

From: [Matt Hermen](#)
To: baumanab@gmail.com
Bcc: [Scott Sawyer](#)
Subject: RE: 179th street project concerns
Date: Friday, January 28, 2022 10:08:00 AM

Mr. Bauman,

The roads on private property will be constructed as development is permitted. The construction of the roads is a condition of development. You will not be forced to build these roads. If you choose to never subdivide or redevelop, the construction of the roads will not occur on your property. The intention is to guide the development to built an interconnected street system as it occurs.

Thanks,



Matt Hermen, [AICP CTP](#)
(He, Him, His)
Planner III
PUBLIC WORKS

564.397.4343



From: Scott Sawyer <Scott.Sawyer@clark.wa.gov>
Sent: Friday, January 28, 2022 9:17 AM
To: Matt Hermen <Matt.Hermen@clark.wa.gov>
Subject: FW: 179th street project concerns

Hi Matt,

Could you please respond to Mr. Bauman's second question?

Thank you!

Scott

Scott P. Sawyer, P.E.
Capital Project Manager
Clark County Public Works
Scott.Sawyer@clark.wa.gov

(564) 397-4364



From: Andrew Bauman <baumanab@gmail.com>

Sent: Thursday, January 27, 2022 5:32 PM

To: Cnty PW 179thStreetProject <179thStreetProject@clark.wa.gov>; Scott Sawyer <Scott.Sawyer@clark.wa.gov>

Subject: 179th street project concerns

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

Hello,

I live at 4505 NE 178th St, Vancouver WA 98686. I just found out about this project yesterday afternoon when one of my neighbors brought it to my attention. I have some questions and concerns:

1. What will the noise impact be due to the construction? The noise from the current nearby development is obnoxious and disturbs me and my family both during the week and on weekends, including early in the morning. Can we expect more noisy disruption or will something be done to mitigate the impact?
2. It looks like some arterials are being planned on or very near my property. Is that correct? If so, it honestly seems silly to me to disturb our properties and our lives to avoid a short trip down 174th and up 150th. Will we be forced to have these roads built on our properties? Is there something we can do to modify or change these plans?

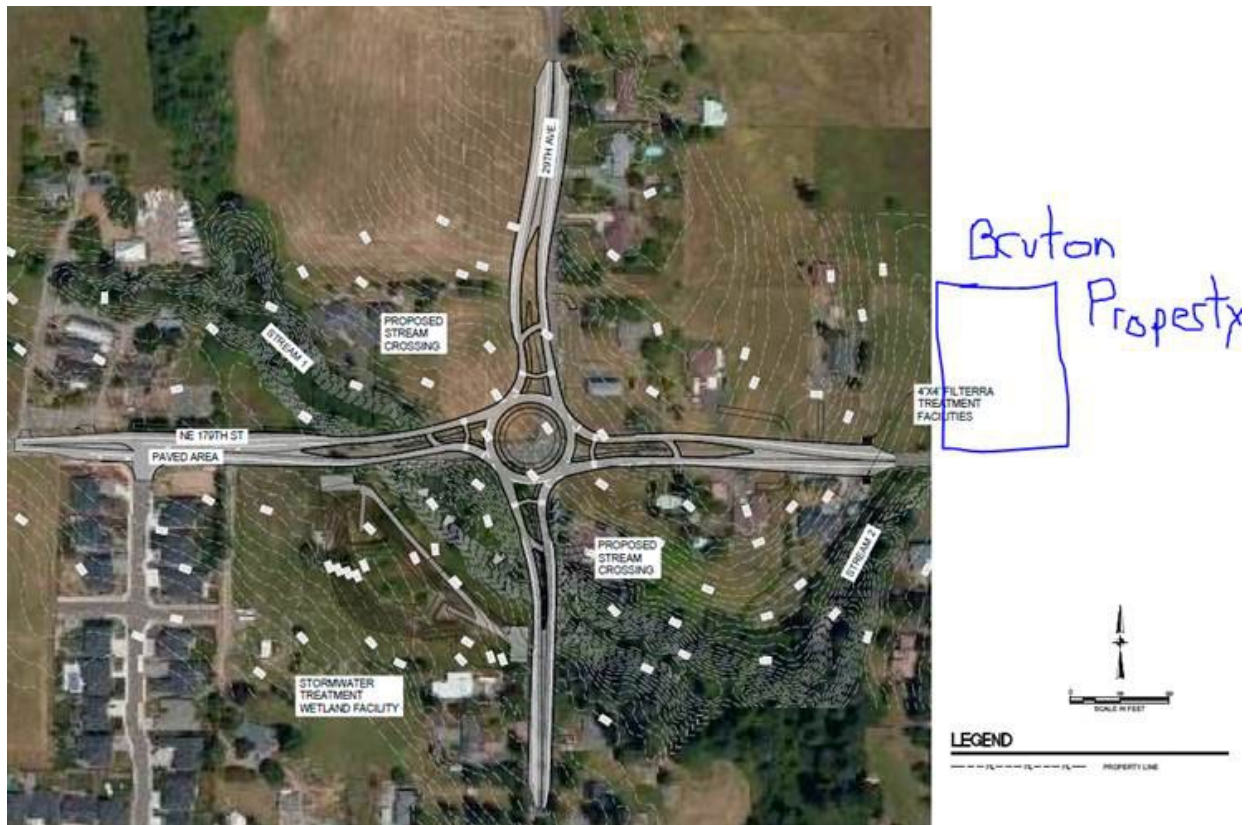
Thank You,

Andy

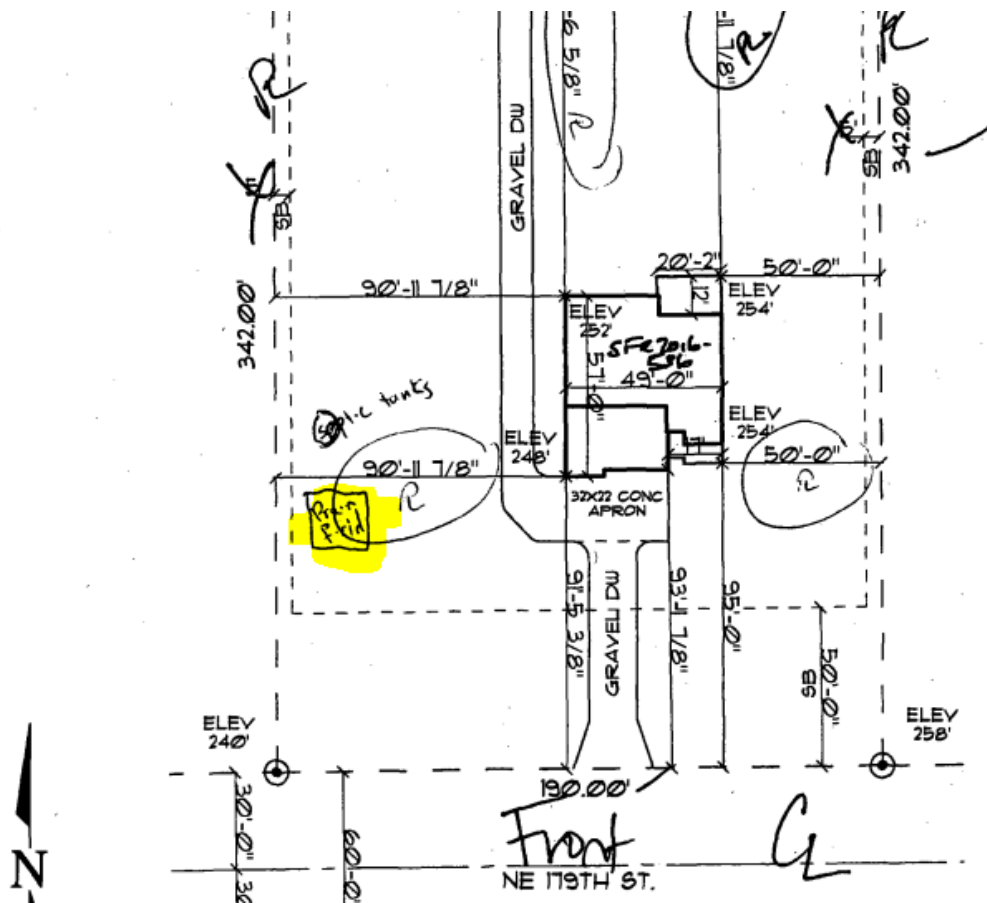
From: [Matt Hermen](#)
To: [Bruton, Bo](#)
Bcc: [Scott Sawyer](#)
Subject: RE: NE 179th St. & NE 29th Ave. - Draft 60% Design Plans
Date: Wednesday, February 2, 2022 11:18:00 AM
Attachments: [image002.png](#)

Mr. Bruton

The roundabout construction at NE 29th Avenue and NE 179th Street schematic is shown below. I did a sloppy job of showing where your property is located in relation to this project.



179th Street when widened to its principal arterial classification required 100 foot right of way, 72 feet of paved surface. Currently 179th Street is approximately 60 of right-of-way in front of your property. Therefore, and additional 20 feet of right of way will be needed on both sides of the street. The drain field shown on your plans when your home was permitted in 2016 show that your drain field is at least 50 feet from the road. The road expansion, when it occurs, should not impact your drain field. This expansion is not going to happen in at least 6 years from now.



From: Bruton, Bo <BBruton@DLBASSOCIATES.com>
Sent: Tuesday, February 1, 2022 6:38 PM
To: Matt Hermen <Matt.Hermen@clark.wa.gov>
Subject: FW: NE 179th St. & NE 29th Ave. - Draft 60% Design Plans

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Hello Matt,

To follow up on my voice message.

Marybeth and I live at 3224 N# 179th St, Ridgefield and we have attended some of the 179th project meetings and talking to Scott Sawyer. Scott gave us your contact information in the hopes you could answer some of our questions.

We are trying to figure out exactly how this impact our property. Meaning specifically how much of our property will be used for the expansion of 179th street.

Ideally a detailed design drawings for the road expansion in front of our property.

This road will impact our drive and our drain field.

Also we would like to better understand the timing and schedule of the expansion.

If you could give me a call back at 848-333-9887.

Thank you,

Bo and Marybeth

From: Scott Sawyer <Scott.Sawyer@clark.wa.gov>

Sent: Tuesday, February 1, 2022 4:01 PM

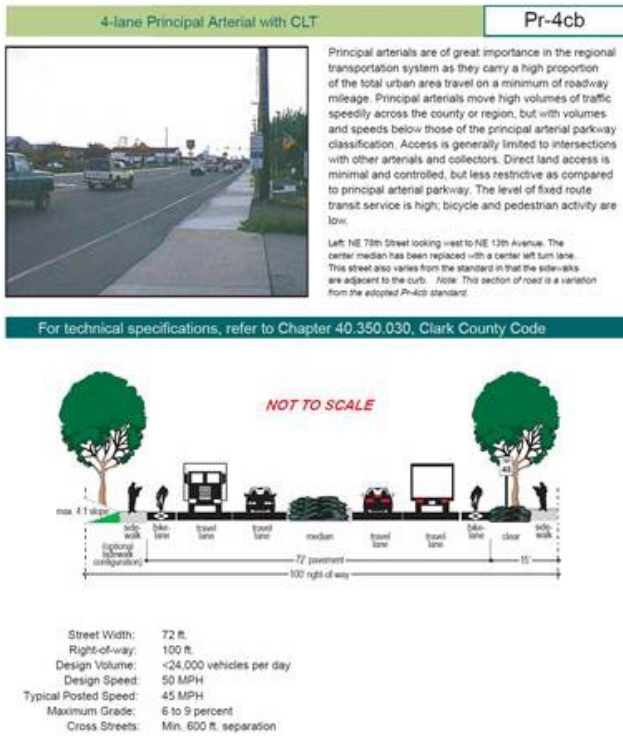
To: Jessica Cottam <Jessica.Cottam@clark.wa.gov>

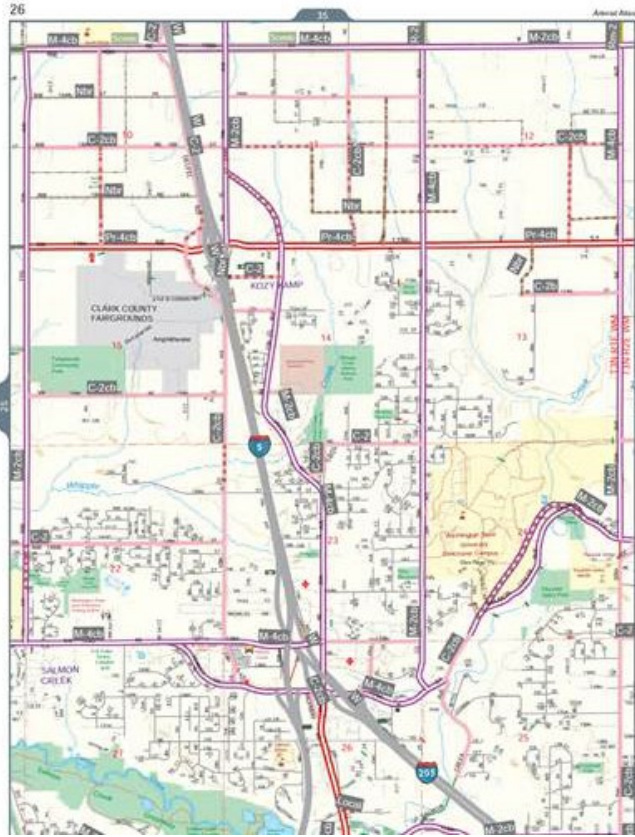
Cc: Bruton, Bo <BBruton@DLBASSOCIATES.com>; Stephens, Marybeth <MStephens@DLBASSOCIATES.com>

Subject: NE 179th St. & NE 29th Ave. - Draft 60% Design Plans

Hi Jessica - As we discussed, if you could please place a copy of the updated 60% plans (which is located at N:\CIP\PROJECTS\0000580-NE 179th St at NE 29th Ave\PROJECT MANAGEMENT\Misc\60% Update Design) on the FTP site (or whatever you are using now) and work with Bo & MaryBeth to enable them to download the plans I would very much appreciate it.

Bo & MaryBeth – Here is what it shows in the arterial atlas for the NE 179th Street corridor in front of your house.





Bo as we discussed, here is the contact information for the gentleman from the planning side of the house:

Matt Hermen
(564)397-4343
Matt.hermen@clark.wa.gov

Regards,

Scott

Scott P. Sawyer, P.E.
Capital Project Manager
Clark County Public Works
Scott.Sawyer@clark.wa.gov
(564) 397-4364



**ACCREDITED
AGENCY**

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From: [Bruton, Bo](#)
To: [Matt Hermen](#)
Subject: RE: 179th Street Access Management Circulation Plan - Question - Access to Detailed Drawings
Date: Monday, January 24, 2022 1:28:40 PM

Thank you sir!

From: Matt Hermen <Matt.Hermen@clark.wa.gov>
Sent: Monday, January 24, 2022 1:26 PM
To: Bruton, Bo <BBruton@DLBASSOCIATES.com>
Subject: RE: 179th Street Access Management Circulation Plan - Question - Access to Detailed Drawings

Hi Bo,

The project webpage is located here: <https://clark.wa.gov/public-works/179th-st-access-management-and-circulation-plan>

The project report (<https://clark.wa.gov/sites/default/files/media/document/2022-01/179th%20Street%20Circulation%20and%20Access%20Plan%20Final.pdf>) has a sample cross section on Page 8. This sample cross section replaces a center turn lane with a landscaped median. Additionally, the roundabout designs are located on the final pages of this report.

The street classification standards are found in the Clark County Code Section 40.350.030 (<https://www.codepublishing.com/WA/ClarkCounty/?ClarkCounty40/ClarkCounty40350/ClarkCounty40350030.html#40.350.030>)

Thanks,



Matt Hermen, [AICP CTP](#)
(He, Him, His)
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564.397.4343



From: Bruton, Bo <BBruton@DLBASSOCIATES.com>
Sent: Monday, January 24, 2022 12:47 PM
To: Matt Hermen <Matt.Hermen@clark.wa.gov>

Subject: 179th Street Access Management Circulation Plan - Question - Access to Detailed Drawings

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

Hello Matt,

This is Gordon Bruton we spoke on the phone this morning. I live at 3224 NE 179th Street.

