing landscape.

e. List any invasive animal species known to be on or near the site.

There are no invasive animal species known to be on or near the site.

6. Energy and natural resources

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

The new homes on the site will be served primarily by electricity and natural gas. Wood stoves might be used for heating. Other forms of energy will depend on homeowners.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe. [help]

No, the developed site will not affect the potential use of solar energy by adjacent properties.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any: [help] The new homes will comply with the state building codes which includes conservation measures.

7. Environmental health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur as a result of this proposal? If so, describe. [help]

There are no known environmental health hazards that could occur as a result of this proposal.

1) Describe any known or possible contamination at the site from present or past uses.

There are no known possible contaminants at the site from present or past uses. Utilizing the Department of Ecology's (DOE), "What's in My Neighborhood" online mapping tool, there are no clean-up sites within 0.25 miles of the site.

 Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

There are no known existing hazardous chemicals or conditions that might affect project development and design.

 Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

There are no known toxic or hazardous chemicals that will be stored, used, or produced during project development or construction.

4) Describe special emergency services that might be required.

No special emergency services will be required for this project, outside of those normally expected for a typical residential development.

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

There are no proposed impacts therefore there are no proposed measures to reduce or control environmental health hazards.

- b. Noise
 - 1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)? [help]

Light traffic noise from surrounding areas/roads along with typical residential noises. None of these will affect the proposal.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site. [help]

Short term noises would include construction noises which would occur during approved hours as mandated by The City of Vancouver and Washington State. Long term noises could include slight increase in traffic noise and normal household noises.

3) Proposed measures to reduce or control noise impacts, if any: [help]

Construction activities will only be performed during City of Vancouver approved construction hours.

8. Land and shoreline use

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe. [help]

The site is currently occupied by 3 single-family homes. Surrounding uses are residential. Northwest of the site are commercial/retail uses. This development will not affect those current land uses.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use? [help]

The archaeological predetermination references aerial maps that show the site was used for agricultural purposes from the 1950's until the early 1970's. It is unknown if this had any commercial significance. There has been no recent use of the site as working farmlands or forest lands.

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

This proposal will not affect or be affected by any surrounding working farm or forest land normal business operations.

c. Describe any structures on the site. [help]

There are 3 existing homes on site and several outbuildings.

d. Will any structures be demolished? If so, what? [help]

All structures will be demolished.

e. What is the current zoning classification of the site? [help]

The site is currently zoned R-9, Low Density Residential.

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

UL-Urban Low Density Residential

g. If applicable, what is the current shoreline master program designation of the site? [help]

There is no shoreline designation for the site.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify. [help]

There are no mapped critical areas on site.

i. Approximately how many people would reside or work in the completed project? [help]

It is currently planned that this development will contain 60 residential lots. At 2.8 people per household there would be approximately 168 people residing within this development at completion.

j. Approximately how many people would the completed project displace? [help]

Up to 8 people may be displaced by this project when the existing homes are removed.

k. Proposed measures to avoid or reduce displacement impacts, if any: [help]

The buildout of this project will provide new housing options to reduce displacement impacts.

I. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: [help]

By complying with the zoning designation, the comprehensive plan, and the City of Vancouver Municipal Code, the proposal will be compatible with the existing and projected land uses.

m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:

Not applicable, there are no nearby agricultural or forest lands.

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. [help]

60 residential lots/homes are proposed. It is unknown at this time whether future housing will be high, middle or low-income housing.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. [help]

3 units will be eliminated.

c. Proposed measures to reduce or control housing impacts, if any: [help]

60 new housing units will be constructed on the site. Impact fees will be paid at the time of building permit for each new home.

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed? [help]

All new home construction will meet City code for residential housing development and not exceed height limits of 35' (per VMC 20.410.050-1). Exterior building materials are unknown at this time.

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

Views will be altered as the existing site will change from 3 residences to 60 residences. No views will be obstructed.

c. Proposed measures to reduce or control aesthetic impacts, if any: [help]

The single-family homes will be landscaped with grass lawns and other appealing landscaping.

11. Light and glare

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

When homes are constructed on the proposed lots, there will most likely be light produced from street lights, houses, yards, and porch lights during evenings and early mornings.

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

No, light or glare from the finished project will not be a safety hazard or interfere with views.

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

Light and glare from surrounding homes and street lights will not affect the proposed development.

d. Proposed measures to reduce or control light and glare impacts, if any: [help]

Any lights used on the site will be oriented inward and will be shielded to reduce the light that may affect adjacent properties. Proposed lighting will comply with City of Vancouver code.

12. Recreation

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

Hanna Acres Park is located directly west from the site, across SE 192nd Avenue. Fisher Basin Park is located approximately 0.3 miles north of the site.

b. Would the proposed project displace any existing recreational uses? If so, describe. [help]

This project will not displace any existing recreational uses.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: [help]

The applicant proposes to pay all park impact fees associated with building permits.

13. Historic and cultural preservation

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe. [help]

The residence on the western extent of parcel 177228000 (1201 SE 192nd Avenue) and the residence on parcel 177228010 (1019 SE 192nd

Avenue) are more than 50 years old. Archaeological Services of Clark County (ASCC) completed State of WA Historic Property Inventory Forms on these two homes and submitted them to DAHP. The forms are included as Appendix A to the project's archaeological predetermination report.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources. [help]

Archaeological Services of Clark County conducted an archaeological predetermination for this site and found no artifacts. The report concluded that no further work was required. Please see the report prepared by Archaeological Services of Clark County dated November 6, 2023 included with this application.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc. [help]

Archaeological Services of Clark County did background review, reviewed existing literature on file with DAHP, conducted a field search and filed a copy of their report with DAHP.

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

None proposed. If during development of the site any potentially significant artifacts are discovered, all work will cease, and proper notification will be given to City of Vancouver and DAHP.

14. Transportation

 Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any. [help]

SE 192nd Avenue is an existing road that will provide access to the site from the west. SE 12th Loop is a proposed new loop street that will provide access to the lots.

 Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop? [help]

The nearest bus stop is approximately 315 feet to the north along SE 192nd Avenue.

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? [help]

2-4 parking spaces per single-family home are proposed within driveways and garages. There are 3 existing single-family homes, therefore up to 12 parking spaces will be eliminated when these homes are removed, however the new homes will provide new parking.

d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private). [help]

SE 192nd Avenue is fully constructed to standards. Therefore, frontage improvements to this street are not proposed, and no additional ROW or street width is required. The application will repair sidewalk deficiencies along the project's SE 192nd Avenue frontage to ensure ADA compliance and will evaluate the existing street trees as they are the likely cause of sidewalk damage. A new street, SE 12th Loop, is also proposed. All are public streets.

e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe. [help]

No, the project will not use water, rail or air transportation.

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates? [help]

It is anticipated that 570 new average weekday trips would be generated by the project with 43 morning peak hour trips and 57 evening peak hour trips. Trip generation calculations utilized the Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 11th Edition, 2021.

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

The proposed development will not interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area.

h. Proposed measures to reduce or control transportation impacts, if any: [help]

The applicant will pay transportation impact fees. Additionally, the applicant will pay a \$33,500 proportionate share fee for the project's

trip contributions to specific intersections identified by City of Vancouver. The City of Vancouver will use the proportionate share contributions for future transportation improvements in the vicinity of each identified intersection.

15. Public Services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe. [help]

Yes. The completion of this development and the construction of new residential units will increase the need for public services in the area.

b. Proposed measures to reduce or control direct impacts on public services, if any. [help]

This project will pay impact fees for schools, parks, and traffic at the time of building permit.

16. Utilities

- a. Circle utilities currently available at the site: [help] electricity natural gas, water refuse service, telephone, sanitary sewer, septic system, other _____
- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed. [help]

Electricity: Clark Public Utilities
Telephone and Internet: Comcast and Lumen
Natural Gas: NW Natural
Water: City of Vancouver
Sanitary Sewer: City of Vancouver
Garbage: Waste Connections

C. SIGNATURE [HELP]

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

Signature:	Chad Stewart			
Name of sign		rt		
Position and A	Agency/Organization:	Project Manager	Ginn Group, LLC	
Date Submitte	12/14/2023 ed:			



Feb. 9, 2024

Notice of Application, Remote Public Hearing, and Optional SEPA Determination of Nonsignificance South Cascade Terrace Subdivision PRJ-169060/LUP-83894

Request: A 60 single-family narrow lot subdivision and zone change from R-9 Lower Density Residential to R-17 Lower Density Residential on a 4.46-acre tract of land. The subject site is located south of the intersection of SE 192nd Avenue and SE Mill Plain Blvd. The applicant was reviewed via the Type IV process.

Application was submitted Dec. 26, 2023, and deemed fully complete Feb. 1, 2024.

Location: 1019, 1119 and 1201 SE 192nd Avenue

- **Contact:** Travis Johnson, PLS Engineering, 604 W. Evergreen Blvd. Vancouver, Washington 98660
- Applicant: Chad Stewart, Ginn Group LLC, 502 NE 72nd Street, Vancouver, Washington 98665

Property Owner: Teresa Mosbauer, 615 Deep Pond Rd., Osteen, Florida 32764

Remote Public Hearing Scheduled: Land Use Hearing conducted by the Hearing Examiner Tuesday, April 16, 2024, 6 p.m.

The City of Vancouver will be holding a virtual hearing on this matter. Interested parties can participate in the virtual hearing by emailing the project manager at <u>Kristian.corbin@cityofvancouver.us</u>. **Due to remote work conditions, e-mail is strongly preferred.**

Under the authority of VMC 20.790.230, the City of Vancouver will use the optional combined determination of nonsignificance (DNS) and notice of application process. Based on the initial review of the proposed project, the city expects to issue a DNS on the proposal, finding the project will not create probable significant adverse environmental impacts.

The comment period for the notice of application may be the only opportunity to comment on the environmental impacts of the proposal. The proposal may include

mitigation measures under applicable codes, and the review process may incorporate or require mitigation measures regardless of whether an environmental impact statement is prepared.