Can you please send me a link or point me in the right direction to see the plan with the details of the road widths, etc. or the 179th expansions between 29th ave and 50th ave?

Again, thank you for your help,

Gordon "Bo" Bruton



Bo Bruton

bbruton@dlbassociates.com

848-333-9887

Zweig 2021 Best Firms to Work For Award Recipient!

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From: [Matt Hermen](#)
To: [Joy Bullen](#)
Subject: RE: concerns about the 179th Access Management and Circulation Plan
Date: Thursday, January 27, 2022 1:33:00 PM

Ms. Bullen,

The 179th Street Access Management and Circulation Plan is proposed to guide new development to build an efficient and connected local transportation network. The construction of that local road network will happen by private development when subdivisions or redevelopment occurs. If private property owners choose to never subdivide or redevelop the local street network will not be built. It is a plan to guide development, rather than development guiding the neighborhood. We are proposing lines on a map that require private development to build a system of roads, not construction of those roads. The proposed plan is located on the project website here: <https://clark.wa.gov/public-works/179th-st-access-management-and-circulation-plan>

[interactive web map](#)

Purpose and Need

The purpose of this project is to provide a cohesive circulation and access management plan for the study corridor to guide future infrastructure improvements including access locations, intersection control and facility cross-section elements.

The current topography of 179th Street contains significant hills and valleys. Improving 179th Street to a 4-lane street will require "cuts" and "fills". Future access locations on/off 179th Street need to be considered for safety of the residents while preserving the mobility for all users.

179th Street Circulation and Access Management Plan

[Best Practices Memorandum](#)

[Existing and Planned Conditions Memorandum](#)

Public Meetings

The planning effort completed the State Environmental Policy Act requirements. Any development that receives permit approval, and the construction of the roads, will have to mitigate or avoid impacts to critical areas. The private development will fund the development of the local roads when they are built. Clark County and the WSDOT are working together on the I-5/179th Street Interchange reconstruction project. I am not involved with condemnation or property acquisition of that project. For the local road network proposed in this planning effort, if you never choose to redevelop or subdivide your property will remain intact.

Thanks,



Matt Hermen, [AICP CTP](#)
(He, Him, His)
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564.397.4343



From: Joy Bullen <joyjgbullen@gmail.com>
Sent: Thursday, January 27, 2022 1:04 PM
To: Matt Hermen <Matt.Hermen@clark.wa.gov>
Subject: concerns about the 179th Access Management and Circulation Plan

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

Hello,

I am writing because I recently learned about the 179th Access Management and Circulation Plan and I am very concerned about what this will mean for the community. In the virtual open house tonight, can you please confirm how many homes and structures will be impacted by any new or widened roads, and when overlay maps will be made available by the county.

I am also wondering if there have been any environmental impact studies done, and what the findings of those studies were, especially pertaining to the surrounding wetlands. I would like to know the total cost of the project, where the funds have been or will be allocated from, and if Clark County will work with WSDOT to acquire property through condemnation if landowners do not wish to sell.

I look forward to hearing your responses to these important questions.

Thank you,

Joy Bullen

From: [Andrew Cecka](#)
To: [Matt Hermen](#)
Subject: Re: Questions regarding the 179th Street Access Management and Circulation Plan
Date: Friday, January 28, 2022 2:36:22 PM

Hi Matt,

Thank you for your direct and honest answers in the email, and thank you for hosting the Open House last night.

I know that my wife and I came at you guys pretty hard (and not just us). Our experience living in Portland for 10 years was terrible as it applies to development. We assumed the worst, and, it seems, wrongly so.

You and your team did a good job explaining how this project came to be, why you created the road layout you did, how you worked to protect the environment, why you made specific choices, and how this will affect members of the community. I really appreciated that, and I will certainly give you the benefit of the doubt on future projects. I believe that everybody on your team was, in fact, concerned about ensuring we have a safe and beautiful neighborhood. And, based on what I saw, I liked the plan you created.

There is no need to respond to this email. I just wanted to let you know that you all did a good job.

All the best,

Andrew Cecka
andrewcecka@gmail.com
(360) 292-5817

On Thu, Jan 27, 2022 at 9:29 AM Matt Hermen <Matt.Hermen@clark.wa.gov> wrote:

Mr. Cecka,

Please see my responses to your questions below:

- Why were affected residents, particularly affected landowners, not invited to or even informed of stakeholder meetings in late 2021? We were not represented in any way in those meetings, and we can see that in the recordings.
 - The Stakeholders Committee meetings did consist of Fairgrounds Neighborhood residents.
- How many residents have roads going through homes or existing structures? Please provide a number, even if it is an estimate.
- How much land in total will you take from private citizens?

- The roads on private property will be constructed as development is permitted. The County is not taking land to build the roads off 179th Street. The construction of the roads is a condition of development. If you choose to never subdivide or redevelop, the construction of the roads will not occur on your property.
- How will you maintain the fragile ecosystems that these roads divide?
 - The construction of the roads require mitigation of environmental critical areas. Depending on the type of critical area, the development is required to mitigate or avoid disturbance of the critical area.
- On what date - day, month, and year - will you begin work in our specific area, west 179th from Delfel to 11th and north to 184th and beyond?
 - As mentioned previously, the local roads will be built by development. The plan is proposed in order to guide development to build an efficient, connected street system; rather than a piecemeal approach development by development. There are no specific dates as the plan would be implemented as subdivisions are built.
- Please provide a specific timeline (month and year) for each road in the plan, whether added through amendment or through removal of urban holding in 2019? If not now, when can you commit to providing this timeline?
 - As mentioned previously, the local roads will be built by development. The realignment of Delfel Road will occur with the I-5/179th Street Interchange reconstruction project. NW 179th Street, from Delfel to NW 11th Avenue is in the 20-year Capital Facilities Plan, but does not have funding identified. Therefore I cannot give you a specific month and year for its construction.
- Where can we get your completed environmental impact study?
 - The State Environmental Policy Act checklist and determination for this planning effort is available on the project webpage. An environmental analysis or impact study will be completed prior to construction of these projects. This 179th Street Access Management and Circulation Plan is a planning effort, not a capital project.
- What is happening on NW 184th St.? Are you widening the street or making other improvements? If so, what are the minimum easements that you will require between the road and homes on the street?
 - NW 184th Street is classified as a neighborhood circulator. This classification requires a 54 foot right-of-way. The right-of-way, today, varies in width ~45 feet. Therefore, if development is proposed which fronts NW 18th Street, the development will be conditioned to dedicate an additional ~5 feet, widen the roadway and build sidewalks. The existing homes, that do not redevelop or land is subdivided will not be required to move if the road is widened.

- If you are doing work on 184th St., are you laying sewer at the same time? Will residents be forced to connect to the sewer? If so, how much is the county providing homeowners in credits to hook up to the sewer since this can be very expensive?
 - New development will be required to connect to sanitary sewer. If you choose to never subdivide your property, you will not be required to connect to sewer. There are several properties in developed neighborhoods that are still on septic systems, because they never redeveloped.
- If you are doing work on 184th St., are you laying any other utilities at the same time? Will residents be forced to connect to those utilities? If so, what costs, using a per residence average, can residents expect to face related to those improvements?
 - Water and sewer are the urban infrastructure utilities. I mentioned sewer previously, and water is the same situation. You can stay on a well if you never choose to redevelop.
- How much will property taxes be impacted to fund development and ongoing maintenance of these roads? Please provide a number in dollars, even if it is an estimate.
 - This proposal is a transportation planning effort. We do not fund development. The cost for development is paid by development.
- How much will this increase crime in our area? Please provide a number, either as a percentage increase or expected raw number increase.
- How much money is being provided by developers for this plan? Have the developers met the agreed upon financial obligations?
 - There is no money provided by developers of this plan.
- How much money is being provided by BTMC, LLC for this plan, related to Northaven Subdivision? Has BTMC, LLC met the agreed upon financial obligations from the county approval in August in 2019? Our understanding is that the development includes 40 less homes, meaning they will come up short.
 - I do not know what/who is BTMC LLC.
- What funds will Clark County use to acquire these lands?
 - Clark County will use a combination of state and federal grants, traffic impact fees and road fund taxes to reconstruct NW 179th Street when it occurs. The local road network will be built and funded by development as it occurs.
- How much will it cost Clark County to acquire these lands? Please provide a number in dollars, even if it is an estimate.
 - Clark County will use a combination of state and federal grants, traffic impact

fees and road fund taxes to reconstruct NW 179th Street when it occurs. The local road network will be built and funded by development as it occurs.

Thanks,



Matt Hermen, [AICP CTP](#)

(He, Him, His)
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564.397.4343



From: Andrew Cecka <andrewcecka@gmail.com>

Sent: Thursday, January 27, 2022 8:19 AM

To: Matt Hermen <Matt.Hermen@clark.wa.gov>

Subject: Questions regarding the 179th Street Access Management and Circulation Plan

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

Hello Mr. Hermen,

I received your notice of the Open House this evening, and I do have some questions that I

would like answered regarding the 179th Street Access Management and Circulation Plan.

Those questions are as follows:

- Why were affected residents, particularly affected landowners, not invited to or even informed of stakeholder meetings in late 2021? We were not represented in any way in those meetings, and we can see that in the recordings.
- How many residents have roads going through homes or existing structures? Please provide a number, even if it is an estimate.
- How much land in total will you take from private citizens?
- How will you maintain the fragile ecosystems that these roads divide?
- On what date - day, month, and year - will you begin work in our specific area, west 179th from Delfel to 11th and north to 184th and beyond?
- Please provide a specific timeline (month and year) for each road in the plan, whether added through amendment or through removal of urban holding in 2019? If not now, when can you commit to providing this timeline?
- Where can we get your completed environmental impact study?
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- If you are doing work on 184th St., are you laying sewer at the same time? Will residents be forced to connect to the sewer? If so, how much is the county providing homeowners in credits to hook up to the sewer since this can be very expensive?
- If you are doing work on 184th St., are you laying any other utilities at the same time? Will residents be forced to connect to those utilities? If so, what costs, using a per residence average, can residents expect to face related to those improvements?
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Northaven Subdivision? Has BTMC, LLC met the agreed upon financial obligations from the county approval in August in 2019? Our understanding is that the development includes 40 less homes, meaning they will come up short.

- What funds will Clark County use to acquire these lands?
- How much will it cost Clark County to acquire these lands? Please provide a number in dollars, even if it is an estimate.

Sincerely,

Andrew Cecka

andrewcecka@gmail.com

(360) 292-5817

From: [Matt Hermen](#)
To: [Andrew Cecka](#)
Bcc: [Scott Sawyer](#)
Subject: RE: Questions regarding the 179th Street Access Management and Circulation Plan
Date: Thursday, January 27, 2022 9:29:00 AM

Mr. Cecka,

Please see my responses to your questions below:

- Why were affected residents, particularly affected landowners, not invited to or even informed of stakeholder meetings in late 2021? We were not represented in any way in those meetings, and we can see that in the recordings.
 - The Stakeholders Committee meetings did consist of Fairgrounds Neighborhood residents.
- How many residents have roads going through homes or existing structures? Please provide a number, even if it is an estimate.
- How much land in total will you take from private citizens?
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- Where can we get your completed environmental impact study?
 - The State Environmental Policy Act checklist and determination for this planning effort

is available on the project webpage. An environmental analysis or impact study will be completed prior to construction of these projects. This 179th Street Access Management and Circulation Plan is a planning effort, not a capital project.

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Matt Hermen, [AICP CTP](#)

(He, Him, His)

Planner III

PUBLIC WORKS

564.397.4343



From: Andrew Cecka <andrewcecka@gmail.com>

Sent: Thursday, January 27, 2022 8:19 AM

To: Matt Hermen <Matt.Hermen@clark.wa.gov>

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- How much will this increase crime in our area? Please provide a number, either as a percentage increase or expected raw number increase.
- How much money is being provided by developers for this plan? Have the developers met the agreed upon financial obligations?
- How much money is being provided by BTMC, LLC for this plan, related to Northaven Subdivision? Has BTMC, LLC met the agreed upon financial obligations from the county approval in August in 2019? Our understanding is that the development includes 40 less homes, meaning they will come up short.
- What funds will Clark County use to acquire these lands?
- How much will it cost Clark County to acquire these lands? Please provide a number in dollars, even if it is an estimate.

Sincerely,

Andrew Cecka

andrewcecka@gmail.com

(360) 292-5817

From: [Matt Hermen](#)
To: [Sokha Chhing](#)
Subject: RE: Public Notice for 179th Access Management & Circulation Plan
Date: Monday, February 7, 2022 7:25:00 AM
Attachments: [Chhing Open House Letter.pdf](#)
[2022-0217_PC Mailer_179th Access Plan 3.pdf](#)

Good morning,

Attached is the letter I sent inviting residents to attend the open house on January 27th. I have also attached the public notice mailer regarding the upcoming February 17th open house. I have verified that I used the same PO Box as the one you reference in your previous email.

Thank you,

Matt Hermen, AICP CTP
(He, Him, His)
Planner III
PUBLIC WORKS

564.397.4343

-----Original Message-----

From: Sokha Chhing <chhings@msn.com>
Sent: Friday, February 4, 2022 11:53 AM
To: Matt Hermen <Matt.Hermen@clark.wa.gov>
Subject: Public Notice for 179th Access Management & Circulation Plan

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

Good morning Matt,

I am writing this email to request copies of Public Notice (CPZ2021-00013) that were sent to me and my spouse, Sokha Chhing & Connie Mom-Chhing, as we own properties at 102 and 200 NE 179th St, Ridgefield, WA 98642.

Please have them sent via this email or to our PO Box 871354, Vancouver, WA 98687.

Thank you very much for your time!

Sokha Chhing & Connie Mom-Chhing
Email: chhings@msn.com
PO Box 871354
Vancouver, WA 98687



CLARK COUNTY WASHINGTON

www.clark.wa.gov

PUBLIC WORKS

1300 Franklin Street
PO Box 9810
Vancouver, WA 98666-9810
564.397.6118

January 11, 2022

CHHING SOKHA & MOM-CHHING CONNIE
PO BOX 871354
VANCOUVER, WA 98687

Dear CHHING SOKHA & MOM-CHHING CONNIE,

Subject: Open House – 179th Street Access Management and Circulation Plan.

Neighbors and community members are invited to learn about proposed plans for the 179th Street corridor. The 179th Street Access Management and Circulation Plan provides a cohesive management plan for the corridor to guide future infrastructure improvements including access locations, intersection control and facility cross-section elements. Adoption of the plan will include amendments to the Arterial Atlas and approval of implementation guidance. The plan includes additions of neighborhood circulator, collector and commercial/industrial classified streets; realignments of planned streets; and removal of future streets from the Arterial Atlas. The plan provides guidance for implementing pedestrian and bicycle circulation, wildlife corridor locations and trail access locations.

County staff completed a proposed plan for this transportation corridor. County staff will present the proposed plan to neighbors during a virtual open house from **5 to 7 p.m. Thursday, Jan. 27th**, on the Microsoft Teams virtual platform. Those interested in attending can join virtually to listen to a presentation and ask questions of county staff. Interpretation services available upon request.

The link to the virtual open house can be found by visiting the project webpage at:

<https://clark.wa.gov/public-works/179th-st-access-management-and-circulation-plan>

The proposed plan is scheduled to be heard by the Clark County Planning Commission on Thursday, February 17, 2022. Additional information about participating in the planning commission hearing will be mailed to property owners.

I look forward to answering your questions. You can reach me by contacting me at 564.397.4343 or matt.hermen@clark.wa.gov.

Sincerely,

Matt Hermen
Planner III

Writer's initials: MH
c: File



CLARK COUNTY WASHINGTON

COMMUNITY PLANNING

PO Box 9810 • Vancouver, WA 98666-9810

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Notice of public hearing

For other formats, contact the Clark County ADA Office

Voice 564.397.2322 / Relay 711 or 800.833.6388

Fax 564.397.6165 / Email ADA@clark.wa.gov



ROADWAY AMENDMENTS

NOTICE OF PUBLIC HEARING



IN THE KNOW

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

Roadway Amendments-179th Access Plan (CPZ2021-00013)

Clark County Planning Commission

PUBLIC HEARING

FEB 17 2022 / 6:30 PM

Due to COVID-19, the meeting will be held remotely via Webex. There are two ways to attend the meeting. Info is also posted to the PC webpage at www.clark.wa.gov/pc.

1. Join by computer:

bit.ly/PCHrgFeb17Attendees
Meeting #: 2481 893 9226
Password: 1234

2. Join by phone:

1-408-418-9388
Meeting #: 2481 893 9226

TESTIMONY

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

AT HEARING Testimony may be given orally during the hearing.

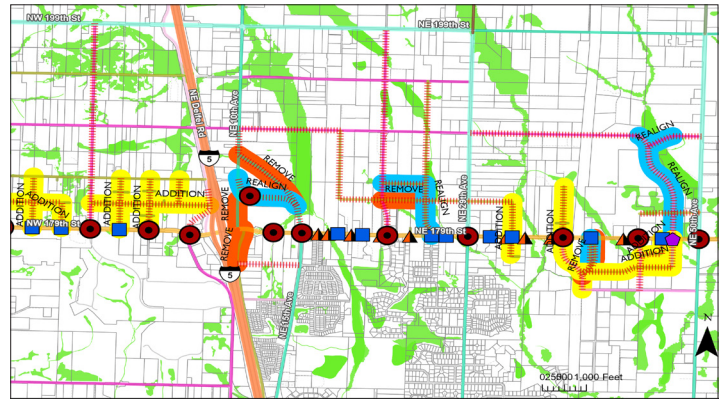
EMAIL sonja.wiser@clark.wa.gov

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

Staff would appreciate receiving written testimony at least 24 hours before the hearing to ensure that it is forwarded to the Commissioners by the hearing. Written testimony may also be submitted for the record during the hearing. Detailed information on how to join the meeting, the hearing process, and how to provide oral testimony can be found online at www.clark.wa.gov/pc.

STAFF CONTACT

Matt Hermen, Planner III
matt.hermen@clark.wa.gov / 564.397.4343



PROPOSAL

The 179th Street Access Management and Circulation Plan provides a cohesive circulation and access management plan for the study corridor to guide future infrastructure improvements including access locations, intersection control and facility cross-section elements. Adoption of the plan will include amendments to the Arterial Atlas and approval of implementation guidance. The plan includes additions of neighborhood circulator, collector and commercial/industrial classified streets; realignments of planned streets and removal of future streets to the Arterial Atlas. The plan provides guidance for implementing pedestrian and bicycle circulation, wildlife corridor locations and trail access locations.

The map above indicates the sections of road in your neighborhood, proposed for reclassification.

PROPOSAL MATERIALS

Larger maps, staff reports, related materials and hearing agenda can be accessed, online or by contacting staff, 15 days prior to the hearing date:

ONLINE

www.clark.wa.gov/pc

CONTACT STAFF

See contact information in purple box.



**Nisqually Indian Tribe
Tribal Historic Preservation Office
4820 She-Nah-Num Dr. S.E.
Olympia, WA 98513
(360) 456-5221**

January 18, 2022

To: Rob Klug, County Engineer
Clark County
1300 Franklin Street; 4th Floor
Vancouver, WA 98666-9810

Re: CPZ2021-00013 – 179th Street Management & Circulation Plan

The Nisqually Indian Tribe's THPO has reviewed the access and management plan that you provided for the above named project and has no specific comments or concerns at this time. Please keep us informed if there are any Inadvertent Discoveries of Archaeological Resources/Human Burials.

Although the Nisqually Indian Tribe has no specific concerns at this time, we respect the traditional cultural knowledge of affected tribes and support their opinions on this matter as well.

Sincerely,

Brad Beach, THPO
Nisqually Indian Tribe
360-456-5221 ext 1277
beach.brad@nisqually-nsn.gov

cc: Annette Bullchild, Director, Nisqually Indian Tribe

From: [Matt Hermen](#)
To: [Michael L. Frice](#); [Raechel M. Frice](#)
Subject: RE: Open House questions that I would like to have answered
Date: Friday, January 28, 2022 4:32:00 AM
Attachments: [image001.png](#)

Mr. and Mrs. Frice,

Please see my responses to your questions below:

- Why were affected residents, particularly affected landowners, not invited to or even informed of stakeholder meetings in late 2021? We were not represented in any way in those meetings, and we can see that in the recordings.
 - The Stakeholders Committee meetings did consist of Fairgrounds Neighborhood residents.
- How many residents have roads going through homes or existing structures? Please provide a number, even if it is an estimate.
- How much land in total will you take from private citizens?
 - The roads on private property will be constructed as development is permitted. The County is not taking land to build the roads off 179th Street. The construction of the roads is a condition of development. If you choose to never subdivide or redevelop, the construction of the roads will not occur on your property.
- How will you maintain the fragile ecosystems that these roads divide?
 - The construction of the roads require mitigation of environmental critical areas. Depending on the type of critical area, the development is required to mitigate or avoid disturbance of the critical area.
- On what date - day, month, and year - will you begin work in our specific area, west 179th from Delfel to 11th and north to 184th and beyond?
 - As mentioned previously, the local roads will be built by development. The plan is proposed in order to guide development to build an efficient, connected street system; rather than a piecemeal approach development by development. There are no specific dates as the plan would be implemented as subdivisions are built.
- Please provide a specific timeline (month and year) for each road in the plan, whether added through amendment or through removal of urban holding in 2019? If not now, when can you commit to providing this timeline?
 - As mentioned previously, the local roads will be built by development. The realignment of Delfel Road will occur with the I-5/179th Street Interchange reconstruction project. NW 179th Street, from Delfel to NW 11th Avenue is in the 20-year Capital Facilities Plan, but does not have funding identified. Therefore I cannot give you a specific month and year for its construction.
- Where can we get your completed environmental impact study?
 - The State Environmental Policy Act checklist and determination for this planning effort

is available on the project webpage. An environmental analysis or impact study will be completed prior to construction of these projects. This 179th Street Access Management and Circulation Plan is a planning effort, not a capital project.

- What is happening on NW 184th St.? Are you widening the street or making other improvements? If so, what are the minimum easements that you will require between the road and homes on the street?
 - NW 184th Street is classified as a neighborhood circulator. This classification requires a 54 foot right-of-way. The right-of-way, today, varies in width ~45 feet. Therefore, if development is proposed which fronts NW 18th Street, the development will be conditioned to dedicate an additional ~5 feet, widen the roadway and build sidewalks. The existing homes, that do not redevelop or land is subdivided will not be required to move if the road is widened.
- If you are doing work on 184th St., are you laying sewer at the same time? Will residents be forced to connect to the sewer? If so, how much is the county providing homeowners in credits to hook up to the sewer since this can be very expensive?
 - New development will be required to connect to sanitary sewer. If you choose to never subdivide your property, you will not be required to connect to sewer. There are several properties in developed neighborhoods that are still on septic systems, because they never redeveloped.
- If you are doing work on 184th St., are you laying any other utilities at the same time? Will residents be forced to connect to those utilities? If so, what costs, using a per residence average, can residents expect to face related to those improvements?
 - Water and sewer are the urban infrastructure utilities. I mentioned sewer previously, and water is the same situation. You can stay on a well if you never choose to redevelop.
- How much will property taxes be impacted to fund development and ongoing maintenance of these roads? Please provide a number in dollars, even if it is an estimate.
 - This proposal is a transportation planning effort. We do not fund development. The cost for development is paid by development.
- How much will this increase crime in our area? Please provide a number, either as a percentage increase or expected raw number increase.
- How much money is being provided by developers for this plan? Have the developers met the agreed upon financial obligations?
 - There is no money provided by developers of this plan.
- How much money is being provided by BTMC, LLC for this plan, related to Northaven Subdivision? Has BTMC, LLC met the agreed upon financial obligations from the county approval in August in 2019? Our understanding is that the development includes 40 less homes, meaning they will come up short.
 - I do not know what/who is BTMC LLC.
- What funds will Clark County use to acquire these lands?

- Clark County will use a combination of state and federal grants, traffic impact fees and road fund taxes to reconstruct NW 179th Street when it occurs. The local road network will be built and funded by development as it occurs.
- How much will it cost Clark County to acquire these lands? Please provide a number in dollars, even if it is an estimate.
- Clark County will use a combination of state and federal grants, traffic impact fees and road fund taxes to reconstruct NW 179th Street when it occurs. The local road network will be built and funded by development as it occurs.

Thanks,



Matt Hermen, [AICP CTP](#)
(He, Him, His)
Planner III
PUBLIC WORKS

564.397.4343



From: Michael L. Frice <MikeF@ElcorInc.net>
Sent: Thursday, January 27, 2022 2:14 PM
To: Matt Hermen <Matt.Hermen@clark.wa.gov>
Subject: Open House questions that I would like to have answered
Importance: High

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

Hello Mr. Hermen,

I received your notice of the Open House this evening and I do have some questions that I would like answered regarding the 179th Street Access Management and Circulation Plan. Those questions are as follows:

- Why were affected residents, particularly affected landowners, not invited to or even informed of stakeholder meetings in late 2021? We were not represented in any way in those meetings, and we can see that in the recordings.
- How many residents have roads going through homes or existing structures? Please provide a number, even if it is an estimate.

- How much land in total will you take from private citizens?
- How will you maintain the fragile ecosystems that these roads divide?
- On what date - day, month, and year - will you begin work in our specific area, west 179th from Delfel to 11th and north to 184th and beyond?
- Please provide a specific timeline (month and year) for each road in the plan, whether added through amendment or through removal of urban holding in 2019? If not now, when can you commit to providing this timeline?
- Where can we get your completed environmental impact study?
- What is happening on NW 184th St.? Are you widening the street or making other improvements? If so, what are the minimum easements that you will require between the road and homes on the street?
- If you are doing work on 184th St., are you laying sewer at the same time? Will residents be forced to connect to the sewer? If so, how much is the county providing homeowners in credits to hook up to the sewer since this can be very expensive?
- If you are doing work on 184th St., are you laying any other utilities at the same time? Will residents be forced to connect to those utilities? If so, what costs, using a per residence average, can residents expect to face related to those improvements?
- How much will property taxes be impacted to fund development and ongoing maintenance of these roads? Please provide a number in dollars, even if it is an estimate.
- How much will this increase crime in our area? Please provide a number, either as a percentage increase or expected raw number increase.
- How much money is being provided by developers for this plan? Have the developers met the agreed upon financial obligations? Who are the developers?
- How much money is being provided by BTMC, LLC for this plan, related to Northaven Subdivision? Has BTMC, LLC met the agreed upon financial obligations from the county approval in August in 2019? Our understanding is that the development includes 40 less homes, meaning they will come up short.
- What funds will Clark County use to acquire these lands?
- How much will it cost Clark County to acquire these lands? Please provide a number in dollars, even if it is an estimate.

Sincerely,

Michael L. Frice
President

Elcor Technologies, Inc. | Outsourced IT Solutions

Main: 360-887-8777 | Ext: 300

Email: MikeF@ElcorInc.net | Web: www.elcorinc.net

611 NW 184th ST, Ridgefield, WA 98642



From: [Larisa Sidorov](#)
To: [Matt Hermen](#)
Subject: FW: CPZ2021-00013 – DNSD for 179th Street Management & Circulation Plan
Date: Wednesday, January 19, 2022 2:00:58 PM

Hi Matt,

I received this emails while I was away.

Thank you

From: Adam Osbekoff <adam@snoqualmietribe.us>
Sent: Wednesday, January 12, 2022 7:16 PM
To: Larisa Sidorov <Larisa.Sidorov@clark.wa.gov>
Subject: RE: CPZ2021-00013 – DNSD for 179th Street Management & Circulation Plan

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

Hello Larisa

The Snoqualmie Tribe [Tribe] is a federally recognized sovereign Indian Tribe. We were signatory to the Treaty of Point Elliott of 1855; we reserved certain rights and privileges and ceded certain lands to the United States. As a signatory to the Treaty of Point Elliot, the Tribe specifically reserved among other things, the right to fish at usual and accustomed areas and the “privilege of hunting and gathering roots and berries on open and unclaimed lands” off-reservation throughout the modern-day state of Washington.

Thank you for the opportunity to review and comment. Based on the information provided and our understanding of the project and its APE we have no substantive comments to offer at this time. However, please be aware that if the scope of the project or the parameters for defining the APE change we reserve the right to modify our current position.

Thank you

Adam Osbekoff

From: Larisa Sidorov [<mailto:Larisa.Sidorov@clark.wa.gov>]
Sent: Tuesday, January 11, 2022 9:49 AM
Cc: Sonja Wisner <Sonja.Wisner@clark.wa.gov>
Subject: CPZ2021-00013 – DNSD for 179th Street Management & Circulation Plan

Please ignore if you have been sent a previous notification

Subject: CPZ2021-00013 – DNSD for 179th Street Management & Circulation Plan

Comments are Due by: **Tuesday, January 26, 2022**

Staff Contact: Matt Hermen

Phone: 564-397-4343

Email: matt.hermen@clark.wa.gov

Agency File Number:

CPZ2021-00013

Description of Proposal:

The 179th Street Access Management and Circulation Plan provides a cohesive circulation and access management plan for the study corridor to guide future infrastructure improvements including access locations, intersection control and facility cross-section elements. Adoption of the plan will include amendments to the Arterial Atlas and approval of implementation guidance.

From: [Andy Harris - Evergreen Property Team, LLC](#)
To: [Matt Hermen](#)
Subject: 179th St Access Management and Circulation Plan
Date: Thursday, January 27, 2022 3:16:26 PM

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

Hi Matt,

Some previous clients of mine bought a house in Ridgefield a couple of years ago to grow a flower farm and to enjoy the space and peacefulness of the area. It's disturbing for me to learn that the government has been planning to bring in more roads to encourage development for months now without the public's knowledge or input. I truly hope your team does what's best for the people currently living in the area and that you abide by their wishes, rather than cramming a plan down their throat that they want no part of.

Thank you for considering this feedback.

Sincerely,
Andy Harris

--

photo



Andy Harris - Evergreen Property Team, LLC

Licensed Real Estate Broker in OR & WA, Premiere Property Group, LLC

503.504.2369 | andy@portlandreagent.com

www.portlandreagent.com

1201 NE Lloyd Blvd, Suite 115, Portland, OR 97232



January 24, 2022

SEPA COMMENTS

1300 Franklin Street; 4th Floor
PO Box 9810
Vancouver, WA 98666-9810

Attn: Matt Hermen via email matt.hermen@clark.wa.gov

Subject: CPZ2021-00013 179th St. Access Management & Circulation Plan

Gentlemen:

I am confused, and very concerned, with this proposal. I have reviewed the DNS SEPA Checklist and map exhibits provided, particularly the NE 29th Ave. to NE 50th Ave. map which encompasses my home on 174th St.

My understanding is the Arterial Atlas identifies Arterials and Collectors, UDC 40.350.030 A.3.c. Lower classified roads that are not Arterials or Collectors may be shown for illustrative purposes but not for formal designation . 174th St. has been classified as a Collector for several years and is illustrated as such on the Arterial Atlas. Proposed 39th Ave between the west end of 174th and 179th is currently classified as a Neighborhood Circulator, but this classification appears to be changed to Collector and is proposed to curve west across the power line r/w and link to 179th at a proposed roundabout. The alignment of the eastern branch has been adjusted to correspond with preliminarily approved Woodbrook Subdivision and remains classified as a Neighborhood Circulator.