Comments on the project received electronically before 4 p.m., March 11, 2024, will be incorporated into the staff report; comments received electronically after that date will be presented at the hearing.

A decision by the hearing examiner may be appealed to City Council by the applicant or any aggrieved person. Such an appeal must be in writing and be filed with Community and Economic Development Department within 14 calendar days after the hearing examiner's decision. In the absence of such appeal, the examiner's decision shall be final and conclusive.

Procedural appeals to the SEPA determination shall be filed in writing within 14 calendar days following the last day of the comment period. The hearing examiner's decision of the SEPA procedural appeal shall be final and not subject to further administrative appeal.

Substantive SEPA appeals shall be filed in writing within 14 calendar days of the issuance of staff's decision approving, conditioning, or denying the project.

A copy of the final determination may be obtained upon e-mail request. Please include any one of the project numbers listed.

Case Manager:Kristian Corbin, Senior PlannerE-mail:Kristian.corbin@cityofvancouver.us

7 ht han

Name

Feb. 9, 2024 Date

Coverage of this hearing is being cablecast live on Clark/Vancouver Television Channel 21, Comcast Cable Television System.





P.O. Box 1995 • Vancouver, WA 98668-1995 www.cityofvancouver.us

March 12, 2024

Notice of Final Determination of Nonsignificance (DNS) South Cascade Terrace Subdivision PRJ-169060/LUP-83894

The city issued a Determination of Nonsignificance (DNS) for this project Feb. 9, 2024; this determination is retained. A comment was received from the Department of Ecology.

It has been determined the following described project will not have a probable significant adverse impact on the environment. Under the authority of WAC 197-11-330(1) and 197-11-350, a determination of insignificance has been issued.

Request: A 60 single-family narrow lot subdivision and zone change from R-9 Lower Density Residential to R-17 Lower Density Residential on a 4.46-acre tract of land. The subject site is located south of the intersection of SE 192nd Avenue and SE Mill Plain Blvd. The applicant was reviewed via the Type IV process.

Location: 1019, 1119 and 1201 SE 192nd Avenue, Vancouver Washington 98683

Applicant: Travis Johnson, PLS Engineering, 604 W. Evergreen Blvd. Vancouver, Washington 98660

Contact: Chad Stewart, Ginn Group LLC, 502 NE 72nd Street, Vancouver, Washington 98665

Property Owner: Teresa Mosbauer, 615 Deep Pond Rd., Osteen, Florida 32764

Requests to appeal this decision must be made in writing within 14 calendar days after the date the decision. The letter of appeal shall state the case number designated by the city, the name of the applicant, name and signature of each petitioner, a statement showing that each petitioner is entitled to file the appeal under VMC Chapter 20.210, the specific aspect(s) of the decision and/or SEPA issue being appealed, the reasons each aspect is in error as a matter of fact or law, and the evidence relied on to prove the error. A substantive appeal of the SEPA determination must be filed in conjunction with and within the limitation period applicable to an available administrative appeal of the applicable permit or approval (VMC 20.790.640.D).

All appeals, along with the required fee, must be received by 4 p.m., March 26, 2024.

Due to the limited days the permit center is open for walk-in assistance, the appeal request shall be emailed to <u>Kristian.corbin@cityofvancouver.us</u> as well as to the case manager's e-mail address below and the appeal fee electronically paid to the City of Vancouver.

Responsible Official: Kristian Corbin, Senior Planner Telephone: 360-487-7818 E-mail: Kristian.corbin@cityofvancouver.us

Kristian Corbin, Senior Planner

March 12, 2024

EXHIBIT G



321 SW 4th Ave., Suite 400 Portland, OR 97204 503.248.0313 lancastermobley.com

Memorandum

To:	Chad Stewart Ginn Group
From:	Daniel Stumpf, PE
Date:	December 13, 2023
Subject:	19th Street Terrace Transportation Analysis



Introduction

This memorandum reports and evaluates the transportation impacts related to the proposed South Cascade Terrace project, located on three properties at/near 1019/1119/1201 SE 192nd Avenue in Vancouver, Washington. The proposal will include the construction of 60 single-family detached houses, removing 3 existing dwelling units for a net increase of at least 57 houses. Access to the site will be provided via a proposed street connection (i.e., SE 12th Loop) at SE 192nd Avenue.

The purpose of this memorandum is to examine and address transportation-related impacts from the proposed development. This study reviews the proposed development's trip generation and distribution, identifies any concurrency corridors projected to receive additional traffic, and determines proportionate share contributions toward City of Vancouver transportation facility improvement projects based on development impacts. In addition, sight distances are evaluated at the site access intersection along SE 192nd Avenue.

Location Description

Project Site Description

The project site is located north of SE 15th Street, south of SE Westridge Boulevard, east of SE 192nd Avenue, and west of SE 195th Avenue in Vancouver, Washington. Located at the edge of a residential area, the project site is surrounded by a retail shopping center to the northwest and single-family houses on all other directions. Other notable land uses located within a half-mile distance of the project site include Illahee Elementary School and Shahala Middle School to the north.

The site includes three properties (assessor parcels 177228010, 177228005, and 177228000) which encompass an approximate total of 4.47 acres. The site is currently developed with three single-family detached houses and several ancillary structures, served by five driveways along SE 192nd Avenue.

Vicinity Roadways

The project site is bounded by four roadways to the north, south, east, and west. Table 1 provides a description of these vicinity roadways.

Street Name	Jurisdiction	Functional Classification	Speed (MPH)	On-Street Parking	Curbs & Sidewalks	Bicycle Lanes
SE Westridge Boulevard	Vancouver	Collector Arterial	25	Not Permitted	South Side	Both Sides
SE 15th Street	Vancouver	Collector Arterial	35/40	Not Permitted	Partial Both Sides	Partial Both Sides
SE 192nd Avenue	Vancouver	Principal Arterial	40	Not Permitted	Both Sides	Both Sides
SE 195th Avenue	Vancouver	Local Street	25	Permitted Both Sides	Both Sides	None

Table 1: Vicinity Roadway Descriptions

Table Notes: Functional Classification and Jurisdiction based on City of Vancouver Arterial Street System map.Statutory speed based on Washington State Code Section RCW 46.61.400.

Figure 1 below presents an aerial image of the nearby vicinity with the project site outlined in yellow.



Figure 1: Aerial Photo of Site Vicinity (Image from Google Earth)



Site Trips

Trip Generation

The proposed 19th Street Terrace project will include the construction of 60 single-family detached houses, removing 3 existing dwelling units for a net increase of 57 houses. To estimate the number of trips that will be generated by the proposed development, trip rates from the *Trip Generation Manual*¹ and per City of Vancouver policy, which are generally based on the *Trip Generation Manual*, were used. Data from land use code 210, *Single-Family Detached Housing*, was used to estimate the existing and proposed development's trip generation based on the number of dwelling units:

The trip generation calculations show that the proposed development is projected to generate an additional 43 AM peak hour trips, 57 PM peak hour trips, and 570 average weekday site trips. The trip generation estimates are summarized in Table 2 and detailed trip generation calculations are included as an attachment to this memorandum.

ITE Code		Sizo	AM	Peak H	our	PM	Peak H	our	Weekday
		Size	Enter	Exit	Total	Enter	Exit	Total	Total
Existing Conditions									
Single-Family Detached Housing	210	3 units	1	1	2	2	1	3	30
Proposed Conditions									
Single-Family Detached Housing	210	60 units	11	34	45	38	22	60	600
Net Change									
Net Change In Site Trip Generation		10	33	43	36	21	57	570	

Table 2: Trip Generation Summary

Trip Distribution

The trip distribution for the proposed development was derived using data from the Southwest Washington Regional Transportation Council (RTC) transportation system model. The project site is located within Transportation Analysis Zone (TAZ) #1751 for which a select zone analysis was run to determine the distribution of site trips entering and exiting the zone.

¹ Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 11th Edition, 2021.



Using information from the RTC model, the following trip distribution is projected within the immediate site vicinity:

- Approximately 33% of site trips will travel to/from the west along SE Mill Plain Boulevard, west of SE 192nd Avenue.
- Approximately 17% of site trips will travel to/from the west along SE 1st Street, west of SE 192nd Avenue.
- Approximately 16% of site trips will travel to/from the south along SE 192nd Avenue, south of SE 20th Street.
- Approximately 11% of site trips will travel to/from the north along SE 192nd Avenue, north of SE 1st Street.
- Approximately 8% of site trips will travel to/from the east along SE 1st Street, east of SE 192nd Avenue.
- Approximately 4% of site trips will travel to/from the east along SE 20th Street, east of SE Bybee Road.
- Approximately 3% of site trips will travel to/from the west along SE 20th Street, west of SE 192nd Avenue.
- Approximately 3% of site trips will travel to/from the west along SE 15th Street, west of SE 192nd Avenue.
- Approximately 5% of site trips will travel to/from locales within the immediate site vicinity.

Table 3 summarizes the impact to each concurrency corridor as defined by the City of Vancouver.