I do not understand the street shown as a Collector at 45th Ave between 174th and 179th. The map legend shows it as a proposed Arterial but it is not shown with yellow highlighting as an addition? Back in 2009 when the Mill Creek Subarea plan was adopted the proposed 39th Ave replaced what had been a proposed street at this location. (See County Staff Report of Feb.19, 2009 Action Item 2 by Mike Mabrey) So is this an inadvertent mapping error of this former street or is it a new proposed Collector street that has not been highlighted as an addition? This is of great importance to me as it is shown along my east property line and has potential significant impact to my, and my neighbors, properties.

A Collector street has access restrictions, UDC 40.350.030 B.4.c.(2)(a) reads: " *Urban Collectors. No residential driveways in the urban area will be permitted unless no other access to the site exists or can be made available*". My and my neighbor's R1-7.5 zoned properties have access to 174thSt., thus this proposed 45th Ave Collector could not be used to provide direct driveway access to new lots based on these restrictions. And if subdivided a 30 ft. strip of land along my 840 ft. eastern boundary would be taken for right-of-way which is over 25,000 sq.ft. enough area for more than three 7,500 sq.ft. lots. Plus a developer would be obligated to build a half street at a cost of many thousands of dollars for a street that does not directly serve any new lots.

A straight forward subdivision of my 250 ft. width property would be to place a 46 ft. street right-of-way through the center with lots along both sides. The land slopes to the south toward 174th St so sewer service and storm water management can be relatively easily provided. The loss of a several feet of property width could easily result in more than the loss of three lots.

Another concern is the proposed east-west road (176th St.?) between 39th Ave and 45th Ave north of 174th. The red hatch marks indicate it is a proposed Arterial but the color code indicates it as a Neighborhood Circulator, which is not an Arterial, so why is it shown as an Arterial? Likewise 178th St. and 47th Ave. are existing private streets that are not, nor will they ever be, Arterials?

As I read the map legend color code existing 174th St. and proposed 39th and 45th Ave are all designated as Collectors. The combined traffic capacity of three Collectors is 36,000 ADT – enough to serve over 3,800 lots representing a population of over 11,000!

Are these proposed road classifications based on the adopted Vacant Buildable Lands and trip generation analysis? The SEPA Checklist 14.f. mentions such a process associated with development projects but it appears no such effort has been made in assigning road classifications for potential changes to the Arterial Atlas. Without such an analysis it appears a serious, major overbuilding of road capacity is being proposed. Such overbuilding could result in much higher than necessary capital cost estimates translating to excessive traffic impact fees

Due to the sensitive stream corridors south and west that isolate the Mill Creek Subarea there simply is not enough buildable land area to create anywhere near 3,800 lots under current zoning. For example the recently approved Woodbrook Subdivision that is now under construction encompassed 142 acres to create 655 lots for a density of 4.6 lots per acre. At this density 3,800 lots would require 826 acres – 1.3 square miles.

A rough vacant buildable lands analysis, as shown on the attached figures, shows the entire Mill Creek Sub-Area encompasses only about 250 acres of residentially zoned land excluding large sensitive stream corridors and the power line transmission r/w. Of this 250 Ac about 110 ac are zoned R1-20 @ 2.2 units/ac, about 75 ac are zoned R1-10 @ 4.4 units/ac, and about 65 ac are zoned R1-7.5 @ 5.8 unit/ac. Adjusting these gross acre figures using a factor of 72% to net buildable acres and doing the math with the zoning and unit/acre values just 683 lots are possible. **This basic analysis shows that proposing streets with a capacity for over 3,800 lots cannot be justified.**

The above analysis shows that 174th St. as a Collector with a traffic capacity for 1,271 lots is over-classified at nearly double the needed capacity. **In fact 174th St. should be re-classified to a Neighborhood Circulator which together with proposed 39th Ave as a Neighborhood Circulator would have sufficient traffic capacity to serve the transportation needs of the Mill Creek neighborhood.**

I was involved with the Mill Creek Area special planning effort in 2008. I recall the idea of bicycle access as part of the discussions and I suspect that is how 174th St. became designated as a Collector street, not that it was necessary for traffic needs but to assure bicycle access was available. With the I-5/179th interchange and the proposed Discovery Corridor as major destinations located west of the neighborhood it seems bicycle lanes along 39th Ave would be a better route.

An additional concern is the Arterial Atlas could be interpreted to impose alignments of non-arterial streets which is not its purpose. While that may not be the actual intent, my concern, which is amplified by current events, is that future county review of proposed developments will be greatly influenced by what is illustrated. In fact Mill Creek Area neighbors are currently in court appealing the pending approval, which was based in large measure on the current Arterial Atlas, of the proposed M&H Subdivision, PLD -2020-00040, at 3801 NE 174th St.

SEPA Checklist question 9 asks about pending governmental approvals of other proposals directly affecting the property covered by your proposal. A non-project action may not seem as if it has any affect, but the question posed, does not seem to be correctly answered. I don't know if there are other proposals similar to the M&H Subdivision along the 179th St. corridor, but I believe there likely are.

Based on the above described understandings I believe this proposed "Non Project Action" has significant potential impact on my property, and my neighbors would be similarly impacted.

I strongly request that 45th Ave. along the east side of my property be deleted, and the east-west 176th St. be deleted as well since it is not an Arterial or Collector. Adding these planned streets to the Arterial Atlas will reduce the value of my property and may constitute a taking in violation of the 5th Amendment.

I would appreciate an acknowledgement of the receipt of this letter.

Sincerely,

Dean Hergesheimer, P.E., ret.
4404 NE 174th St.
Vancouver, WA 98686
Email: [dljhg@msn.com](mailto:djihg@msn.com)
Mobile: 360-904-5823

From: [Dean H.](#)
To: [Matt Hermen](#)
Subject: RE: CPZ2021-00013 179th St. Access Management & Circulation Plan SEPA Comments
Date: Thursday, January 27, 2022 3:30:28 PM

Matt,

Thank you for your prompt response. While I appreciate your offer to change the classification of 45th Ave to a circulator as this would be a dramatic reduction in traffic capacity from 12,000 ADT to 3,000 ADT (which seems to confirm it was way over classified to begin with), the point I am making is that 45th Ave. is not needed at all. 174th St. and 39th Ave together have enough traffic capacity to serve the potential needs of the neighborhood. I demonstrated this with the analysis in my January 24 letter.

I have looked further and note that the proposed M&H Subdivision is for 72 lots on some 33 acres of R1-10 zoned adjacent to the sensitive stream corridor, a density of just 2.2 units/gross acre. I would point out the entire west boundary of the R1-10 zoned land is bounded by this same stream corridor. There are some 55 gross acres of R1-10 zoned land west of the power lines and if this area results in a similar lot density to M&H it will result in just 121 lots rather than 174 using the net buildable area factor. This would result in fewer total lots than projected using the 0.72 net buildable factor overall. This further supports that 174th St. and 39th Ave. will serve the transportation needs of the area.

Again I strongly request that 45th Ave. be deleted entirely from the proposed amendments. And I also reiterate my request that proposed 176th St circulator be deleted as well since it is not an Arterial and is not needed since local streets that will be created as land is subsequently develops will handle local traffic circulation needs.

Sent from [Mail](#) for Windows

From: [Matt Hermen](#)
Sent: Tuesday, January 25, 2022 12:00 PM
To: [Dean H.](#); [Rob Klug](#)
Cc: [Jason Peressini](#); [Randy Murphy](#); [Ricky Frasier](#); [Andrew Lundgren](#); [David Gilroy](#)
Subject: RE: CPZ2021-00013 179th St. Access Management & Circulation Plan SEPA Comments

Mr. Hergesheimer,

Thank you for your letter and request for amending the proposed 179th Street Access Management and Circulation Plan. Upon further review of our proposal, I agree that the proposed Collector running North/South at approximately 45th Avenue should be revised. I will be amending the proposal to classify this as a neighborhood circulator, rather than a collector. This neighborhood circulator classification allows direct driveway access, as you note in your letter. We have heard from your neighbors on potential safety concerns at the NE 174th Street/50th Avenue intersection.

Additional access locations on NE 179th Street will help distribute traffic as your neighborhood redevelops.

The 179th Street Access Management and Circulation Plan is proposed to guide future development connections with 179th Street. The plan, if approved, will be implemented as development occurs. The local road development will be built as conditioned by new development permits. If you choose to never redevelop, the roads proposed on your property will not be built.

Thank you,



Matt Hermen, [AICP CTP](#)

(He, Him, His)
Planner III
PUBLIC WORKS

564.397.4343



From: Dean H. <dljhg@msn.com>

Sent: Monday, January 24, 2022 8:50 AM

To: Matt Hermen <Matt.Hermen@clark.wa.gov>; Rob Klug <Rob.Klug@clark.wa.gov>

Cc: Jason Peressini <jason.peressini@gmail.com>; Randy Murphy <randymurphy35@icloud.com>; Ricky Frasier <rickyfrasier@gmail.com>; Andrew Lundgren <lundgrena18@gmail.com>; David Gilroy <dgilroy@centurylink.net>

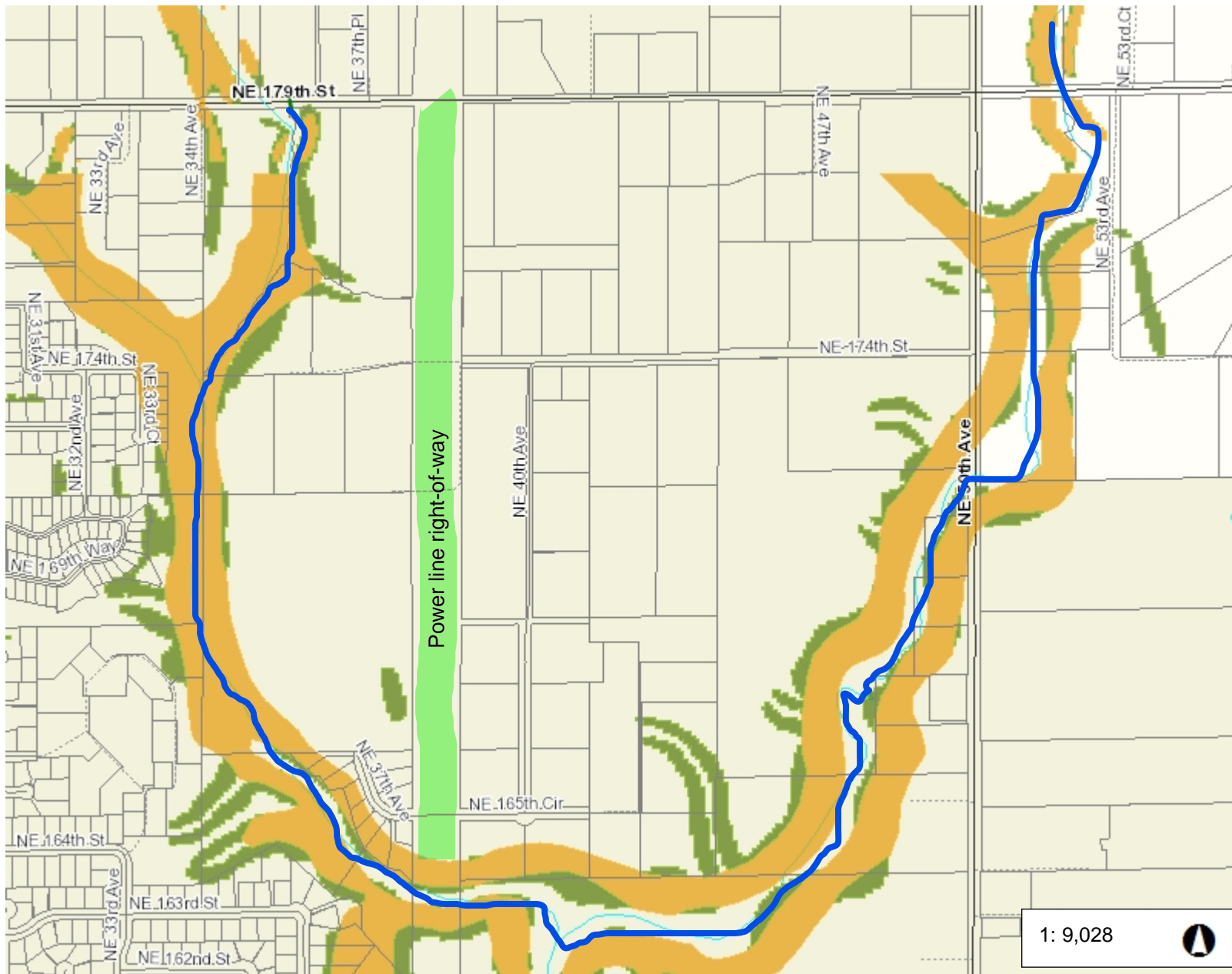
Subject: CPZ2021-00013 179th St. Access Management & Circulation Plan SEPA Comments

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Sent from [Mail](#) for Windows



Mill Creek Area Steep Slopes

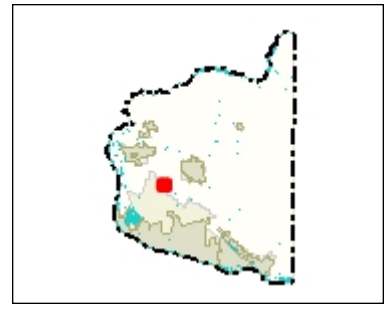


Legend

- Taxlots
- Steep Slopes and Landslide H.**
 - Areas of Historic or Active Landslid
 - Areas of Potential Instability
 - Areas of Older Landslide Debris
 - Slopes > 15%
 - Slopes > 25%
- Stream
- Lake
- All Roads**
 - Interstate
 - State Route
 - Arterial
 - Forest Arterial
 - Minor Collector
 - Forest Collector
 - Private or Other
- Cities Boundaries
- Urban Growth Boundaries

Notes:

D. Hergesheimer
1/24/22



1,504.7 0 752.33 1,504.7 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere
Clark County, WA. GIS - <http://gis.clark.wa.gov>

This map was generated by Clark County's "MapsOnline" website. Clark County does not warrant the accuracy, reliability or timeliness of any information on this map, and shall not be held liable for losses caused by using this information.