Table 3: Transportation Management Zones

Concurrency Corridor	From	То	Evening Peak Hour Site Trips
	SE 192nd Avenue	SE 164th Avenue	19
	SE 164th Avenue	SE 136th Avenue	12
Mill Plain Boulevard	SE 136th Avenue	Interstate 205	9
	Interstate 205	N Andresen Road	0
	N Andresen Road	Interstate 5	0
	Interstate 5	W Fourth Plain Boulevard	0
St. Johns/Ft. Vancouver Way	E Mill Plain Boulevard	NE 63rd Street	0
	NE 162nd Avenue	Interstate 205	0
Fourth Plain Boulevard	Interstate 205	NE Andresen Road	0
	NE Andresen Road	Interstate 5	0
	Interstate 5	W Mill Plain Boulevard	0
Androson Dood	E Mill Plain Boulevard	State Road 500	0
Andresen Road	State Road 500	NE 78th Street	0
112th Avenue	NE 51st Street	NE 28th Street	0
HZtil Avenue	NE 28th Street	SE Mill Plain Boulevard	0
164th/162nd Avenue	NE Fourth Plain Boulevard	SE 1st Street	5
10411/102110 Avenue	SE 1st Street	State Road 14	4
	NE 162nd Avenue	NE 138th Avenue	0
Burton Road/28th Street	NE 138th Avenue	NE 112th Avenue	0
	NE 112th Avenue	NE 18th Street	0
19th Stroot	NE 164th Avenue	NE 138th Avenue	2
iour sueer	NE 138th Avenue	NE 112th Avenue	1
126th/128th Avanua	NE Fourth Plain Boulevard	NE 28th Street	0
ISOUIT ISOUT AVENUE	NE 28th Street	E Mill Plain Boulevard	1
192nd Avenue	State Road 14	NE 18th Street	36

Proportionate Share Contributions

According to project's pre-application conference notes, proportionate share contributions are being collected for several transportation facilities throughout the City. Table 4 below details these transportation improvement projects and proportionate share fee contributions attributable to the proposed development.



Table 4: Proportionate Share Contributions

Project Location	Unit Cost Per Trip		Unit Cost Per Percent of Site Trip Trips Generated		Hour mpact	Proportionate Share Contribution
NE 137th Avenue (NE 49th Street to NE Fourth Plain Boulevard)	\$3,000	PM	0.00%	0	PM	\$0
NE Fourth Plain Boulevard at NE 152nd Avenue (Signal)	\$333	PM	0.00%	0	PM	\$0
S Lieser Road at MacArthur Boulevard/St Helens Avenue	\$2,000	PM	0.00%	0	PM	\$0
NE 176th Avenue at NE 20th Street	\$400	PM	1.88%	1	PM	\$400
NE 192nd Avenue at NE 13th Street	\$400	PM	8.22%	5	PM	\$2,000
SE 192nd Avenue at SE 34th Street	\$150	PM	14.08%	8	PM	\$1,200
SE 192nd Avenue at SR-14 Ramps	\$2,000	PM	8.92%	5	PM	\$10,000
MacArthur Boulevard at Andresen Road (Roundabout)	\$2,285	PM	0.00%	0	PM	\$0
MacArthur Boulevard at N Devine Road (Roundabout)	\$2,226	PM	0.00%	0	PM	\$0
Grove Street/SR-14 Off-Ramp at Columbia House Boulevard	\$600	AM	0.00%	0	AM	\$0
NE 172nd Avenue at NE 18th Street	\$300	PM	0.47%	0	PM	\$0
NE 179th Place at NE 18th Street	\$900	PM	0.47%	0	PM	\$0
NE 187th Avenue at NE 18th Street	\$1,200	PM	5.63%	3	PM	\$3,600
NE 162nd Avenue at NE 9th Street	\$1,500	PM	8.45%	5	PM	\$7,500
NE 172nd Avenue at NE 9th Street	\$4,100	PM	0.00%	0	PM	\$0
NE 192nd Avenue at NE 9th Street	\$1,100	PM	10.09%	6	PM	\$6,600
NE 187th Avenue at SE 1st Street	\$1,100	PM	3.99%	2	PM	\$2,200
Total Proportionate Share Contribution						\$33,500



Per the RTC distribution modeling data and based on the calculated site trip generation, the proposed development is projected to impact eight of the transportation facilities where proportionate share fees are being collected. The proposed development application will need to contribute a proportionate share fee of \$33,500 toward these transportation improvement projects.

Sight Distance Analysis

Sight distances were evaluated at the proposed right-in/right-out site access intersection along SE 192nd Avenue. The minimum required intersection sight distance was determined in accordance with the City of Vancouver's Municipal Code Section 11.80.140. These standards state that intersection sight distance measurements must comply with standards established in *A Policy on Geometric Design of Highways and Streets*². According to AASHTO, the driver's eye is assumed to be approximately 15 feet (specifically 14.5 feet) from the near edge of the nearest travel lane (or traveled way) of the intersecting street and at a height of 3.5 feet above the minor-street approach pavement. The vehicle driver's eye-height along the major-street approach is assumed to be 3.5 feet above the cross-street pavement.

Per the AASHTO manual, intersection sight distance is an operation measure intended to provide sufficient line of sight along the major-street so that a driver could turn from the minor-street approach without impeding traffic flow. Conversely, stopping sight distance is considered the minimum requirement to ensure safe operation of an intersection. This is the distance that allows an oncoming driver to see a hazard on the roadway, react, and come to a complete stop, if necessary, to avoid a collision.

Based on a posted speed of 40 mph along SE 192nd Avenue and considering only the right-turn site egress movement will be allowed at the site access (minor-street) approach, the following minimum intersection and stopping sight distances are applicable:

- Minimum Intersection Sight Distance: 385 feet for right-turns (viewing south).
- Minimum Stopping Sight Distance: 305 feet.

Sight distances to the south of the proposed access location was measured to be in excess of 450 feet. Therefore, adequate sight distance is available at the site access location to allow for safe and efficient operation of the intersection. No sight distance related mitigation is necessary or recommended.

Right Turn Lane Warrants

At the direction of the City of Vancouver, a right-turn lane warrant analysis was conducted for the northbound approach at the site access intersection along SE 192nd Avenue.

Traffic Volumes

To evaluate turn lane warrants at the site access intersection under future site buildout conditions, an estimate of future traffic volumes at the intersection is required. To estimate traffic volumes, the following were conducted:

² American Association of State Highway and Transportation Officials (AASHTO), A Policy on Geometric Design of Highways and Streets, 7th Edition, 2018.



- Traffic counts were conducted at the along SE 192nd Avenue near the proposed site access location on Tuesday, October 31, 2023, over a 24-hour period. Data was used from the PM peak hour of roadway traffic in the northbound direction of travel.
- According to the City of Vancouver's Traffic Study Guidelines, an analysis of traffic conductions five years after buildout of the proposed development is required. It is assumed the proposed development will be constructed within two years whereby an additional five years of growth is necessary to estimate year 2030 conditions. Per the Traffic Study Guidelines, a compounded growth rate of 2.0 percent per year was applied to the 2023 existing traffic volumes.
- Peak hour trips calculated to be generated by the proposed development, as described earlier in the *Site Trips* section, were added to the projected year 2030 traffic volumes to obtain the expected year 2030 site buildout volumes.

Figure A in the appendix depicts the site trip assignment, existing volumes, and future year 2030 traffic volumes at the intersection.

Warrant Analysis

A right-turn refuge lane is primarily a safety consideration for the major-street, removing right-turning vehicles from the through traffic stream. To evaluate right-turn lane warrants, section 1310.03(3) Right-Turn Lanes and Exhibit 1310-19 Right-Turn Lane Guidelines from the WSDOT Design Manual was referenced. Turn lane warrants were evaluated based on the number of advancing vehicles, the number of turning vehicles, the travel speed, and the number of through lanes.

Although a right-turn lane is not warranted at the intersection per the WSDOT warrant methodology, consideration for a right-turn pocket lane/taper may be made. Based on input from City of Vancouver staff, the construction of a 100-foot-long right-turn taper that develops into a 13-foot-wide paved width will be sufficient to accommodate site ingress traffic when considering the following:

- The proposed development will be constructing 60 residential units which will generate 38 site ingress trips during the PM peak hour. No additional traffic will be added to this northbound right-turn movement since higher density or additional development will not occur on-site and the development plan will not allow through access to other land uses or roadways in the surrounding area. Therefore, impacts to this northbound right-turn movement will be minor and limited to the proposed development only.
- Northbound right-turn queuing is generally not expected to occur since this turning movement will be free-flow and will not conflict with other vehicular turning movements, noting that the southbound left-turn movement will be restricted. The only conflict/delay that is reasonably expected to occur with the northbound right-turn movement would be associated with pedestrians crossing the site access road in the north/south directions. These pedestrian conflicts are expected to be infrequent and will only last approximately 3-4 seconds (assuming a pedestrian travel speed of 3.5 feet per second).

Based on the above analysis, the installation of a northbound right-turn taper is recommended as part of the proposed development application. No additional right-turn lane related mitigation is necessary.



Conclusions

The construction of the proposed South Cascade Terrace project is projected to generate an additional 43 AM peak hour trips, 57 PM peak hour trips, and 570 average weekday site trips. All nearby intersections of significance are not expected to experience significant site trip impacts.

Per the RTC distribution modeling data and based on the calculated site trip generation, the proposed development is projected to impact eight of the transportation facilities where proportionate share fees are being collected. The proposed development application will need to contribute a proportionate share fee of \$33,500 toward these transportation improvement projects.

Adequate sight distance to the south of the proposed site access location is available to allow for safe and efficient operation of the intersection. No sight distance related mitigation is necessary or recommended.

Based on an evaluation of right-turn lane warrants, the installation of a northbound right-turn taper is recommended as part of the proposed development application. No additional right-turn lane related mitigation is necessary.

If you have any questions or concerns regarding this analysis or need further assistance, please don't hesitate to contact us.







TRIP GENERATION CALCULATIONSSource: Trip Generation Manual, 11th EditionExistiConditionsLand Use:ConditionsLand Use Code:210Land Use Subcategory:All SitesCondition/SuburbanVariable:Dwelling UnitsTrip Type:ReteVariable Quantity:3

WARNING: Variable Quantity is less than Minimum Survey Size for Peak Hours

AM PEAK HOUR

Trip Rate: 0.75

	Enter	Exit	Total
Directional Split	25%	75%	
Trip Ends	1	1	2

	Enter	Exit	Total
Directional Split	63%	37%	
Trip Ends	2	1	3

PM PEAK HOUR

WEEKDAY

Trip Rate: 10.00

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	15	15	30

SATURDAY

Trip Rate: 9.48

Trip Rate: 1.00

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	14	14	28



TRIP GENERATION CALCULATIONSSource: Trip Generation Manual, 11th EditionProposed ConditionsProposed ConditionsLand Use:Single-Family Detached HousingLand Use Code:210Land Use Subcategory:All SitesSetting/LocationGeneral Urban/SuburbanVariable:Dwelling UnitsTrip Type:VehicleFormula Type:RateVariable Quantity:60

AM PEAK HOUR

Trip Rate: 0.75

	Enter	Exit	Total
Directional Split	25%	75%	
Trip Ends	11	34	45

Trip Rate: 1.00

	Enter	Exit	Total
Directional Split	63%	37%	
Trip Ends	38	22	60

WEEKDAY

Trip Rate: 10.00

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	300	300	600

SATURDAY

Trip Rate: 9.48

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	284	284	568





LEGEND

$\langle\!\!\!\langle \overset{\times\times\%}{\longrightarrow}\!\!\rangle$	PERCENT	OF PROJI	ECT TRIPS
PRO	POSED TRI	P GENERA	TION
	IN	OUT	TOTAL
PM	38	22	60





TRAFFIC VOLUMES

2023 Existing and 2030 Future Conditions PM Peak Hour

Inc.	
Traffic Data Services,	alltrafficdata.net
AI	

Site Code: 1 SE 192ND AVE N.O SE 12TH ST

	Total	47	40	32	36	79	244	543	931	1279	1225	1343	1649	1823	1622	1669	1937	1972	1738	1220	872	717	495	213	107	21833		11:00	1649	16:00	1972	21833		
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																												I	ı	ı	ı			
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	SB	21	14	17	17	35	158	327	477	587	591	641	774	915	773	798	937	991	875	601	453	351	255	102	52	10762	49.3%	11:00	774	16:00	991	10762	49.3%	AA
	NB	26	26	15	19	44	86	216	454	692	634	702	875	908	849	871	1000	981	863	619	419	366	240	111	55	11071	50.7%	11:00	875	15:00	1000	11071	50.7%	ADT 21,833
31-Oct-23	Tue																											ı	•	•	•			
Start	Time	12:00 AM	01:00	02:00	03:00	04:00	02:00	00:90	02:00	08:00	00:60	10:00	11:00	12:00 PM	01:00	02:00	03:00	04:00	02:00	00:90	02:00	08:00	00:60	10:00	11:00	Total	Percent	AM Peak	Vol.	PM Peak	Vol.	Grand Total	Percent	ADT

Page 1





Notes:

- [1] For two-lane highways, use the peak hour DDHV (through + right-turn).
 For multilane, highways (posted speed 45 mph or above), use the right-lane peak hour approach volume (through + right-turn).
- [2] When all three of the following conditions are met, reduce the right-turn DDHV by 20:
 - o The posted speed is 45 mph or below
 - o The right-turn volume is greater than 40 VPH
 - The peak hour approach volume (DDHV) is less than 300 VPH
- [3] For right-turn corner design, see Exhibit 1310-6.
- [4] For right-turn pocket or taper design, see Exhibit 1310-20.
- [5] For right-turn lane design, see Exhibit 1310-21.

EXHIBIT H



City of Vancouver Transportation Services Trip and Traffic Impact Fee Calculation Worksheet

Application Number: PRJ-169060

South Cascade Terrace	Date:	3/12/2024 12:00:00 AM
1019 SE 192ND AVE	TAZ:	TA418
PRJ-169060	Primary Corridor:	MPLN #5
	Parcel 1 ID:	177228010
Cascade	Parcel 2 ID:	
Overlay - Mill Plain / I-205	Parcel 3 ID:	
	South Cascade Terrace 1019 SE 192ND AVE PRJ-169060 Cascade Overlay - Mill Plain / I-205	South Cascade TerraceDate:1019 SE 192ND AVETAZ:PRJ-169060Primary Corridor:CascadeParcel 1 ID:CascadeParcel 2 ID:Overlay - Mill Plain / I-205Parcel 3 ID:

Existing Site Trips ^^												
LU Description	ITE LU Code	Existing AM Peak Rate	Existing PM Peak Rate	Existing ADT Rate	Unit of Measure	Size**		Existing AM Peak Trips	Existing PM Peak Trips	Existing ADT		
Single Family Det.Homes	210	0.75	1	10	1	3		2	3	30		
^ equals zero if this is a new development on greenfield or if old use has been gone > 1 year. Existing Trips Total 2 3 3												
								-	•	•		

	New Trip Generation Calculation												
LU Description	ITE LU Code	AM Peak Rate	PM Peak Rate	ADT Rate	Unit of Measure*	Size**		New AM Peak	New PM Peak	New ADT			
Single Family Det.Homes	210	0.75	1	10	1	60	45	60	600				
		0	0	0	0	0				0			
*Unit of measure = ITE Unit by which total size is divided by in order to calc. trip generation New Project Trips									60	600			
**Size - Total size of development, eg 10 d	welling units	or 50,000 sqf.		Net New F	Project Trips	(new trip - e	existing trips)	43	57	570			

***% reduction applied to trip generation, eg. .35 passby reduction for 100 trips - (1 - .35) * 100 - .65 - from approved traffic impact study only

****% reduction applied to trip generation, eg. .10 internal capture reduction for 100 trips - (1 - .10) * 100 - .9 * 100 - 90 - from approved traffic impact study only

Traffic Impact Fee Calculation													
LU Description	ITE LU Code	Proposed Project ADT	Net New Proj ADT	TIF Rate/Trip	TIF Overlay rate/trip	BEF Reduction = .3 for retail commercial uses & ITE LU 912	Tax Reduction	TIF Due	Overlay TIF Due				
Single Family Det.Homes	210	600	570.00	428	0		0.15	\$207,366.00	\$0.00				
	Sum	600	570				TIF Totals:	\$207,366.00	\$0.00				

Disclaimer: This information is provided based on the TIF program in place as of the date shown above and is only an estimate of the fee. Per VMC 20.915.020, the fee shall be calculated at time of building permit application. See VMC 20.915 for more information.



City of Vancouver Transportation Services Trip and Traffic Impact Fee Calculation Worksheet

Application Number: PRJ-169060

South Cascade Terrace	Date:	3/12/2024 12:00:00 AM
1019 SE 192ND AVE	TAZ:	TA418
PRJ-169060	Primary Corridor:	MPLN #5
	Parcel 1 ID:	177228010
Cascade	Parcel 2 ID:	
Overlay - Mill Plain / I-205	Parcel 3 ID:	
	South Cascade Terrace 1019 SE 192ND AVE PRJ-169060 Cascade Overlay - Mill Plain / I-205	South Cascade TerraceDate:1019 SE 192ND AVETAZ:PRJ-169060Primary Corridor:CascadeParcel 1 ID:CascadeParcel 2 ID:Overlay - Mill Plain / I-205Parcel 3 ID:

Concurrency Monitoring Fees												
Corridor	PM Peak Trips	Cost/Trip	max. \$1500									
I-205 to SE 136th Ave	9	\$69.00	\$621.00									
SE 136th Ave to SE 164th Ave	12	\$69.00	\$828.00									
SE 164th Ave to SE 192nd Ave	19	\$69.00	\$1,311.00									
NE 112th Ave to NE 138th Ave	1	\$69.00	\$69.00									
NE 138th Ave to NE 162nd Ave	2	\$69.00	\$138.00									
Mill Plain Blvd to NE 28TH	1	\$69.00	\$69.00									
SR-14 to SE 1st St	4	\$69.00	\$276.00									
SE 1st St to Fourth Plain Blvd	5	\$69.00	\$345.00									
SR-14 to NE 18th St	36	\$69.00	\$2,484.00									
		Calculated Total =	\$6,141.00									

Total Monitoring Fee = \$1,500.00

Proportionate Shares							
Case Number	Project	Fee/Unit	Trips/Lots	Final Fee			
	SE 20th St & SE 176th Ave	\$400.00	1	\$400.00			
	SE 192nd Ave & SE 34th St	\$150.00	8	\$1,200.00			
	NE 187th Ave - NE 18th St	\$1,200.00	3	\$3,600.00			
	192nd/SR14	\$2,000.00	5	\$10,000.00			
	NE 9th St - NE 162nd Ave	\$1,500.00	5	\$7,500.00			
	NE 192nd Ave and 13th St Signal Imprv	\$400.00	5	\$2,000.00			
	NE 187th Ave - SE 1st St	\$1,100.00	2	\$2,200.00			
	NE 192nd Ave - NE 9th St	\$1,100.00	6	\$6,600.00			
	Total Proportionate Share Fees =		\$33,500.00				

Total Proportionate Share Fees =

District: Cascade	District TIF =	\$207,366.00
	Total TIF =	\$207,366.00

Disclaimer: This information is provided based on the TIF program in place as of the date shown above and is only an estimate of the fee. Per VMC 20.915.020, the fee shall be calculated at time of building permit application. See VMC 20.915 for more information.



City of Vancouver Transportation Services Trip and Traffic Impact Fee Calculation Worksheet

Application Number: PRJ-169060

Project Name:	South Cascade Terrace	Date:	3/12/2024 12:00:00 AM
Project Address:	1019 SE 192ND AVE	TAZ:	TA418
Project Number:	PRJ-169060	Primary Corridor:	MPLN #5
ENG Number:		Parcel 1 ID:	177228010
TIF District:	Cascade	Parcel 2 ID:	
TIF Overlay District:	Overlay - Mill Plain / I-205	Parcel 3 ID:	

COMMENTS:

South Cascade Terrace

Disclaimer: This information is provided based on the TIF program in place as of the date shown above and is only an estimate of the fee. Per VMC 20.915.020, the fee shall be calculated at time of building permit application. See VMC 20.915 for more information.

EXHIBIT I



CLARK COUNTY WASHINGTON

PUBLIC HEALTH

www.clark.wa.gov

1601 E Fourth Plain Blvd, Bldg 17 PO Box 9825 Vancouver, WA 98666-8825 564.397.8000

November 22, 2023

Ginn Group LLC 502 NE 72nd Street Vancouver, WA 98665

RE: Conditional Development Review Evaluation for "South Cascade Terrace" located at 1019,1119,1201 SE 192nd Ave , Vancouver, WA 98683 (SR0065297; Tax Parcels 177228010,177228005,177228000; PRJ - 169060 / PIR -83739)

** Final Health Department approval required**

Clark County Public Health (CCPH) completed the Development Review Evaluation for the site described above. This evaluation is limited to the area of the proposed development.