1: 9,028

From: [Scott Sawyer](#)
To: [Charlene Hurst](#)
Subject: FW: Questions for virtual meeting 01/27
Date: Thursday, January 27, 2022 10:00:23 AM
Attachments: [image001.png](#)
[image002.png](#)

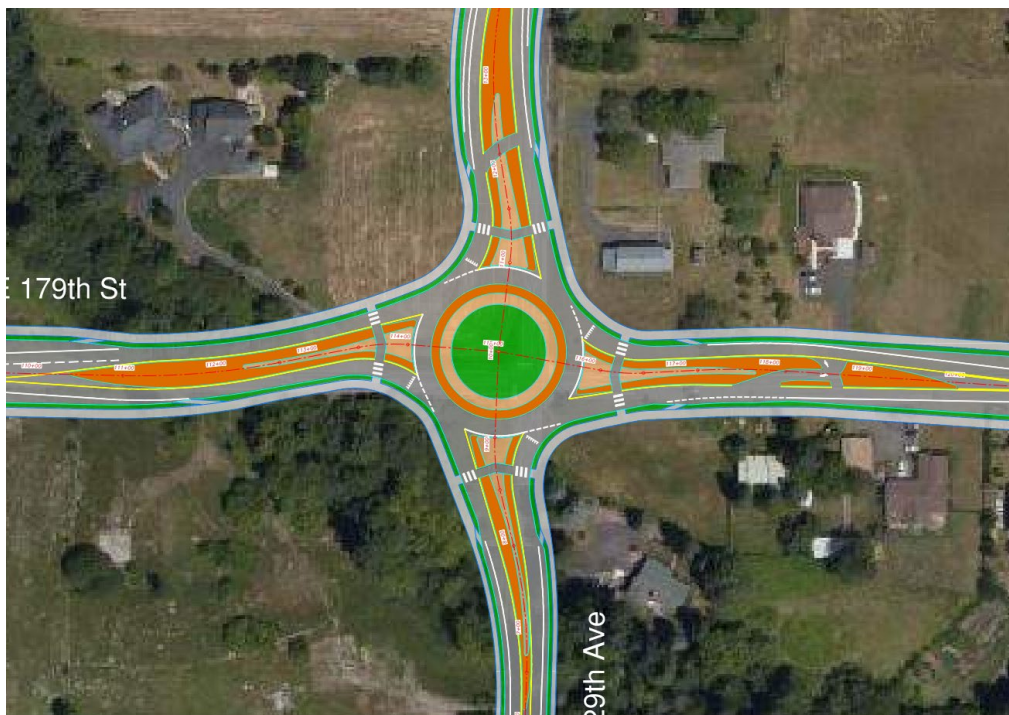
Good morning,

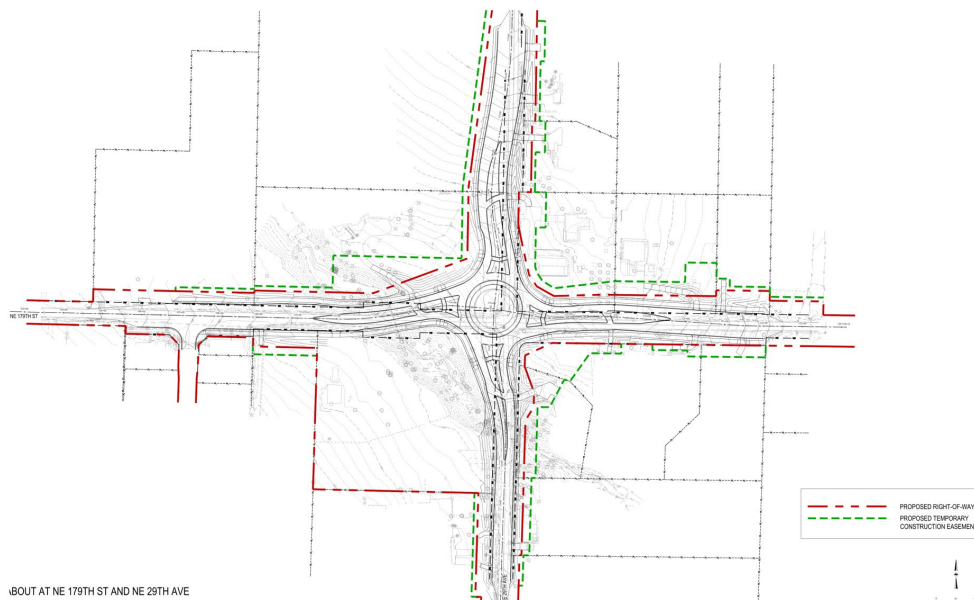
I apologize for the delay in responding to your email.

I believe most of these questions we will be covering this evening will answer your questions but I would be happy to provide a preview...

1. When will renderings of the project be available to view?

We do have some renderings that are available. Here is a couple examples:





2. There is a (broken) culvert right below 29th and 179th and this area is all private property, what are your plans for ensuring folks understand that this is private property if a bridge/built up culvert section is installed here?

As part of the project we will be replacing the culverts under NE 179th St. and under NE 29th Ave. with bridges. I can't really speak to any of the culverts on private property in the area.

3. Will residents in this area have to switch to city sewer?

No that is not anticipated to be a requirement of this project.

4. If trees/forested areas are used for the project, how will landowners be compensated for the loss of those resources?

If trees/forested areas on private property are physically impacted as a result of the project, we do have real property services agents that work with the landowners to appropriately compensate them for these impacts.

We are anticipating having a representative from our Real Property Services department at the virtual open house tonight so you may be able to speak with her further tonight if you wish.

5. Are sidewalks planned?

Yes, we are planning on installing 10' multi-use pathway around the outside of the roundabout as part of this project.

6. When will stakes with colored ribbons be removed from our property?

I will attempt to make contact with the individuals that installed the stakes about their removal.

7. Our property includes critical wood duck habitat and is a designated coho stream, how will the county ensure the project respects these designations?

A part of this project will focus on enhancing the habitat in the vicinity of the project. This will include replacing the existing the existing culverts under NE 179th St. and NE 29th St. with bridges and improving the stream bed in the vicinity.

8. With more planned traffic, what is the county doing to deal with increases in litter/garbage dumping/etc. on the roadside?

I personally cannot speak to that issue but I will forward your question on to someone that may be able to respond.

I hope I was able to provide at least some of the information you are looking for and that you will be able to attend this evening's virtual open house to find out more about the project.

Regards,

Scott P. Sawyer, P.E.

Capital Project Manager

Clark County Public Works

Scott.Sawyer@clark.wa.gov

(564) 397-4364



From: Cnty PW 179thStreetProject <179thStreetProject@clark.wa.gov>

Sent: Tuesday, January 25, 2022 1:16 PM

To: Scott Sawyer <Scott.Sawyer@clark.wa.gov>

Cc: Matt Hermen <Matt.Hermen@clark.wa.gov>

Subject: FW: Questions for virtual meeting 01/27

Cindy

From: Charlene Hurst <churst11@gmail.com>
Sent: Monday, January 24, 2022 7:24 PM
To: Cnty PW 179thStreetProject <179thStreetProject@clark.wa.gov>
Cc: Shawn Harris <shwn.m.harris@gmail.com>
Subject: Questions for virtual meeting 01/27

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Evening,

My husband and I live near the 29th Ave project area and our questions are:

- 1) When will renderings of the project be available to view?
- 2) There is a (broken) culvert right below 29th and 179th and this area is all private property, what are your plans for ensuring folks understand that this is private property if a bridge/built up culvert section is installed here?
- 3) Will residents in this area have to switch to city sewer?
- 4) If trees/forested areas are used for the project, how will landowners be compensated for the loss of those resources?
- 5) Are sidewalks planned?
- 6) When will stakes with colored ribbons be removed from our property?
- 7) Our property includes critical wood duck habitat and is a designated coho stream, how will the county ensure the project respects these designations?
- 8) With more planned traffic, what is the county doing to deal with increases in litter/garbage dumping/etc. on the roadside?

Thanks for hosting this,
Charlene Hurst and Shawn Harris

From: [Matt Hermen](#)
To: [Ashley Krant](#)
Subject: RE: Concerns about the 179th St Access Management Plan
Date: Friday, January 28, 2022 4:46:00 AM

Ms. Krant,

Please see my responses to your questions below:

- How many existing homes & structures will be in the way of this project?
 - The roads on private property will be constructed as development is permitted. The County is not taking land to build the roads off 179th Street. The construction of the roads is a condition of development. If you choose to never subdivide or redevelop, the construction of the roads will not occur on your property.
- Why weren't area land owners and residents invited to participate in stakeholder meetings?
 - The Stakeholders Committee meetings did consist of Fairgrounds Neighborhood residents.
- If residents do not want to sell their land, will Clark County be working with WSDOT to seize it?
 - The 179th Street Access Management and Circulation Plan is a long range transportation planning effort, not a project. Clark County is not building the local roads. The plan is set up to guide the form of the local transportation system when it occurs by development. The roads on private property will be constructed as development is permitted. The County is not taking land to build the roads off 179th Street. The construction of the roads is a condition of development. If you choose to never subdivide or redevelop, the construction of the roads will not occur on your property.
- Has an environmental impact study been completed?
 - The State Environmental Policy Act checklist and determination for this planning effort is available on the project webpage. An environmental analysis or impact study will be completed prior to construction of these projects. This 179th Street Access Management and Circulation Plan is a planning effort, not a capital project.

Thank you,



Matt Hermen, [AICP CTP](#)
(He, Him, His)
Planner III
PUBLIC WORKS

564.397.4343



From: Ashley Krant <ashleykrant@gmail.com>

Sent: Thursday, January 27, 2022 10:36 PM

To: Matt Hermen <Matt.Hermen@clark.wa.gov>

Subject: Concerns about the 179th St Access Management Plan

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

Mr Hermen,

I recently learned about the 179th street Access Management and Circulation plan that is being rushed into development with no consultation from the real stakeholders; the property and business owners whose land is being abutted and cut through by this project.

It seems that Clark County and it's officials are working to serve the developers instead of county residents. I am concerned about the ecological impact this will have on area wetlands and grasslands. Most of all, I am concerned that this plan was hidden from neighborhood residents for months.

How many existing homes & structures will be in the way of this project?

Why weren't area land owners and residents invited to participate in stakeholder meetings?

If residents do not want to sell their land, will Clark County be working with WSDOT to seize it?

Has an environmental impact study been completed?

I hope you can understand that the nature of this process appears such that there are things being hidden from the people who are impacted most greatly.

Ashley Krant

From: [Matt Hermen](#)
To: [Sue Marshall](#)
Cc: [Larisa Sidorov](#)
Subject: RE: CPZ2021-00013 – DNSD for 179th Street Management & Circulation Plan
Date: Friday, January 21, 2022 11:02:00 AM

Sue,

The project webpage is located here: <https://clark.wa.gov/public-works/179th-st-access-management-and-circulation-plan>

The project has been developed and recommended by a Stakeholder Committee that included neighborhood resident representation. The proposal is scheduled to be heard by the Planning Commission on February 17th. We are holding a virtual public open house on January 27th and neighbors that are affected by this proposal have been notified. This plan does account for the projects necessary to provide urban level infrastructure that was needed to remove urban holding. It takes it a step further by identifying the intersection types in order to promote safety and mobility for all transportation modes. As you know, the terrain of 179th Street, east of 29th Avenue has some considerable sight distance issues. This plan is aimed at identifying and planning for the safest intersection locations and types. The roundabouts will be designed to accommodate Fairgrounds, Amphitheater and truck traffic.

Thank you,



Matt Hermen, [AICP CTP](#)
(He, Him, His)
Planner III
PUBLIC WORKS

564.397.4343



From: Sue Marshall <suemarshall5@hotmail.com>
Sent: Friday, January 21, 2022 10:31 AM
To: Matt Hermen <Matt.Hermen@clark.wa.gov>
Cc: Larisa Sidorov <Larisa.Sidorov@clark.wa.gov>
Subject: Re: CPZ2021-00013 – DNSD for 179th Street Management & Circulation Plan

Thank you for the information, Matt. Is there a narrative that goes along with the maps and has this been vetted with the neighborhood association. I understand this is a DNS SEPA application and I am trying to understand where it is in the decision, policy making process. In the upcoming hearings with the council and planning commission, will they be approving these maps? Seems like a huge project that has not received adequate public involvement. Also, does this plan reflect the transportation infrastructure that was identified as needed in order to lift the urban holding designation and to meet concurrency? As I count, looks like 12 roundabouts between NW 11th and NE 50th. We occasionally drive our tractors in for repairs at the John Deere shop on 70th. I would not look forward to that trip through 12 roundabouts.

Thanks again for your assistance.

Sue Marshall
4316 NW 169th Street
Ridgefield, WA
971-506-4617

From: Matt Hermen <Matt.Hermen@clark.wa.gov>
Sent: Wednesday, January 12, 2022 7:15 AM
To: suemarshall5@hotmail.com <suemarshall5@hotmail.com>
Cc: Larisa Sidorov <Larisa.Sidorov@clark.wa.gov>
Subject: RE: CPZ2021-00013 – DNSD for 179th Street Management & Circulation Plan

Good morning Sue,

The implementation of the 179th Street Access Management and Circulation Plan will include amendments to the Arterial Atlas. The proposed amendments to the Arterial Atlas are shown on the last pages of the SEPA packet. I am also attaching those specific pages of SEPA packet to this email for your convenience. Please let me know if you have any questions.

Thanks,



Matt Hermen, [AICP CTP](#)
(He, Him, His)
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564.397.4343



From: Larisa Sidorov <Larisa.Sidorov@clark.wa.gov>
Sent: Tuesday, January 11, 2022 11:55 AM
To: Matt Hermen <Matt.Hermen@clark.wa.gov>
Subject: FW: CPZ2021-00013 – DNSD for 179th Street Management & Circulation Plan

Hi Matt,

Can you answer the question before?

Thank you

From: Sue Marshall <suemarshall5@hotmail.com>
Sent: Tuesday, January 11, 2022 10:43 AM
To: Larisa Sidorov <Larisa.Sidorov@clark.wa.gov>
Subject: Re: CPZ2021-00013 – DNSD for 179th Street Management & Circulation Plan

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Larisa,

Is there a draft 179th street Management Plan available now or is this preliminary to developing one?

Thanks.

Sue

From: Larisa Sidorov <Larisa.Sidorov@clark.wa.gov>
Sent: Tuesday, January 11, 2022 9:48 AM
Cc: Sonja Wiser <Sonja.Wiser@clark.wa.gov>
Subject: CPZ2021-00013 – DNSD for 179th Street Management & Circulation Plan

Please ignore if you have been sent a previous notification

Subject: CPZ2021-00013 – DNSD for 179th Street Management & Circulation Plan

Comments are Due by: **Tuesday, January 26, 2022**

Staff Contact: Matt Hermen

Phone: 564-397-4343

Email: matt.hermen@clark.wa.gov

Agency File Number:

CPZ2021-00013

Description of Proposal:

The 179th Street Access Management and Circulation Plan provides a cohesive circulation and access management plan for the study corridor to guide future infrastructure improvements including access locations, intersection control and facility cross-section elements. Adoption of the plan will include amendments to the Arterial Atlas and approval of implementation guidance.

From: [Matt Hermen](#)
To: [Mo McKenna](#)
Subject: RE: 179th Street Access and Circulation Management Plan
Date: Monday, January 31, 2022 2:54:00 PM

Ms. McKenna,

The County started the planning process in August. The Plan development was formed by input from the Stakeholder Committee and Technical Advisory Committee. These two groups vetted circulation ideas and considerations in order to develop a tangible access management and circulation plan. The County has documented an [existing conditions and planned improvement report](#), and a [best practices report](#) in order to inform us on the best future road network. The County's public notice requirements for legislative decisions can be found in Clark County Code 40.510.040.

The north/south collector that connects NW 179th Street to NW 199th Street has been in our long range circulation plan (the Arterial Atlas) since 2009. It's classification is a 2 lane collector with bike lanes and a center turn lane. It has not been built, because development has not occurred on the lots that it traverses. We are not proposing any amendments to that future road.

Public Works shares information about projects and project updates in news releases shared via Flash Alert. To receive email copies of news releases we send about projects, open houses, and more, go to <https://www.flashalert.net/regions/>. Select a news region and agencies/organizations to subscribe to. To get news from Public Works, select "Portland/Vancouver/Salem," "Counties/Regional" on the next screen, then "Clark Co. WA Communications" on the next screen. This service is free for residents.

Thank you,



Matt Hermen, [AICP CTP](#)
(He, Him, His)
Planner III
PUBLIC WORKS

564.397.4343



From: Mo McKenna <maureenkmckenna@gmail.com>

Sent: Friday, January 28, 2022 9:37 AM

To: Matt Hermen <Matt.Hermen@clark.wa.gov>

Subject: Re: 179th Street Access and Circulation Management Plan

Hello Matt,

Thank you for the open house last night. It was very informative.

You did not answer my question as to how Stakeholder Committee members were chosen to participate. I know that Clark County is committed to listening to diverse voices in our community and I want to ensure that the process for selecting Stakeholder Committee members represents that commitment to ethnic, cultural and social diversity.

I also had a few more questions:

- How much has the county invested in the planning process to date without public comment?
- It is not clear to me if the north /south collector road that runs from NW 199th to NW 179th has proposed changes in this plan. It looks like maybe you are proposing that it will have a center turn lane between 184th and 179th - is that correct?
- I'd like to be notified of any future projects that impact the planning study area. How do I sign up?