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

Existing individual on-site sewage systems (OSSs) are listed on the application and there are county records as follows: Parcel 177228010- ON0054025 with no as-built and likely from approximately 1968. Parcel 177228005-ON0052726 with no as-built, pumping records of 750 gallons, and likely installed between 1970s and 1980s. Parcel 177228000- ON0015616 with a detailed as-built showing two septic tanks and two pump basins from 1995. A site visit on 11/08/23 did find evidence of on-site sewage systems consistent with county records. <u>Any on-site sewage system</u> discovered during development must be properly abandoned with written notice provided to Clark County Public Health and shown on the final plat (Mylar).

Please provide written notification describing the actions taken to legally abandon the system with pumper's receipt attached. Proper system abandonment requires tank and pump basin pumping by a licensed pumper, removing the container or breaking in the tank lids, punching a hole in the bottom, and filling the cavities with rock, sand or compacted soil. Cesspools, drywells, or other containers discovered during development must also be abandoned in this manner. The following link is the Clark County Septic Abandonment Notification Form for your convenience.

https://clark.wa.gov/sites/default/files/media/document/2023-03/CCPH%20OSS%20Abandonment%20Notification.pdf

The proposed development must connect to an approved public sewer system. A copy of the final acceptance letter from the sanitary sewer purveyor or the equivalent must be submitted along with the final plat.

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

An existing well is indicated on the application. There are county records indicating a well is at the site. A site visit on 11/08/23 did discover a well. <u>Any wells identified during development must be properly decommissioned per WAC 173-160-381 by a Washington licensed well driller with written notice provided to Clark County Public Health and the well locations marked on the final plat (Mylar).</u>

The proposed development must connect to an approved public water system. A copy of the final acceptance letter from the purveyor or the equivalent must be submitted along with the final site plan.

If you have any questions concerning this letter, please contact Clark County Public Health at (564) 397-7244.

12:33:48

Sincerely,

Environmental Health Specialist

Kristian Corbin, Senior Planner City of Vancouver Community Development Planning Department, City of Vancouver Travis Johnson, PLS Engineering CC:

EXHIBIT J



STATE OF WASHINGTON DEPARTMENT OF ECOLOGY

Southwest Region Office

PO Box 47775, Olympia, WA 98504-7775 • 360-407-6300

March 8, 2024

Kristian Corbin, Senior Planner City of Vancouver Community & Economics Development PO Box 1995 Vancouver, WA 98668

Dear Kristian Corbin:

Thank you for the opportunity to comment on the optional determination of nonsignificance/notice of application for the South Cascade Terrace Subdivision Project (PRJ-169060/LUP-83894) located at 1019 Southeast 192nd Avenue as proposed by Ginn Group LLC. The Department of Ecology (Ecology) reviewed the environmental checklist and has the following comment(s):

HAZARDOUS WASTE & TOXICS REDUCTION: Garret Peck (564) 669-0836

The applicant proposes to demolish an existing structure(s). In addition to any required asbestos abatement procedures, the applicant should ensure that any other potentially dangerous or hazardous materials present, such as PCB-containing lamp ballasts, fluorescent lamps, and wall thermostats containing mercury, are removed prior to demolition. It is important that these materials and wastes are removed and appropriately managed prior to demolition. It is equally important that demolition debris is also safely managed, especially if it contains painted wood or concrete, treated wood, or other possibly dangerous materials.

Please review the "Dangerous Waste Rules for Demolition, Construction, and Renovation Wastes," posted at Ecology's website, <u>https://ecology.wa.gov/Regulations-Permits/Guidance-technical-assistance/Dangerous-waste-guidance/Common-dangerous-waste/Construction-and-demolition</u>. The applicant may also contact Rob Rieck of Ecology's Hazardous Waste and Toxics Reduction Program at (360) 407-6751 for more information about safely handling dangerous wastes and demolition debris.

SOLID WASTE MANAGEMENT: Derek Rockett (360) 995-3176

All grading and filling of land must utilize only clean fill. All other materials may be considered solid waste and permit approval may be required from your local jurisdictional health department prior to filling. All removed debris resulting from this project must be disposed of at an approved site. Contact the local jurisdictional health department or Department of Ecology for proper management of these materials. Kristian Corbin March 8, 2024 Page 2

Ecology's comments are based upon information provided by the lead agency. As such, they may not constitute an exhaustive list of the various authorizations that must be obtained or legal requirements that must be fulfilled in order to carry out the proposed action.

If you have any questions or would like to respond to these comments, please contact the appropriate reviewing staff listed above.

Department of Ecology Southwest Regional Office

(JKT:202400620)

cc: Garret Peck, HWTR Derek Rockett, SWM
EXHIBIT K

Stormwater Report

**Because of the size of the exhibit, it is not included with this report. The documents are available for review via email. Please email the case manager for this project to receive electronic copies of the requested exhibits.

EXHIBIT L

Geotechnical Report

**Because of the size of the exhibit, it is not included with this report. The documents are available for review via email. Please email the case manager for this project to receive electronic copies of the requested exhibits.

EXHIBIT M

Corbin, Kristian

From:	David <rehmann.david@gmail.com></rehmann.david@gmail.com>
Sent:	Sunday, February 25, 2024 7:47 PM
To:	Corbin, Kristian
Subject:	Re: South Cascade Terrace Subdivision
Follow Up Flag:	Follow up
Flag Status:	Flagged

You don't often get email from rehmann.david@gmail.com. Learn why this is important

Good Morning Mr. Corbin,

Thank you for your reply. We are writing to you with a LOT of information. We are sincerely appreciative for your time and attention to what has become a very troubling issue for us; severely and negatively impacting our "livability, interaction, and sense of neighborhood". In short, we are gravely concerned about the additional cut-through traffic that the proposed South Cascade Terrace Subdivision will bring to our neighborhood of Cascade Estates (SE 195th Ave) given the current traffic control on SE 192nd Ave. Please do not simply refer our concern to Traffic Engineering. South Cascade Terrace traffic is being Engineered to through-trip/cut-through our neighborhood (please see Note[1] below). You have the authority - Please advocate for us and our neighborhood. Thank you.

The problem is, the proposed South Cascade Terrace development is only accessible to/from northbound SE 192nd Ave. To make matters worse, there are "NO U-TURN" signs on SE 192nd Ave both to the north AND south of the South Cascade Terrace access point (at SE 15th St, and at Westridge Ave, and at Mill Plain Ave). That means that South Cascade Terrace residents will have no reasonable choice other than to cut-through our neighborhood (SE 195th Ave) to access their homes (please see many examples below and please use GoogleTraffic or Waze or your app of choice to research - the roundtrip route from the proposed site address <u>always</u> includes a through-trip through our neighborhood residential street; in violation of VMC as described below).

Recently we went downtown to Vancouver City Hall to understand the classification and intended use of our neighborhood street, SE 195th Ave. We came away with an "Arterial Street System and Classification" map (published by the City of Vancouver), and we were shown that SE 195th Ave is classified as a "Minor Road" (page 10, not a "Neighborhood Circulator" or any other type of arterial, please see Note[2] below). We asked what the intended usage of our neighborhood street is and we were referred to VMC 40.350.030 (A.5.c) Functional Classifications for "Access Roads", which states that for our neighborhood residential street "<u>Through trips are discouraged</u>". We were told that Traffic Engineering should be designing the traffic flow to conform to VMC and they should "Discourage Through Trips".

On the contrary - "Through Trips" through our neighborhood are the current solution for proposed South Cascade Terrace. South Cascade Terrace developer Chad Stewart recently paid for a traffic volume study on our neighborhood street, SE 195th Ave. Mr. Stewart claims that our street is capable of 1000 vehicles/day and that South Cascade Terrace residents will not push us over that number. Unfortunately Mr. Stewart inappropriately refers to VMC 11.80.040 C-1, which is the City's functional engineering specification - the construction quality standard - and not the roadway's legal usage as covered in VMC 40.350.030.

Our City's Transportation Improvement Plan (TIP) states that we will "manage vehicular traffic to encourage livability, interaction, and sense of neighborhood". Vancouver Municipal Code (VMC) stipulates that we will discourage cut-through traffic on our residential street, SE 195th Ave. The proposed South Cascade Terrace traffic flow will violate both our City's TIP and VMC. Traffic from South Cascade Terrace, a major arterial SE 192nd Ave address, is being Engineered

to through-trip our residential neighborhood. Our neighborhood residential street is being Engineered into our City's Traffic Flow Solution, and that is wrong. Please help us.

We sincerely appreciate your help, David and Susan Rehmann 1305 SE 195th Ave

Note[1] City Traffic Engineer Bill Gilchrist wrote "I have been well aware for a number of years of the cut through traffic issue that exists on 195th Avenue in your neighborhood and I am sympathetic to your situation". Traffic Engineering wrote in response to our inquiry to the Mayor's Office "SE 195th Avenue is currently doing exactly what I would hope for. Detering traffic from using that street would only add more traffic to SE 192nd Ave and further congestion on that route". It is clearly evident that Traffic Engineering prioritizes SE 192nd Ave congestion over SE 195th Ave cut-through traffic, in violation of VMC and our City's TIP.

Note[2] It was noted that <u>SE 195th Ave does not meet minimum Right Of Way</u> (ROW) of 54' (per VMC 11.80.0404 Design Table C-1) required for a "Neighborhood Circulator" through the Westridge Neighborhood where ROW=50', and therefore can only be classified as a "Local Access" road. In ANY case, for ALL "Access Roads", "Through Trips" are to be discouraged - NOT engineered into the City's Traffic Flow Solution. Through Trips are definitely being engineered into our neighborhood with the proposed South Cascade Terrace development.



Trips From South Cascade Terrace to <u>all points south</u> require a "Through Trip" through our neighborhood in violation of VMC 40.350.030



Return trips from Union High School and <u>all points north</u> require a "Through Trip" through our neighborhood in violation of VMC 40.350.030



Return trips from Costco and <u>all points north</u> require a "Through Trip" through our neighborhood in violation of VMC 40.350.030



Return trips from Harmony Ball Fields and <u>all points north</u> require a "Through Trip" through our neighborhood in violation of VMC 40.350.030



Vancouver Arterial Atlas



Thank you for reading our lengthy email. This photo shows the result of speeding drivers leaving the roadway (again) on our neighborhood street shortly after our City NTSA completed installation of their comprehensive Traffic Calming solution. The NTSA told us they "have no more tools in their toolbox". We need your help to implement an Engineered Solution to our rat running problem. We need your help to halt being further Engineered into the Traffic Flow Solution.

On Thu, Feb 22, 2024 at 8:49 AM Corbin, Kristian <<u>Kristian.Corbin@cityofvancouver.us</u>> wrote:

Good morning David:

I am the point of contact for this proposal and yes, you can send me any questions or concerns that you may have on this one. I would be happy to provide you with any information you are looking for.

Take care,

Kristian Corbin | Senior Planner City of Vancouver Community Development Department Office: 360-487-7818 <u>cityofvancouver.us</u>



NEW PERMIT CENTER HOURS:

- 9 a.m. 4 p.m. Monday, Wednesday, Friday
- <u>Virtual Appointments</u> Available Tuesday & Thursday
- Closed 12:30 1:30 p.m. daily

Online Anytime: TO LEARN MORE ABOUT building & pERMITTING SERVICES CLICK HERE

From: David <<u>rehmann.david@gmail.com</u>>
Sent: Thursday, February 22, 2024 8:46 AM
To: Corbin, Kristian <<u>Kristian.Corbin@cityofvancouver.us</u>>
Subject: South Cascade Terrace Subdivision

You don't often get email from rehmann.david@gmail.com. Learn why this is important

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

Good Morning Mr. Corbin,

We are writing to you about the proposed South Cascade Terrace Subdivision. We understand you are the City's Project Manager on this development.

Are you our contact person for project impact concerns? Please let us know.

Thank You,

David & Susan Rehmann

From:	kathleenz24@aol.com
Sent:	Wednesday, March 6, 2024 3:02 PM
То:	Corbin, Kristian
Subject:	Fw: Concerns about South Cascade Terrace proposed subdivision traffic

You don't often get email from kathleenz24@aol.com. Learn why this is important

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

----- Forwarded Message -----From: kathleenz24@aol.com <kathleenz24@aol.com> To: KathleenZ24@aol.com <kathleenz24@aol.com> Sent: Wednesday, March 6, 2024 at 02:58:32 PM PST Subject: Concerns about South Cascade Terrace proposed subdivision traffic

March 5, 2024

To Mr. Kristian Corbin,

My name is Kathleen Zygowicz and I live in Cascade Estates at 1103 SE 195th Ave. Camas, WA 98607. I am writing to you regarding the South Cascade Terrace Subdivision development and I am pleading with you to help us & do the right thing. My concerns & suggestion are:

■ Increased traffic from South Cascade Terrace subdivision will through-trip/cut-through Cascade Estates: SE 195th Ave negatively impacting our neighborhood.

■ South Cascade Terrace traffic is being <u>engineered</u> to through-trip/cut- through SE 195th Ave. Our residential street is also being engineered into our City's Traffic Flow Solution. This is a violation of Vancouver Municipal Code and City's Transportation Improvement Plan.

■ Instead of directing traffic from South Cascade Terrace subdivision onto 195th Ave., consider U-TURN Signs on SE 192nd Ave. both to the north & south of the South Cascade Terrace access point (at SE 15th St., at Westridge Ave., and at Mill Plain Blvd).

I whole heartedly concur with the Feb 2024 email sent to you by my Cascade Estates (SE 195th Ave) neighbors David and Susan Rehmann. They took the time and effort to do

extensive research which they eloquently detailed, thoroughly documented & sent the information to you in an email in February 2024.

Sincerely, Kathleen Zygowicz Cascade Estates 1103 SE 19th Ave. Camas, WA

From:	Carole Robinson <crspin18@yahoo.com></crspin18@yahoo.com>
Sent:	Tuesday, February 27, 2024 9:04 AM
То:	Corbin, Kristian
Subject:	Land Use Hearing for South Cascade Terrace traffic flow concerns

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Good Morning Mr Corbin,

My husband and I were one of the first residents to build our home in 1991 on SE 195th Ave. At the time SE 195th was a dead end, going north, at a field. We were told at the time that SE 195th would remain a dead end. In the last 33 years, SE 195th is no longer a dead end, the surrounding area has grown and changed dramatically!

Along with new services provided, there has also been an incredible increase in traffic due to new neighborhoods. Our once peaceful road built for the 17 homes in our development, has turned into a cut-through, short cut freeway with most of the traffic exceeding the posted 25mph for all neighborhood traffic.

We understand providing homes for first time homebuyers. However, the South Cascade Terrace neighborhood is being built with traffic being routed down (S) at the expense of the livability of our neighborhood.

South Cascade Terrace is being engineered to cut through our neighborhood, SE 195th. The glaring problem is SCT is only accessible going N on SE 192nd. SCT is a right turn in, right turn out only. Therefore, SCT residents can only access their property by cutting through our neighborhood going S, before then going N on SE 192nd. SE 195th is classified as a Minor Road, not a Neighborhood Circulator or any other arterial. Since SCT will have 60 residents times 2 cars, times more than one trip per day, that's a significant increase in cut through traffic for our neighborhood!

This increase in traffic from SCT WILL cause a significant and adverse environmental impact on SE 195th Ave residents.

Why is the livability, peace and safety, of our neighborhood being taken for granted once again?

As you seriously consider the problems that the SCT cut through traffic will create through our neighborhood, I look forward to learning about your possible solutions.

Sincerely,

Carole Robinson 1304 SE 195th Ave

From:	Justifer Evans <justifer.evans@gmail.com></justifer.evans@gmail.com>
Sent:	Wednesday, January 10, 2024 9:11 AM
То:	Corbin, Kristian; chad@ginngrp.com
Subject:	Questions re: PRJ-169060/PIR-83739 - South Cascade Terrace

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Hi Kristian & Chad;

As property owners (19305 SE 10th Cir) of an adjacent lot to the proposed development in the subject line of this email, we have a few questions and concerns that we are hoping can be answered / addressed before development plans are approved for Parcel 177228010, and would appreciate to be given the opportunity to state them publicly in any applicable forum.

Regarding request to rezone from R-9 to R-17:

- Quail Crossing (subdivision directly to the south of South Cascade Terrace proposal) is zoned and developed R-9 with detached single family homes. We invite zoning authorities to visit the neighborhood and observe the volume of cars parked on the street during hours where homeowners are typically at home. Then picture having twice as many residents. Spillover parking may affect the neighboring community. Where might that be expected, and what will be the anticipated change in pedestrian patterns?
- There is no common space, green space, or swales as part of the proposed design. While I'm confident the final design will meet all existing laws and codes, has water management / environmental impact been considered? Livability for those with children and pets?
- If there is a homeowners association related to the South Cascade Terrace subdivision, may there be limitations on activities considered risky due to the density of neighboring properties? (e.g. barbecues or recreational fires)

Regarding traffic ingress/egress of South Cascade Terrace:

Will there be a new traffic light located at the entrance of the subdivision off 192nd Ave? If not, there is no U-turn at 192nd and Westridge Blvd. Motorists intending to egress this subdivision south on 192nd will expedite their route by taking three right turns, likely through Westridge Blvd and 195th Ave - both residential roads that will necessarily become thru-traffic. Residents wishing to walk to Fisher Basin park or Illahee, Shahala, or Union schools will be contending with this added traffic. We walk our children to and from school every day, crossing Westridge Blvd at 195th. Will there be improvements on Westridge Blvd to calm traffic or improve safety? Southbound ingress will be equally challenging for new residents, though probably not as dangerous or problematic.

Regarding the proposal with regards to City of Vancouver's comprehensive and strategic plans:

- We understand that increasing population density is a priority. We also understand that maintaining and improving our tree canopy city-wide is also a priority. Will this development maintain any existing trees or create any new canopy?
- There is an assumption that more volume will create affordability. Each lot is proposed to have >2000 sq-ft of livable space. The market for such square footage in this area supports a 550k-700k price point. If affordability

and housing mix were a true priority, livable square footage on (at least a subset of) lots would be smaller to attract buyers at more affordable price points. 1-2 bdrm bungalows would invite a different class of underserved buyers than two-story family homes. Has this been considered? Might it be part of the eventual mix of homes on the lot?

Regarding nearby developments:

Neighbors of the 192nd and 15th proposal (PIR-83420) to rezone from R-6 to R-30 addressed community
feedback to tentative compromise on a revision to R-22. Key compromises influenced by existing residents
included a reduction in building height (50ft to 40ft), tree retention (maintaining trees exceeding a specific
diameter) and increased setbacks to existing properties (5ft to 35ft). We would be amenable in collaborating on
similar design considerations.

Regarding Ginn group's work in existing Vancouver communities:

- Ginn has previously addressed some of these concerns for other developments, <u>publicly according to the</u> <u>Columbian</u>. Selectively quoting from an article regarding Fircrest Meadows:
- "The pre-planning narrative shows that the project plans to have larger lots on its perimeter adjacent to the current single-family neighborhoods and smaller lots on its interior..."
- "In addition to homes, Ginn plans to retain a grove of trees that is on a slope..."
- "...There would be about an acre of the property set aside as common open space."

We are not presently aware of any comparable community consolations in the existing proposal of South Cascade Terrace, and are eager for Ginn group to consider and propose similar modifications.