Thank you,

Mo McKenna

On Thu, Jan 27, 2022 at 12:38 PM Matt Hermen <Matt.Hermen@clark.wa.gov> wrote:

Ms. McKenna,

If your neighbor develops their property, they will be required to build the roads to serve their development. Your private property is exactly that... your property, not theirs. So in some cases a half width road will be built on their property, waiting for the additional half width when your property develops. If your property never redevelops the road will remain as a half width road. Your property will remain intact. Your neighbor has the same property rights that you do. So if you choose to never redevelop, your neighbor may choose to redevelop.

The September meeting was not recorded by mistake. The Stakeholder Committee was initiated to guide the development of the plan. The Stakeholder Committee is listed in the [Plan](#) on the project website. We are currently seeking public input. The proposed plan is scheduled for a public hearing on February 17th with the Planning Commission. The County Council hearing is scheduled for March 15th. Your previous email and this email will be entered as public comments. Additional public comments can be made to revise, oppose or support the proposed plan.

Thanks,



Matt Hermen, [AICP CTP](#)

(He, Him, His)

Planner III

PUBLIC WORKS

564.397.4343



From: Mo McKenna <maureenkmckenna@gmail.com>

Sent: Thursday, January 27, 2022 11:35 AM

To: Matt Hermen <Matt.Hermen@clark.wa.gov>

Subject: Re: 179th Street Access and Circulation Management Plan

Dr. Mr. Hermen,

Follow up questions / requests:

- What happens if my neighbor decides to develop their property? Will my property be subject to road development/loss of land if my neighbor decides to develop their property?
- Who determined who would be invited to stakeholder meetings? How were the determinations made of who would be invited?
- Please provide a list of all of the stakeholders who were invited to attend, who attended each session, and their affiliations.
- Please post minutes and a recording of the September 2021 meeting.

Mo McKenna

On Thu, Jan 27, 2022 at 11:22 AM Matt Hermen <Matt.Hermen@clark.wa.gov> wrote:

Ms. McKenna,

Please see my answers to your questions below:

- How many existing structures and homes are within the right of way of the new roads, or the roads that will be widened as a part of the plan? I'd like detailed information on roads that have been approved to date as part of the plan and new additions that will go before the council on 2/17.
 - The roads on private property will be constructed as development is permitted. If

a private property chooses to never redevelop or subdivide the local road network will not be built on that property. The construction of the roads is a condition of development. The plan is adding lines on the map to guide new development as it occurs, rather than having new development built an unconnected network.

- How much land, in total, is currently held by private citizens and will be taken as a part of this plan?
 - No land will be taken with the plan. The plan is implemented as larger properties redevelop or subdivide. The private citizens that choose to never redevelop or subdivide their property will not have a local road built on their property, it only occurs during the redevelopment or subdivision process.
- When will we receive the overlay maps for the proposed plan?
 - I am unfamiliar with the “overlay maps” you referring to. The proposed plan can be found here: <https://clark.wa.gov/public-works/179th-st-access-management-and-circulation-plan>
- Where are the overlay maps for the roads that have already been approved to date as part of the plan?
 - Future streets that are not highlighted as addition, realign or removal have previously been approved. Many of these roads are not built because no subdivision or redevelopment of the properties has occurred.
- On what date - day, month, and year - will you begin work in our specific area, west 179th from Delfel to 11th and north to 184th and beyond?
 - As mentioned previously, the local roads will be built by development. The plan is proposed in order to guide development to build an efficient, connected street system; rather than a piecemeal approach development by development. There are no specific dates as the plan would be implemented as subdivisions are built.
- Please provide a specific timeline (month and year) for each road in the plan, whether added through amendment or through removal of urban holding in 2019? If not now, when can you commit to providing this timeline?
 - As mentioned previously, the local roads will be built by development. The realignment of Delfel Road will occur with the I-5/179th Street Interchange reconstruction project. NW 179th Street, from Delfel to NW 11th Avenue is in the 20-year Capital Facilities Plan, but does not have funding identified. Therefore I cannot give you a specific month and year for its construction.
- Where can we get your completed environmental impact study?
 - The State Environmental Policy Act checklist and determination for this planning

effort is available on the project webpage. An environmental analysis or impact study will be completed prior to construction of these projects. This 179th Street Access Management and Circulation Plan is a planning effort, not a capital project.

- How will you maintain the wetlands that these roads divide?
 - The construction of the roads require mitigation of environmental critical areas. Depending on the type of critical area, the development is required to mitigate or avoid disturbance of the critical area.
- How much land within the study area is designated as prime farmland?
 - The 179th Street Access Management and Circulation Plan is proposed in the Vancouver Urban Growth Area, where land is designated for urban level development.
- How will local residents access homes during Fairgrounds and amphitheater events once roundabouts are constructed?
 - The roundabouts and improved NW 179th Street will be designed to accommodate Fairgrounds and amphitheater events while accommodating local traffic. The 179th Street Access Management and Circulation Plan is intended to provide a connected, efficient transportation system that will provide local residents multiple routes to get to their destination; rather than relying solely on 179th Street.
- What is happening on NW 184th St.? Are you widening the street or making other improvements? If so, what are the minimum easements that you will require between the road and homes on the street?
 - NW 184th Street is classified as a neighborhood circulator. This classification requires a 54 foot right-of-way. The right-of-way, today, varies in width ~45 feet. Therefore, if development is proposed which fronts NW 18th Street, the development will be conditioned to dedicate an additional ~5 feet, widen the roadway and build sidewalks. The existing homes, that do not redevelop or land is subdivided will not be required to move if the road is widened.
- If you are doing work on 184th St., are you laying sewer at the same time? Will residents be forced to connect to the sewer? If so, how much is the county providing homeowners in credits to hook up to the sewer since this can be very expensive?
 - New development will be required to connect to sanitary sewer. If you choose to never subdivide your property, you will not be required to connect to sewer; unless your septic system fails. There are several properties in developed neighborhoods that are still on septic systems, because they never redeveloped.

- If you are doing work on 184th St., are you laying any other utilities at the same time? Will residents be forced to connect to those utilities? If so, what costs, using a per residence average, can residents expect to face related to those improvements?
 - Water and sewer are the urban infrastructure utilities. I mentioned sewer previously, and water is the same situation. You can stay on a well if you never choose to redevelop.
- How much will property taxes be impacted to fund development and ongoing maintenance of these roads? Please provide a number in dollars, even if it is an estimate.
 - This proposal is a transportation planning effort. We do not fund development. The cost for development is paid by development.
- How much will this increase crime in our area? Please provide a number, either as a percentage increase or expected raw number increase.
 - I don't think anyone can answer this question.
- How much money is being provided by developers for this plan? Have the developers met the agreed upon financial obligations?
 - There is no money provided by developers of this plan.
- How much money is being provided by BTMC, LLC for this plan, related to Northaven Subdivision? Has BTMC, LLC met the agreed upon financial obligations from the county approval in August in 2019? Our understanding is that the development includes 40 less homes, meaning they will come up short.
 - I do not know what/who is BTMC LLC.
- What funds will Clark County use to acquire these lands?
 - Clark County will use a combination of state and federal grants, traffic impact fees and road fund taxes to reconstruct NW 179th Street when it occurs. The local road network will be built and funded by development as it occurs.
- How much will it cost Clark County to acquire these lands? Please provide a number in dollars, even if it is an estimate.
 - Clark County will use a combination of state and federal grants, traffic impact fees and road fund taxes to reconstruct NW 179th Street when it occurs. This road improvement project has not been designed. The local road network will be built and funded by development as it occurs.
- Why were landowners, not invited to or even informed of stakeholder meetings in late 2021?

- The Stakeholder Committee consisted of neighborhood representatives. The Fairgrounds Neighborhood association was also invited to the meetings.

Thanks,



Matt Hermen, [AICP CTP](#)

(He, Him, His)

Planner III

PUBLIC WORKS

564.397.4343



From: Mo McKenna <maureenmckenna@gmail.com>

Sent: Thursday, January 27, 2022 9:20 AM

To: Matt Hermen <Matt.Hermen@clark.wa.gov>

Subject: 179th Street Access and Circulation Management Plan

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

Hello Mr. Hermen,

I plan to attend tonight's open house and I do have questions that I expect that you will be able to answer.

My questions are as follows:

- How many existing structures and homes are within the right of way of the new roads, or the roads that will be widened as a part of the plan? I'd like detailed information on roads that have been approved to date as part of the plan and new additions that will go before the council on 2/17.
- How much land, in total, is currently held by private citizens and will be taken as a part of this plan?
- When will we receive the overlay maps for the proposed plan?
- Where are the overlay maps for the roads that have already been approved to date as part of the plan?
- On what date - day, month, and year - will you begin work in our specific area, west

179th from Delfel to 11th and north to 184th and beyond?

- Please provide a specific timeline (month and year) for each road in the plan, whether added through amendment or through removal of urban holding in 2019? If not now, when can you commit to providing this timeline?
- Where can we get your completed environmental impact study?
- How will you maintain the wetlands that these roads divide?
- How much land within the study area is designated as prime farmland?
- How will local residents access homes during Fairgrounds and amphitheater events once roundabouts are constructed?
- What is happening on NW 184th St.? Are you widening the street or making other improvements? If so, what are the minimum easements that you will require between the road and homes on the street?
- If you are doing work on 184th St., are you laying sewer at the same time? Will residents be forced to connect to the sewer? If so, how much is the county providing homeowners in credits to hook up to the sewer since this can be very expensive?
- If you are doing work on 184th St., are you laying any other utilities at the same time? Will residents be forced to connect to those utilities? If so, what costs, using a per residence average, can residents expect to face related to those improvements?
- How much will property taxes be impacted to fund development and ongoing maintenance of these roads? Please provide a number in dollars, even if it is an estimate.
- How much will this increase crime in our area? Please provide a number, either as a percentage increase or expected raw number increase.
- How much money is being provided by developers for this plan? Have the developers met the agreed upon financial obligations?
- How much money is being provided by BTMC, LLC for this plan, related to Northaven Subdivision? Has BTMC, LLC met the agreed upon financial obligations from the county approval in August in 2019? Our understanding is that the development includes 40 less homes, meaning they will come up short.
- What funds will Clark County use to acquire these lands?
- How much will it cost Clark County to acquire these lands? Please provide a number in dollars, even if it is an estimate.
- Why were landowners, not invited to or even informed of stakeholder meetings in late 2021?

Thank you,

Maureen (Mo) McKenna
513 NW 184th St.
Ridgefield, WA 98642

From: [Matt Hermen](#)
To: [Mo McKenna](#)
Subject: RE: 179th Street Access and Circulation Management Plan
Date: Thursday, January 27, 2022 12:38:00 PM

Ms. McKenna,

If your neighbor develops their property, they will be required to build the roads to serve their development. Your private property is exactly that... your property, not theirs. So in some cases a half width road will be built on their property, waiting for the additional half width when your property develops. If your property never redevelops the road will remain as a half width road. Your property will remain intact. Your neighbor has the same property rights that you do. So if you choose to never redevelop, your neighbor may choose to redevelop.

The September meeting was not recorded by mistake. The Stakeholder Committee was initiated to guide the development of the plan. The Stakeholder Committee is listed in the [Plan](#) on the project website. We are currently seeking public input. The proposed plan is scheduled for a public hearing on February 17th with the Planning Commission. The County Council hearing is scheduled for March 15th. Your previous email and this email will be entered as public comments. Additional public comments can be made to revise, oppose or support the proposed plan.

Thanks,



Matt Hermen, [AICP CTP](#)
(He, Him, His)
Planner III
PUBLIC WORKS

564.397.4343



From: Mo McKenna <maureenkmckenna@gmail.com>
Sent: Thursday, January 27, 2022 11:35 AM
To: Matt Hermen <Matt.Hermen@clark.wa.gov>
Subject: Re: 179th Street Access and Circulation Management Plan

Dr. Mr. Hermen,

Follow up questions / requests:

- What happens if my neighbor decides to develop their property? Will my property be subject to road development/loss of land if my neighbor decides to develop their property?
- Who determined who would be invited to stakeholder meetings? How were the determinations made of who would be invited?
- Please provide a list of all of the stakeholders who were invited to attend, who attended each session, and their affiliations.
- Please post minutes and a recording of the September 2021 meeting.

Mo McKenna

On Thu, Jan 27, 2022 at 11:22 AM Matt Hermen <Matt.Hermen@clark.wa.gov> wrote:

Ms. McKenna,

Please see my answers to your questions below:

- How many existing structures and homes are within the right of way of the new roads, or the roads that will be widened as a part of the plan? I'd like detailed information on roads that have been approved to date as part of the plan and new additions that will go before the council on 2/17.
 - The roads on private property will be constructed as development is permitted. If a private property chooses to never redevelop or subdivide the local road network will not be built on that property. The construction of the roads is a condition of development. The plan is adding lines on the map to guide new development as it occurs, rather than having new development built an unconnected network.
- How much land, in total, is currently held by private citizens and will be taken as a part of this plan?
 - No land will be taken with the plan. The plan is implemented as larger properties redevelop or subdivide. The private citizens that choose to never redevelop or subdivide their property will not have a local road built on their property, it only occurs during the redevelopment or subdivision process.
- When will we receive the overlay maps for the proposed plan?
 - I am unfamiliar with the "overlay maps" your referring to. The proposed plan can be found here: <https://clark.wa.gov/public-works/179th-st-access-management-and-circulation-plan>
- Where are the overlay maps for the roads that have already been approved to date as part of the plan?

Future streets that are not highlighted as addition, realign or removal have previously been approved. Many of these roads are not built because no subdivision or redevelopment of the properties has occurred.

- On what date - day, month, and year - will you begin work in our specific area, west 179th from Delfel to 11th and north to 184th and beyond?
 - As mentioned previously, the local roads will be built by development. The plan is proposed in order to guide development to build an efficient, connected street system; rather than a piecemeal approach development by development. There are no specific dates as the plan would be implemented as subdivisions are built.
- Please provide a specific timeline (month and year) for each road in the plan, whether added through amendment or through removal of urban holding in 2019? If not now, when can you commit to providing this timeline?
 - As mentioned previously, the local roads will be built by development. The realignment of Delfel Road will occur with the I-5/179th Street Interchange reconstruction project. NW 179th Street, from Delfel to NW 11th Avenue is in the 20-year Capital Facilities Plan, but does not have funding identified. Therefore I cannot give you a specific month and year for its construction.
- Where can we get your completed environmental impact study?
 - The State Environmental Policy Act checklist and determination for this planning effort is available on the project webpage. An environmental analysis or impact study will be completed prior to construction of these projects. This 179th Street Access Management and Circulation Plan is a planning effort, not a capital project.
- How will you maintain the wetlands that these roads divide?
 - The construction of the roads require mitigation of environmental critical areas. Depending on the type of critical area, the development is required to mitigate or avoid disturbance of the critical area.
- How much land within the study area is designated as prime farmland?
 - The 179th Street Access Management and Circulation Plan is proposed in the Vancouver Urban Growth Area, where land is designated for urban level development.
- How will local residents access homes during Fairgrounds and amphitheater events once roundabouts are constructed?
 - The roundabouts and improved NW 179th Street will be designed to accommodate Fairgrounds and amphitheater events while accommodating local traffic. The 179th

Street Access Management and Circulation Plan is intended to provide a connected, efficient transportation system that will provide local residents multiple routes to get to their destination; rather than relying solely on 179th Street.