We are not against redevelopment by any measure, but we do have some understandable concerns about the development as presently proposed. We agree that this parcel can be better utilized within the comprehensive and strategic plan of the city. Along with our immediate neighbors, we are uniquely impacted and want to make sure we are good neighbors and trust Ginn group is agreeable in building a positive, safe, and sustainable community.

Please let us know how we can continue to be of service in partnership. We have been in dialogue with our immediate neighbors and this email is meant to highlight our collective concerns.

Sincerely, Justin & Jennifer Evans

From:	Edward Mathewson <epmath2@yahoo.com></epmath2@yahoo.com>
Sent:	Wednesday, March 6, 2024 3:10 PM
То:	Corbin, Kristian
Subject:	South Cascade Terrace Project

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Dear Mr. Corbin, my name is Edward Mathewson and I and my wife reside at 1102 SE 195th Ave, Camas (which is actually in the city limits of Vancouver. Our backyard abuts the eastern boundary of the above referenced development project. I understand that you are the person to whom we should direct our inquiries and concerns about this project. From what we have seen, read and heard, this project has, effectively already been approved and your request for public input is simply a matter of complying with the law. That is disappointing to us and our neighbors. We would like to have some real input, but I guess our concerns are not to be taken seriously by the City. In any case, I will express those here in the hope that I am wrong and that the City will take them into consideration.

First of all, can you explain the reasons the City re-zoned the property where the project is to be built. My understanding was that property was zoned R-9 and now it appears about to be re-zoned to R-15 to accommodate the project. If that is so, my question is why would the City allow that? What factors went into that decision?

My second concern and, given that status of this project vis a vis the City, this is a major one and concerns the serious traffic intrusion the project will have on my street and the neighboring streets. I know you have been contacted by many of my neighbors expressing their concerns about this problem, but I have not heard any response from the City as yet. I know that you are aware that the lack of a southbound entrance and exit to the project will inevitably lead to vehicles leaving the project in a northbound direction, turning right on Westridge Blvd. and then turning south on our street to get to 15th Ave (Bybee) to access the southbound lanes on 192nd. What has your traffic engineers recommended to solve this issue? It would appear to us that you should require the creation of a U-turn light at Westridge Blvd. so that the people leaving the development can access southbound lanes on 192nd without having to travel through the neighborhoods. That should rightly be an expense to be borne by the developer. Our neighborhood should not have to bear the burden of significant additional traffic created by a developer who stands to make substantial money by developing property without proper traffic planning. Please tell me what the City plans to do about this.

As you can tell, we are very upset by this entire project. We know that we cannot stop it. At the very least, the City should not let the developer send hundreds of new vehicles down our street every day (for his benefit) when there is another solution.

Edward P. Mathewson epmath2@yahoo.com

From:	ELLEN CHAN <cywellen@gmail.com></cywellen@gmail.com>
Sent:	Wednesday, March 6, 2024 9:13 PM
То:	Corbin, Kristian
Subject:	South Cascade Terrace Subdivision; PRJ -169060/:UP-83894

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It is good news to hear more houses will be built in our city. I am glad that our city is a very good place to live in. to move in and to retire. Our city will also be getting more tax money which is excellent to run our city well. The owner and contractor will make a lot of money at the expense of the neighborhood.

To build 60 single-family houses in such a small lot will definitely increase the traffic of 192nd Ave which is already getting very busy. 60 houses means there will be about 120 cars and 180 residents considering 2 cars per family and 3 residents per house. Do you think it is too crowded and too tight ? I think the number of houses should be reduced by at least 30 percent to 40 percent to create a healthier and more livable neighborhood so that there will be less disparity and less traffic jams in the area. There will be more open spaces which makes life more enjoyable.

Thanks for consideration for maintaining a very happy neighborhood.

Ellen Chan

From:	DAVID TROUPE < jakeand5@comcast.net >
Sent:	Monday, March 11, 2024 12:46 PM
То:	Corbin, Kristian
Subject:	Proposed South Cascade Terrace Subdivision PRJ-169060/LUP-83894
Follow Up Flag:	Follow up
Flag Status:	Completed

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March 11, 2024

Dear Mr. Corbin,

As the residents of 19215 SE 10th Circle Parcel number 177496020 of Westridge Place Subdivision, we have obvious concerns and strong objections with the proposed development south of our lot. There are two properties, ours and our neighboring lot to the the East that will be largely negatively impacted by the constructing of a nearly solid 30 foot wall of buildings 5 feet off of our back property lines. To provide context; the distance from my back patio to one of these proposed units based upon a 5 foot rear setback is less than 20 feet total. A wall that will virtually eliminate direct sunlight to our entire southern exposed property and eliminate any natural light into our home as our master bedroom, master bath, kitchen, main living area, and daughters bedroom ALL face the to the south and this proposed wall of two story units. For obvious reasons south facing blinds would have to remain shut at all times.

When we purchased our home 20 years ago, we had no misgivings about the likelihood that the property behind us would one day be sold and developed into a neighborhood similar to Quail Crossing, a subdivision zoned R9, the same as the property behind us. It was safe and reasonable to consider then that there would be homes with back yards and front yards, trees, sidewalks, green grass and areas for families with children and pets to live and thrive, a sustainable, livable addition to the City of Vancouver. We have visited other GINN developments (Parkhouse Vista and Grove at 162nd} and were dismayed at what we saw and disappointed that the our City planners placed their stamp of approval on this type of development. We could not have imagined or predicted that the City of Vancouver would approve of or support a rezoning of this property or any other in creating a mass of concrete, asphalt and buildings devoid of trees, shrubs or grass.

We stand in opposition to the rezoning from R9 to R17 of the property for the reasons above and many more. However, if our concerns are ignored or disregarded and the City elects to approve the development of what will be certainly be some of the most expensive housing per square foot of living space in relation to lot size, (noting this, in case there was any thought that this project was to increase the availability of affordable housing in Vancouver) we ask that you would approve the project under the following reasonable conditions:

- Reduce the number of Units to allow and accommodate for green space, water retention, tree canopy, areas for children and pets.
- Increase setbacks
- Increase lot size on property perimeter adjacent to current single family neighborhoods allowing for smaller lot sizes on the interior in a way that is compatible with the existing single family homes
- Require single story units on perimeter adjacent to current single family neighborhoods allowing for two story units on the interior

The GINN group has many projects that they have completed, are underway or in planning. Looking at their other projects we can see that they have other options for the development of the this property. Options that don't include building expensive project housing that does not improve our cities livability, or enhance our community. If the City of Vancouver is facing a housing shortage, the difference between 60 lots and 30 lots in a neighborhood is a drop in the bucket in solving this issue. I have been a proud employee of the City of Vancouver serving it's citizens as a firefighter for over 28 years. I have had a first hand, close up look at our city and watched neighborhoods that have thrived and neighborhoods that have not. Fires in high density housing with near zero lot lines is one of the greatest challenges that our fire department faces. Engine 9 is one of the busiest units in Vancouver but it's neighboring station 8 is even busier which make them some of the most unreliable fire units in the city. In the event of a fire in units like these with no built in fire suppression, the likely hood of extended response times and rapid fire spread to neighboring units should be considered a real concern and addressed. This of course is not just an East Vancouver problem, it extends to the entire city as population and population density increase. 192nd AVE and SE 15th ST is the wrong place for the development that has been proposed. Please say no to this rezoning request and the requested development.

David and Janel Troupe 19215 SE 10th Circle

360-931-1556



13909 NE 28th St. P.O. Box 8910 Vancouver, WA 98668-8910 (360) 604-4950 Fax: (360) 604-4962

November 3, 2023

Lisa Harker PLS Engineering 604 W Evergreen Blvd Vancouver, WA 98660

RE: South Cascade Terrace

Dear Lisa,

After reviewing the information you sent regarding the South Cascade Terrace Subdivision development at 1019, 1119, 1201 SE 192nd Ave, it is determined the proposed development falls within Union High School, Shahala Middle School and Illahee Elementary School.

Evergreen School District does not provide busing for that area. It falls within the ½ mile walk out for Elementary School, and one mile walk out for Middle School and High School.

If you have any questions you can reach me at 360-604-4950 ext 1208.

Sincerely,

Doreen Lane

Doreen Lane Transportation Supervisor Doreen.lane@evergreenps.org



Walk path for students to Shahala MS, Illahee Elementary, Union HS from South Cascade Terrace

EXHIBIT O

Corbin, Kristian

From:	David <rehmann.david@gmail.com></rehmann.david@gmail.com>
Sent:	Tuesday, March 26, 2024 1:05 PM
То:	City Permit ePlans; Corbin, Kristian; Bowen, Clarissa
Subject:	Request for Procedural Appeal PRJ-169060/LUP-83894 Final DNS

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Request for Procedural Appeal per VMC 20.790.640(C)(1)(a) Final Determination of Nonsignificance (DNS)

Case Number: PRJ-169060/LUP-83894 South Cascade Terrace Subdivision

Location: 1019, 1119 and 1201 SE 192nd Avenue, Vancouver Washington 98683

Applicant: Travis Johnson, PLS Engineering, 604 W. Evergreen Blvd. Vancouver, WA 98660

Contact: Chad Stewart, Ginn Group LLC, 502 NE 72nd Street, Vancouver, WA 98665

Property Owner: Teresa Mosbauer, 615 Deep Pond Rd., Osteen, Florida 32764

Petitioner: David & Susan Rehmann 1305 SE 195th Ave Camas, WA 98607 (residents City of Vancouver)

Signatures __David Rehmann Susan Rehmann_____ March 26, 2024

<u>**Right to appeal**</u> based on submission of written testimony addressing cut-through traffic safety concerns in our neighborhood SE 195th Ave during comment period. This appeal became necessary after lengthy confusing email discussions with the City, leaving us frustrated and feeling unheard.