- What is happening on NW 184th St.? Are you widening the street or making other improvements? If so, what are the minimum easements that you will require between the road and homes on the street?
 - NW 184th Street is classified as a neighborhood circulator. This classification requires a 54 foot right-of-way. The right-of-way, today, varies in width ~45 feet. Therefore, if development is proposed which fronts NW 18th Street, the development will be conditioned to dedicate an additional ~5 feet, widen the roadway and build sidewalks. The existing homes, that do not redevelop or land is subdivided will not be required to move if the road is widened.
- If you are doing work on 184th St., are you laying sewer at the same time? Will residents be forced to connect to the sewer? If so, how much is the county providing homeowners in credits to hook up to the sewer since this can be very expensive?
 - New development will be required to connect to sanitary sewer. If you choose to never subdivide your property, you will not be required to connect to sewer; unless your septic system fails. There are several properties in developed neighborhoods that are still on septic systems, because they never redeveloped.
- If you are doing work on 184th St., are you laying any other utilities at the same time? Will residents be forced to connect to those utilities? If so, what costs, using a per residence average, can residents expect to face related to those improvements?
 - Water and sewer are the urban infrastructure utilities. I mentioned sewer previously, and water is the same situation. You can stay on a well if you never choose to redevelop.
- How much will property taxes be impacted to fund development and ongoing maintenance of these roads? Please provide a number in dollars, even if it is an estimate.
 - This proposal is a transportation planning effort. We do not fund development. The cost for development is paid by development.
- How much will this increase crime in our area? Please provide a number, either as a percentage increase or expected raw number increase.
 - I don't think anyone can answer this question.
- How much money is being provided by developers for this plan? Have the developers met the agreed upon financial obligations?
 - There is no money provided by developers of this plan.

- How much money is being provided by BTMC, LLC for this plan, related to Northaven Subdivision? Has BTMC, LLC met the agreed upon financial obligations from the county approval in August in 2019? Our understanding is that the development includes 40 less homes, meaning they will come up short.
 - I do not know what/who is BTMC LLC.
- What funds will Clark County use to acquire these lands?
 - Clark County will use a combination of state and federal grants, traffic impact fees and road fund taxes to reconstruct NW 179th Street when it occurs. The local road network will be built and funded by development as it occurs.
- How much will it cost Clark County to acquire these lands? Please provide a number in dollars, even if it is an estimate.
 - Clark County will use a combination of state and federal grants, traffic impact fees and road fund taxes to reconstruct NW 179th Street when it occurs. This road improvement project has not been designed. The local road network will be built and funded by development as it occurs.
- Why were landowners, not invited to or even informed of stakeholder meetings in late 2021?
 - The Stakeholder Committee consisted of neighborhood representatives. The Fairgrounds Neighborhood association was also invited to the meetings.

Thanks,



Matt Hermen, [AICP CTP](#)
(He, Him, His)
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PUBLIC WORKS

564.397.4343



From: Mo McKenna <maureenkmckenna@gmail.com>

Sent: Thursday, January 27, 2022 9:20 AM

To: Matt Hermen <Matt.Hermen@clark.wa.gov>

Subject: 179th Street Access and Circulation Management Plan

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

Hello Mr. Hermen,

I plan to attend tonight's open house and I do have questions that I expect that you will be able to answer.

My questions are as follows:

- How many existing structures and homes are within the right of way of the new roads, or the roads that will be widened as a part of the plan? I'd like detailed information on roads that have been approved to date as part of the plan and new additions that will go before the council on 2/17.
- How much land, in total, is currently held by private citizens and will be taken as a part of this plan?
- When will we receive the overlay maps for the proposed plan?
- Where are the overlay maps for the roads that have already been approved to date as part of the plan?
- On what date - day, month, and year - will you begin work in our specific area, west 179th from Delfel to 11th and north to 184th and beyond?
- Please provide a specific timeline (month and year) for each road in the plan, whether added through amendment or through removal of urban holding in 2019? If not now, when can you commit to providing this timeline?
- Where can we get your completed environmental impact study?
- How will you maintain the wetlands that these roads divide?
- How much land within the study area is designated as prime farmland?
- How will local residents access homes during Fairgrounds and amphitheater events once roundabouts are constructed?
- What is happening on NW 184th St.? Are you widening the street or making other improvements? If so, what are the minimum easements that you will require between the road and homes on the street?
- If you are doing work on 184th St., are you laying sewer at the same time? Will residents be forced to connect to the sewer? If so, how much is the county providing homeowners in credits to hook up to the sewer since this can be very expensive?
- If you are doing work on 184th St., are you laying any other utilities at the same time? Will residents be forced to connect to those utilities? If so, what costs, using a per residence average, can residents expect to face related to those improvements?
- How much will property taxes be impacted to fund development and ongoing maintenance of these roads? Please provide a number in dollars, even if it is an estimate.
- How much will this increase crime in our area? Please provide a number, either as a percentage increase or expected raw number increase.

- How much money is being provided by developers for this plan? Have the developers met the agreed upon financial obligations?
- How much money is being provided by BTMC, LLC for this plan, related to Northaven Subdivision? Has BTMC, LLC met the agreed upon financial obligations from the county approval in August in 2019? Our understanding is that the development includes 40 less homes, meaning they will come up short.
- What funds will Clark County use to acquire these lands?
- How much will it cost Clark County to acquire these lands? Please provide a number in dollars, even if it is an estimate.
- Why were landowners, not invited to or even informed of stakeholder meetings in late 2021?

Thank you,

Maureen (Mo) McKenna
513 NW 184th St.
Ridgefield, WA 98642

From: [Matt Hermen](#)
To: mountain86@live.com
Bcc: [Scott Sawyer](#)
Subject: RE: Questions about 179th property
Date: Friday, January 28, 2022 4:55:00 AM

Good morning sir,

You live next to the Woodbrook development. The Woodbrook development was permitted to build a half street road adjacent to your east property line. You will continue to have driveway access on 179th Street. If you choose to subdivide your property it will be conditioned to build the second half of this road. If you choose to never subdivide the property, you'll continue to access 179th Street from your driveway.

Thanks,



Matt Hermen, [AICP CTP](#)

(He, Him, His)

Planner III

PUBLIC WORKS

564.397.4343



From: Scott Sawyer <Scott.Sawyer@clark.wa.gov>

Sent: Thursday, January 27, 2022 7:21 PM

To: Matt Hermen <Matt.Hermen@clark.wa.gov>

Subject: FW: Questions about 179th property

Hi Matt,

Could I ask you to respond to Mr. Morrison's email?

I sure would appreciate it.

Scott

Scott P. Sawyer, P.E.

Capital Project Manager
Clark County Public Works
Scott.Sawyer@clark.wa.gov
(564) 397-4364



From: Don Morrison <mountain86@live.com>
Sent: Thursday, January 27, 2022 6:59 PM
To: Scott Sawyer <Scott.Sawyer@clark.wa.gov>
Cc: sbuhaly@gmail.com
Subject: Questions about 179th property

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

Hi Scott,

Thanks for the presentation last night on the 179th Street Corridor. The maps are difficult to read on the website, but it appears that there is a new road near our property at 3919 NE 179th. Can you please elaborate on the impact to this piece of property?

Thanks,

Don Morrison
(360) 798-0045

From: [Mike Odren](#)
To: [Matt Hermen](#)
Cc: mikeo@olsonengr.com
Subject: 179th Street Access and Management Plan
Date: Wednesday, February 9, 2022 2:07:07 PM
Attachments: [Draft OLR-2021-00047 Cambodian Buddhist Temple Temp Use.docx](#)
[FinalReport2021-06-08.pdf](#)
[Preliminary Site Plan.2022.02.09.pdf](#)

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

Good afternoon, Matt.

Pursuant to my comment following your presentation last Thursday at DEAB, I have advised my clients at 102 and 200 NE 179th Street, parcels 116530-000 and 116522-000 respectively, of the county's plans. These two parcels are under common ownership, however a Neighborhood Circulator is proposed to split their property and a roundabout is proposed with its intersection with NE 2nd Avenue on the south side of NE 179th Street. We are going through a Temporary Use Permit (OLR-2021-000047) process presently for them to construct a permanent picnic structure for outdoor gatherings as part of the Khmer Buddhist Organization of Pacific Northwest (draft staff report attached). I've also attached the Pre-Application Conference notes from last June for a master plan development for the Temple for the two parcels (preliminary site plan attached with the proposed roadway highlighted). While my clients did receive the outreach information the county sent out, they did not think the proposal affected their property. As such, they did not attend any of the open houses nor provide public comment.

Needless to say, my clients are very nervous about this project and its potential impact to their master plan. While they did not have an opportunity to provide public comment, what are their options to get this proposed Neighborhood Circulator removed? It should be noted that there is a stream and wetland along the north side of their property which would preclude any future roadway extension to the north (wetland delineation and habitat assessment attached). Additionally, the location of a roundabout at this intersection is curious, as there are only a couple of properties that directly access NE 2nd Avenue and the rest of the property to the south are the fairgrounds.

My clients have spent thousands of dollars getting to where they are today and do not want to have to work through removing a proposed circulator through their property through a Type II Site Plan Review should this be adopted. Please let me know if you need any further information or would like to discuss this over the phone. If necessary, please call my cell at (360) 921-6890.

Thanks!

Mike

Michael Odren, RLA
Landscape Architect, Land Use Planner
Associate Principal
Olson Engineering, Inc.

222 E. Evergreen Boulevard
Vancouver, WA 98660
Office (360) 695-1385
Cell (360) 921-6890
OR (503) 289-9936
Fax (360) 695-8117

Please note that I am working from home Mondays and Fridays. Should you need to reach me by phone either of those days, please call my cell number above.

Confidentiality Notice: This e-mail message may contain confidential or privileged information. If you have received this message by mistake, please do not review, disclose, copy, or distribute the e-mail. Instead, please notify us immediately by replying to this message or telephoning us. Thank you.

Type I Staff Report and Decision

Project Name: CAMBODIAN BUDDHIST TEMPORAY USE PERMIT

Case Number: OLR-2021-00047

Request: The applicant is requesting a Temporary Use Permit for the use of a picnic shelter and gatherings. The site is located on approximately 3.84 acres in the GC (General Commercial) zone district.

Location: 102 & 200 NE 179th Street

Applicant: Khmer Buddhist Organization of Pacific Northwest
PO Box 871354
Vancouver, WA 98687
(360)909-4039
momchhing@msn.com

Property Owner: Sokha Chhing & Connie-Mom Chhing
PO Box 871354
Vancouver, WA 98687
(360)909-4039
momchhing@msn.com

Contact: Olson Engineering, Inc.
Mike Odren
222 E. Evergreen Blvd.
Vancouver, WA 98660
360.695.1385
mikeo@olsonengr.com

Zoning: GC (General Commercial)

Comp Plan Designation: C (Commercial)

Revised 1/13/22



Community Development
1300 Franklin Street, Vancouver, Washington
Phone: 564.397.2375 Fax: 360.397.2011
www.clark.wa.gov/development



For an alternate format, contact the Clark County ADA Compliance Office.
Phone: 546.397.2322
Relay: 711 or 800.833.6384
E-mail: ADA@clark.wa.gov

Decision

Approved subject to conditions Staff initials: _____ Date issued:

Final Site Plan required? **Yes****County Review Staff**

Department/Program	Name	Phone	Email Address
Community Development			
Land Use Review Manager	Ted Vanegas	564.397.5122	ted.vanegas@clark.wa.gov
Land Use Review Planner	Angie Merrill	564.397.4028	angie.merrill@clark.wa.gov
Engineering Team Leader	Ali Safayi, P.E.	564.397.4102	ali.safayi@clark.wa.gov
Engineer	Allister Dawson	564.397.6118	allister.dawson@clark.wa.gov
Concurrency Engineer	David Jardin	564.397.4354	david.jardin@clark.wa.gov

Applicable Laws

Clark County Code: Title 15 (Fire Prevention), 40.230.010 (General Commercial), Chapter 40.260.220 (Temporary Uses & Structures), 40.340 (Parking & Loading), 40.350 (Transportation & Circulation), 40.350.020 (Transportation Concurrency) 40.386 (Storm Water & Erosion Control), Noise (173-60 WAC)

Time Limits

The application was determined to be fully complete on January 18, 2022. Therefore, the Clark County Code requirement for issuing a decision within 21 days lapsed on February 8, 2022.

Public Notice

Type I applications do not require public notice in accordance with CCC 40.510.010.

Project Overview

The Applicant, Khmer Buddhist Organization of the Pacific Northwest, is requesting a Temporary Use Permit for a picnic structure for outdoor gatherings. The Temporary Use Permit would allow construction and use of the picnic structure while the organization pursues a Type II Site Plan Review application for a phased development site plan. The picnic structure would be incorporated into the overall development plan and would be permanent.

Every year, the temple holds several community events that require the installation of one to two large tents and apply for event permit as required by Clark County. The major events include the annual Cambodian New Year celebration, ancestor festival, and Buddhist monk robe offering ceremony. These annual events bring about 100 to 150 participants. There are also 2-3 other small events that bring 20 to 30 people for each event, such as an annual memorial service for a family member, birthday blessing

ceremony, and an annual meeting. Each year, the temple applies for an event permit that is valid for 6 months. The site is located on approximately 3.84 acres in the GC zone district.

Staff Analysis

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

Staff's analysis also reflects review of agency and public comments received during the comment period, and knowledge gained during the review.

Major Issues

Only the major issues, errors in the development proposal, and/or justification for any conditions of approval are discussed below. Staff finds that all other aspects of this proposed development comply with the applicable code requirements, and, therefore, are not discussed below.

Land Use

Finding 1 – Uses

Per 40.260.220.C.1 - Subject to Section 40.510.010 (Type I review), the following temporary uses and structures may be approved:

- a. For residential districts:
 - (1) Temporary modular sales and leasing offices for on-site residential development properties.
 - (2) Placement of tents, canopies, or membrane structures for more than two (2) weeks per year that do not meet setbacks of the underlying zone; and
 - (3) Placement of storage containers for more than two (2) weeks per year.
- b. For nonresidential districts:
 - (1) Temporary sales and leasing offices for on-site commercial or industrial development properties; and
 - (2) Temporary changes of uses and associated temporary structures for more than two (2) weeks per year.

The applicant is requesting is requesting a Temporary Use Permit for a picnic structure for outdoor gatherings. therefore, this criterion has been met.

Finding 2 – Performance Standard – Nuisance

Per 40.260.220.D.1 - Temporary uses shall comply with all state and county regulations governing nuisance effects, including Chapter 9.24, Nuisances, and with the following standards:

- a. Noise. Temporary uses shall comply with state maximum environmental noise levels as defined in Chapter 173-60 WAC.

- b. Temporary uses shall not cause external effects such as offensive odors, increased lighting or glare, dust, smoke, or vibration detectable to normal sensory perception at the property line.
- c. Any use of equipment that creates visible or audible interference in radio or television receivers or fluctuations in line voltage at or beyond the property line is prohibited.

The applicant will be required to comply with all state and county regulations governing nuisance effects, including Chapter 9.24 Nuisances. *[See Condition 1]*

Finding 3 – Performance Standards – Waste

Per 40.260.220.D.2 - Any use of hazardous material or disposal of hazardous waste shall comply with all applicable federal, state and local regulations.

The temporary picnic shelter shall not be generating, using or disposing any hazardous material or waste and will comply with all applicable regulations. *[See Condition 2]*

Finding 4 – Performance Standards – Safety

Per 40.260.220.D.3 -Temporary uses shall not generate life safety hazards. Specific mitigating conditions may be required by the responsible official.

The temporary picnic shelter will not be generating life safety hazards. *[See Condition 3]*

Finding 5 – Performance Standards – Non-Compliance

Per 40.260.220.D.4 - A temporary use permit shall be revoked pursuant to Chapter 32.12 should the county find that the use has failed to comply with the general provisions and standards, including the nuisance standards of Section 40.260.220(D)(1), or other performance standards required by the permit. *[See Condition 4]*

Finding 6 – Building Safety

A building permit is required for the placement of the picnic shelter. Building Safety and the Fire Marshal's office will review the construction of the shelter. *[See Condition 5]*

Finding 7– Permit Duration

Per 40.260.220.E - The responsible official may approve permits for temporary uses and structures, with conditions to mitigate negative impacts. Uses may be allowed for a period of not more than eighteen (18) months, or less as may be specified by the responsible official. In accordance with CCC 40.260.220(E)(1), this permit expires eighteen months (18) from the date of approval of this report. *[See Condition 6]*

Upon the expiration of the temporary use permit, the applicant shall immediately discontinue the temporary use. Within thirty (30) days of the expiration of the temporary permit, the applicant shall remove any temporary structures associated with the temporary use. If at the end of this time period such temporary use or structure is not removed or discontinued, the county shall begin enforcement proceedings which may include penalties and liens subject to Title 32.