The Applicant's Traffic Study on our neighborhood street SE 195th Ave did not include Speed information (it was a Traffic Count only - please see image below). According to the NHTSA and AAA, vehicular speed is the leading cause of pedestrian death during collisions. Therefore it is not possible that our cut-through traffic safety concerns were even considered during the DNS decision process, since according to both the NHTSA and AAA decisions regarding traffic safety require knowledge of both traffic volume AND traffic speed. The Applicant's Traffic Study does NOT include speed information and, therefore, is incomplete information for demonstrating compliance with SEPA. This appears to be a procedural oversight that we are appealing to be reconsidered.

Contextual Discussion of Appeal: The root of the problem is that the proposed South Cascade Terrace development is only accessible to/from northbound SE 192nd Ave. Also, there are "NO U-TURN" signs on SE 192nd Ave both to the north AND south of the South Cascade Terrace access point (at SE 15th St, and at Westridge Ave, and at Mill Plain Ave). That means that South Cascade Terrace residents will have no reasonable choice other than to cut-through our neighborhood (SE 195th Ave) to access their homes (please see many examples below and please use GoogleTraffic or Waze or your app of choice to research - the roundtrip route from the proposed site address always includes a through-

trip through our neighborhood residential street; in violation of VMC as described below).

Recently we went downtown to Vancouver City Hall to understand the classification and intended use of our neighborhood street, SE 195th Ave. We came away with an "Arterial Street System and Classification" map (published by the City of Vancouver), and we were shown that SE 195th Ave is classified as a "Minor Road" (page 10, not a "Neighborhood Circulator" or any other type of arterial, please see Note[2] below). We asked what the intended usage of our neighborhood street is and we were referred to VMC 40.350.030 (A.5.c) Functional Classifications for "Access Roads", which states that for our neighborhood residential street "Through trips are discouraged". We were told that Traffic Engineering should be designing the traffic flow to conform to VMC and they should "Discourage Through Trips".

On the contrary - "Through Trips" through our neighborhood are the current solution for proposed South Cascade Terrace. South Cascade Terrace developer Chad Stewart recently paid for a traffic volume study (not speed) on our neighborhood street, SE 195th Ave. Mr. Stewart claims that our street is capable of 1000 vehicles/day and that South Cascade Terrace residents will not push us over that number. Unfortunately Mr. Stewart inappropriately refers to VMC 11.80.040 C-1, which is the City's functional engineering specification - the construction quality standard - and not the roadway's legal and intended usage as covered in VMC 40.350.030.

Our City's Transportation Improvement Plan (TIP) states that we will "manage vehicular traffic to encourage livability, interaction, and sense of neighborhood". Vancouver Municipal Code (VMC) stipulates that we will discourage cut-through traffic on our residential street, SE 195th Ave. The proposed South Cascade Terrace traffic flow will violate both our City's TIP and VMC. Traffic from South Cascade Terrace, a major arterial SE 192nd Ave address, is being Engineered to through-trip our residential neighborhood. Our neighborhood residential street is being Engineered into our City's Traffic Flow Solution, and that is wrong.

Note[1] City Traffic Engineer Bill Gilchrist wrote "I have been well aware for a number of years of the cut through traffic issue that exists on 195th Avenue in your neighborhood and I am sympathetic to your situation". Traffic Engineering wrote in response to our inquiry to the Mayor's Office "SE 195th Avenue is currently doing exactly what I would hope for. Detering traffic from using that street would only add more traffic to SE 192nd Ave and further congestion on that route". It is clearly evident that Traffic Engineering prioritizes SE 192nd Ave congestion over SE 195th Ave cut-through traffic, in violation of VMC and our City's TIP. In a March 12, 2024 email to the Appellant the City's Senior Planner. Kristian Corbin, stated "The City is actively discouraging trips along this road (SE 195th Ave)." The statement is contrary to the City's actions in this matter

when it engineers the traffic from South Cascade Terrace to flow through our neighborhood SE 195th Ave.

Note[2] It was noted that SE 195th Ave does not meet minimum Right Of Way (ROW) of 54' (per VMC 11.80.0404 Design Table C-1) required for a "Neighborhood Circulator" through the Westridge Neighborhood where ROW=50', and therefore can only be classified as a "Local Access" road. In ANY case, for ALL "Access Roads", "Through Trips" are to be discouraged - NOT engineered into the City's Traffic Flow Solution. Through Trips are being engineered into our neighborhood with the proposed South Cascade Terrace development. That is wrong.

Specific aspect of the decision and/or SEPA issue being appealed:

1) Approval Criteria VMC 20.260.050(A)(6) Compatibility with adjacent uses. The concept plan must contain traffic management elements that limit conflicts between the planned development and adjacent uses.

The proposed development will generate numerous vehicular trips, including commute and deliveries, creating a significant noise and cut-through traffic safety issue. The Applicant conducted a VOLUME ONLY traffic study on SE 195th Ave which does NOT include Vehicle Speed information and, therefore, cannot address our previously communicated cut-through traffic safety concerns. The Applicant's Traffic Study does NOT include speed information and, therefore, is incomplete information for demonstrating compliance with SEPA.

2) Approval Criteria VMC 20.260.050(A)(7) All potential off-site impacts including ... noise, ... and traffic, will be identified and mitigated to the extent practicable.

Despite multiple requests to the City Planning Department, we have not received written assurance of the practicable permanent removal of both offending north and south SE 192nd Ave "NO U-TURN" signs. Without written assurance from the City of the permanent removal - in perpetuity - of these two traffic flow restrictions, the issue remains virtually unmitigated.

3) VMC 20.790.630(B) SEPA Policy, which assures all residents safe, healthful, ..., surroundings.

Routing additional cut-through traffic through our neighborhood SE 195th Ave annihilates our sense of neighborhood, the safety of pedestrians (see photos), and the safety of residents (see photos). Again, the Applicant conducted a VOLUME ONLY traffic study which does NOT address the safety concern associated with speeding cut-through traffic. The AAAfoundation.org states that every 10MPH vehicle speed increase results in a doubling of pedestrian fatality from collision - speed information is imperative to assessing risk. The Applicant's Traffic Study does NOT include speed information and, therefore, is incomplete information for demonstrating compliance with SEPA.

4) VMC 20.790.630(C) SEPA Policy, which assures that we attain the widest range of beneficial uses of the environment without degradation, risk to health or safety, or other undesirable and unintended consequences;

Routing additional traffic through our neighborhood SE 195th Ave severely increases risk to residents and pedestrians on SE 195th Ave. Included photos show the pedestrian use of our neighborhood is very HIGH. Included photos of high speed wrecks on our neighborhood street show that the risk to pedestrians is also HIGH. And if anyone tries to convince you that the speeding problem in our neighborhood has been solved, please see the most recent traffic study data generated by the City (11/17/2021 reproduced below) documenting speeds on our street up to 88.7MPH (58 vehicles traveling 30-35MPH and two vehicles were recorded at over 70MPH). We live on a 25mph residential street that has gone freeway. According to AAA, every 10MPH additional vehicle speed DOUBLES the safety risk of death to pedestrians. This is not an "enforcement issue"; Vancouver Police have told me that they simply cannot station a patrol car on our street to calm traffic. This is a Traffic Engineering issue. Each and every decision to route more traffic through our neighborhood increases our risk, decreases our safety, and annihilates our sense of neighborhood. Additionally, SE 195th is a major pedestrian thoroughfare for people and children from nearby neighborhoods walking to the local schools, parks and shopping areas. There is also a school bus stop at the corner of SE 195th Ave and 15th Street where children (and their parents) congregate every school morning and afternoon. The City's plan would put all of these people in significant danger from increased cut-through traffic from the project proposed by the City. The Applicant's Traffic Study does NOT include speed information and, therefore, is incomplete information for demonstrating compliance with SEPA.

The evidence relied on to prove the error:

1) Traffic Study City of Vancouver Traffic Engineering Dept. - SE 195th Ave 11/17/2021 "Daily Speed"

2) Traffic Study All Traffic Data Services - SE 195th Ave 01/24/2024 (Traffic Volume only - no Speed data)

Attached Photos showing welcome pedestrian use of our neighborhood street



SE 195th Ave is on the Vancouver Bike Route Map.



SE 195th Ave is on the "Safe Walking Route" Map for schools. Children walk to/from Illahee Grade School, Shahala Middle School, Union HS, and Fishers Basin Park at the north end of our street. We have children gathering at the school bus stop at the south end of our neighborhood street at SE 15th St.



Pedestrians mistake the moments of calm on our street as safe - yet the City has recorded cut-through traffic speeds as fast as 88.7MPH (AFTER the installation of speed bumps!). High pedestrian traffic mixing with high-speed cut-through vehicular traffic is a recipe for disaster.



Sidewalk ramps force some residents into the street where safety is in question.



Small children are not aware of the safety concern that additional speeding cut-through traffic presents.



Our neighborhood was awarded the largest NTSA Traffic Calming grant at that time. Shortly after our City installed "traffic calming" devices, a high speed cut-through vehicle jumped the curb and flattened the warning sign.



A high speed cut-through vehicle jumped the curb, crossed the sidewalk, and landed in our neighbor's yard.



A high speed cut-through vehicle jumped the curb and obliterated our neighborhood entryway. Scenes like this should not be allowed to mix with heavy pedestrian traffic. It is imperative to consider vehicle SPEED as well as VOLUME when making SAFETY decisions.



With the "NO U-TURN" signs in place, southbound South Cascade Terrace residents have no other choice than to cutthrough our neighborhood to get home.



With the "NO U-TURN" signs in place, southbound South Cascade Terrace residents have no other choice than to cutthrough our neighborhood to leave home.



The latest volume/speed traffic study for our neighborhood street SE 195th Ave recorded two vehicles over 70MPH with maximum speed recorded at 88.7MPH. Approving a development that will add even more high-speed cut-through traffic to a street heavily used by pedestrians is a disaster in the making.



The SE 195th Ave Traffic Study conducted by the Applicant does NOT include SPEED information. It is a TRAFFIC COUNT only. As such it is not possible to make safety determinations regarding additional high-speed cut-through traffic impact on our neighborhood street. The Applicant's Traffic Study does NOT include speed information and, therefore, is incomplete information for demonstrating compliance with SEPA.