Should the applicant need an extension to the subject temporary use permit, approval of a conditional use permit under Section 40.520.030 will be required. A fully complete conditional use application shall be submitted within thirty (30) days of the expiration of the original permit.

Proof of additional time needed for the use or structure shall be provided by the applicant with the application. *[See Condition 7]*

Conclusion (Land Use)

Staff concludes that the proposed preliminary plan, subject to conditions identified above, meets land use requirements of the Clark County Code.

Wetland & Habitat

Finding 1 – Wetland & Habitat Determination

Staff visited the site October 26, 2021 and concurs with the habitat assessment "Critical Areas Report Habitat Conservation Areas Assessment" prepared by Olson Environmental LLC. dated March 03, 2020. The site contains Riparian habitat associated with a Type Ns (non-fish bearing seasonal) stream. Riparian Priority Habitat areas extend outward on each side of the stream (as defined in Section 40.100.070, Definitions) from the ordinary high water mark to the edge of the one hundred (100) year floodplain, or the following distance, if greater: DNR Type Ns waters, seventy-five (75) feet. In this instance the seventy-five (75) foot distance is greater.

Additionally, three (3) individual Oregon white oak trees were observed during the course of the in-field assessment within the northern portion of Parcel 116530-000, as well as on individual immediately off-site to the north of Parcel 116522-000, as shown in Figure 3 of the habitat report. Oregon white oak is listed on the current WDFW PHS list (WDFW 2008) and may be considered Priority Habitat if oak trees exhibit characteristics that provide habitat functions. Priority Oak habitat is defined by WDFW as: (. . .) Stands of pure oak or oak/conifer associations. In urban or urbanizing areas, single oaks, or stands of oaks <0.4 ha (1 ac), may also be considered priority habitat when found to be particularly valuable to wildlife (i.e., they contain many cavities, have a large diameter at breast height {dbh}, are used by priority species, or have a large canopy) (WDFW, 2008). Identified oak trees were estimated to have a diameter at breast height (dbh) of approximately 24 inches. These trees exhibited limited portions of branch dieback, with no observable cavitation. The individuals occur in the northern portion of the site and abut a riverine wetland and associated riparian area. Some of these conditions and characteristics may facilitate opportunities for wildlife to utilize this area for feeding, nesting and breeding habitat, which may be considered to meet WDFW criteria as priority habitat. Additionally, the site occurs within an increasingly urbanizing area, yet outside city limits, which may make this habitat particularly important to preserve within the general area. As a result, these individual oaks may be considered to be Priority Habitat by WDFW. *[See Condition 9]*

Finding 2 – Wetland & Habitat Site Plan

Staff visited the site October 26, 2021 and concurs with the wetland assessment "Wetland Delineation & Assessment" prepared by Olson Environmental LLC. dated March 03, 2020. The site contains a Category II wetland with a Habitat Score of seven (7) points on the Wetland Rating Form requiring a one hundred ten (110') foot moderate intensity buffer and a one hundred fifty (150') high intensity buffer for the proposed development. *[See Condition 10]*

Finding 3 – Building Envelopes

Development envelopes can clearly avoid these areas however, the plan does not clearly delineate envelopes and therefore need to be revised on the Site Plan in order that requirements for further analysis and standard approval conditions can be waived pursuant to CCC Table 40.440.010-1 and 40.450.030.G. *[See Condition 11]*

Conclusion (Wetland & Habitat)

Staff concludes that the proposed preliminary plan, subject to conditions identified above, meets wetland and habitat requirements of the Clark County Code.

Transportation Concurrency**Finding 1 – Trip Generation**

Concurrency has reviewed the land use application for the Cambodian Buddhist Temple Temporary Use. The applicant's submitted information proposes to permit and construct a permanent covered picnic area to facilitate weekend community outdoor gatherings and events. The construction of the covered picnic area is not expected to increase or generate more than 10 new peak hour trips; therefore.

Concurrency has no further comments and requires no further concurrency related analysis. The proposed development site is located on parcels numbered 116530-000 and 116522-000 in Ridgefield.

Conclusion (Concurrency)

Staff concludes that the proposed preliminary plan, subject to conditions identified above, meets concurrency requirements of the Clark County Code.

Transportation**Finding 1 – Transportation Applicability**

The provisions of Clark County Code Chapter 40.350, the Transportation and Circulation Ordinance, applies to any subdivision, short plat, site plan application, or conditional use permit.

According to CCC 40.350.030(5)(b)(2)(b): "Urban or rural center developments which the County Engineer finds, based upon an engineering traffic study, will not result in an increase of total site trip generations during the p.m. peak hour of more than ten percent (10%); provided, that such otherwise exempt developments shall be required to make intersection and sight distance improvements in accordance with Sections 40.350.030(B)(7) and (8) and such frontage road improvements as are necessary in order to provide minimally safe access to the development."

The site plan application seeks to add an additional 2,400 SF (60-ft x 40-ft) temporary covered (open ended) picnic structure (and associated surfacing) to an existing compound, within the confines of Cambodian Buddhist Temple. The parking lot and driveway access onto NE 179th Street (two accesses, one on each parcel that is contiguous with the other) were approved and constructed through previous approvals. Additionally, this application does not increase trips beyond the threshold which would trigger additional transportation requirements. Staff also finds that the existing approaches provide minimally safe access to the development considering the existing developments and their traffic impacts.

Finding 2 – Intersection Design

Per CCC 40.350.030(B)(7), where connecting to a paved street, whether public or private, the connecting road or driveway (excluding driveways in rural area) shall be paved 25 feet back from the nearest edge of the traveled lane, or shall be equal to the minimum intersection radii as specified in Table 40.350.030-3, whichever is greater. *[See Condition 12.a]*

Finding 3 – Sight Distance

The approval criteria for sight distances are found in CCC 40.350.030(B)(8). This section establishes minimum sight distances at intersections and driveways. Vegetation, utility poles, and miscellaneous structures will not be allowed to impede required sight distance requirements at all proposed driveway approach.

The applicant's engineer has submitted a sight distance analysis dated January 12, 2022.

In this document it is stated that Parcel 116522-000 a sight distance of 700 feet can be achieved to the east and west of the existing driveway approach on NE 179th Street under its current site conditions. This is in excess of the required 400 feet based on the posted speed limit for this road of 40 MPH.

Parcel 116530-000 has a sight distance of 550 feet to the west and over 700 feet to the east of the existing driveway approach. Per the applicant's engineer, NE 179th Street can achieve the required 400 feet of sight distance. However, there is a recommendation that a tree in the right-of-way, immediately to the east be removed by the County. The county does not perform these types of mitigation that are triggered by the private developments. If required, the applicant will be responsible for removing the tree to comply with the county code.

The applicant will need to submit final construction drawings for review and approval. These plans will need to show sight distance triangles at the existing access driveways onto NE 179th Street. The plans will also need to show objects that are within the sight distance triangles. Notes on the plans shall indicate the vegetation within the sight distance triangle that needs to be maintained, trimmed, or removed. *[See Conditions 12.b and Condition 19]*

Conclusion (Transportation)

Staff concludes that the proposed preliminary plan meets the transportation requirements of the Clark County Code.

Stormwater**Finding 1 – Stormwater Applicability**

The provisions of Clark County Code Chapter 40.386 shall apply to all new development, redevelopment, and drainage projects consistent with Clark County NPDES permit and 2021 Clark County Stormwater Manual. The project adds over 5,000 square feet of new impervious surface. Therefore, the applicant shall comply with Minimum Requirements #1-9.

[See Condition 13.a]

No new development shall be allowed to materially increase or concentrate stormwater runoff onto an adjacent property or block existing drainage from adjacent lots. *[See Condition 13.b]*

Finding 2 - Stormwater Proposal

The applicant's engineer submitted a preliminary Technical Information Report, dated March 5, 2021 and a revised report dated October 28, 2021 prepared by Olson Engineering, Inc. The report states:

“There are no onsite stormwater systems. The property slopes to the northeast with any runoff discharging to the wetland area in the north portion of the site.

The site construction will consist of a new covered picnic area (0.06 acres) with a 10' concrete apron/sidewalk (0.06 acres) additional gravel drive (0.01 acres) and landscaping (0.02 acres). Stormwater runoff from the new impervious surfaces will be collected and routed to a dispersion to minimize erosion at the outfall. No treatment is required for the project.”

[See Condition 13.c]

Per the engineer, based on the new impervious area exceeding 5,000 sf, Minimum Requirement #7 is required however, since the project does not create more than 10,000 sf of impervious area, increase the discharge flow by more than 0.1 cfs or change more than 0.75 acre of vegetation to lawn or landscape, the project does not meet the threshold for MR7 therefore quantity control is not required.

The engineer states that there is a wetland area present onsite however it is in the very north of the site and will not be impacted. Therefore MR #8 is not applicable for this project.

On-Site Stormwater Management (MR#5) will be met by using List #2. The TIR states that roof areas will be treated using downspout dispersion, BMP T5.10C. All other hard surfaces will be treated using concentrated flow and sheet flow dispersion, BMP T5.11 and BMP T5.12, respectively. Lawn and landscaped areas will utilize post-construction soil quality and depth, BMP T5.13. *[See Condition 13.d]*

The final construction plans shall state the onsite stormwater facilities will be privately owned and maintained. *[See Condition 13.e]*

Stormwater facility setbacks shall be met and shown on the final construction plans. *[See Condition 13.f]*

Conclusion (Stormwater)

Staff concludes that the proposed preliminary stormwater plan is feasible, subject to the advisory condition above. Therefore, the requirements of the preliminary plan review criteria are satisfied.

Note: The Community Development Director reserves the right to provide additional comment and findings of fact regarding this decision, if appealed.

Decision

Based upon the proposed plan identified as Exhibit A, and the findings and conclusions stated above and within the attached reports and decisions, the Community Development Director hereby **APPROVES** this request, subject to the following conditions of approval:

Conditions of Approval

1. The applicant will be required to comply with all state and county regulations governing nuisance effects, including Chapter 9.24 Nuisances. *[See Land Use Finding 2]*
2. The temporary picnic shelter shall not be generating, using or disposing any hazardous material or waste and will comply with all applicable regulations. *[See Land Use Finding 3]*
3. The temporary picnic shelter will not be generating life safety hazards. *[See Land Use Finding 4]*
4. A temporary use permit shall be revoked pursuant to Chapter 32.12 should the county find that the use has failed to comply with the general provisions and standards, including the nuisance standards of Section 40.260.220(D)(1), or other performance standards required by the permit. *[See Land Use Finding 5]*
5. A building permit is required for the placement of the trailer and ADA ramp. Building Safety and the Fire Marshal's office will review the installation of the trailer. *[See Land Use Finding 6]*
6. In accordance with CCC 40.260.220(E)(1), this permit expires eighteen months (18) from the date of approval of this report. *[See land Use Finding 7]*
7. The temporary use shall be discontinued within 30 days of the expiration date of this permit. *[See Land Use Finding 7]*
8. Approval of a Conditional Use Permit is required for the extension of the approved temporary use. Application for extension must be submitted within 30 days of the expiration of the approved permit. *[See Land Use Finding 7]*
9. The Priority Habitat and Species Areas shall be shown on the face of the Final Site Plan with a note describing limitations on clearing and development activities in these areas. *[See Wetland & Habitat Finding 1]*
10. The wetlands and wetland buffers shall be shown on the face of the Final Site Plan with a note describing limitations on clearing and development activities in these areas. *[See Wetland & Habitat Finding 2]*
11. Development envelopes that clearly avoid critical areas shall be shown on the face of the Final Site Plan with a note describing limitations on clearing and development activities outside these envelopes *[See Wetland and Habitat Finding 3]*
12. Final Transportation Plan/On-Site - The applicant shall submit and obtain County approval of a final transportation design in conformance to CCC 40.350 and the following conditions of approval:
 - a. Per CCC 40.350.030(B)(7), unless the driveways are already paved, the applicant is required to pave the driveways 25 feet back from the nearest edge of the travel lane along NE 179th Street or shall be equal to the minimum intersection radii as specified in Table 40.350.030-3, whichever is greater. *[See Transportation Finding 2]*
 - b. The applicant shall show sight distance triangles at the driveways onto NE 179th Street on the final construction plans. *[See Transportation Finding 3]*
13. **Final Stormwater Plan** - The applicant shall submit and obtain County approval of a final stormwater plan designed in conformance to CCC 40.386 and the following conditions of approval:

- a. The applicant shall submit a final stormwater plan and Technical Information Report that addresses applicable Minimum Requirements. *[See Stormwater Finding 1]*
 - b. The applicant shall demonstrate that the development will not materially increase or concentrate stormwater runoff onto an adjacent property or block existing drainage from adjacent lots. *[See Stormwater Finding 2]*
 - c. The stormwater proposal shall demonstrate the feasibility of BMPs within List #2 of the 2021 Clark County Stormwater Manual. *[See Stormwater Finding 2]*
 - d. Downspout, concentrated, and sheet flow dispersion shall comply with all of the design criteria of BMPs T5.10C, T5.11, and T5.12 of Chapter 2 of Book 2 of the 2021 Clark County Stormwater Manual. *[See Stormwater Finding 2]*
 - e. The applicant shall identify on the final construction plans, ownership and maintenance responsibilities, for each of the proposed stormwater facilities. *[See Stormwater Finding 2]*
 - f. Stormwater facility setbacks shall be met and shown on the final construction plans, unless a reduced setback is recommended by a Geotechnical Engineer. *[See Stormwater Finding 2]*
14. Erosion Control Plan - The applicant shall submit and obtain County approval of a final erosion control plan designed in accordance with CCC 40.386.
 15. Excavation and Grading - Excavation/grading shall be performed in compliance with CCC14.07.
 16. Pre-Construction Conference - Prior to construction or issuance of any grading or building permits, a pre-construction conference shall be held with the County.
 17. Erosion Control - Prior to construction, erosion/sediment controls shall be in place. Sediment control facilities shall be installed that will prevent any silt from entering infiltration systems. Sediment controls shall be in place during construction and until all disturbed areas are stabilized and any erosion potential no longer exists.
 18. Erosion Control - Erosion control facilities shall not be removed without County approval.
 19. Sight Distance – The applicant shall submit a sight distance certification letter signed and stamped by an engineer, licensed in the state of Washington, indicating the sight distance at the driveway approaches onto NE 179th Street, once constructed, complies with the county code. *[See Transportation Finding 2]*
 20. Department of Ecology Permit for Construction Stormwater - A permit from the Department of Ecology (DOE) is required for any land disturbing activities such as clearing, grading, excavating, stockpiling of fill material, and/or demolition that:
 - Disturbs one or more acres of land.; OR
 - Are part of a common plan of development or sale that will ultimately disturb one or more acres of land. A common plan of development or sale is an area where multiple, separate, and distinct construction activities may be taking place on

different schedules under one plan. In a common plan of development, the disturbed area of the entire plan is used to determine if a permit is required.; AND

- Discharge stormwater from the site into surface water(s) of the state or into storm drainage systems, including ditches, which discharge to state surface waters. Surface waters of the state: Include wetlands, ditches, rivers, unnamed creeks, rivers, lakes, estuaries, and salt water.

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

Appeal Process

An appeal of any aspect of this decision may be appealed to the county Hearing Examiner only by a party of record. A "Party of Record" includes the applicant and those individuals who submitted written testimony to the Community Development Director within the designated comment period.

The appeal shall be filed with the Department of Community Development, Permit Service Center, 1300 Franklin Street, Vancouver, Washington, 98660, within fourteen (14) calendar days from the date the notice of final land use decision is mailed to parties of record. This decision was mailed on Feb, 2022. Therefore, any appeal must be received in this office by Feb, 2022.

Any appeal of the final land use decision shall be in writing and contain the following:

- Case number designated by the county
- Name of the applicant
- Name of each petitioner
- Signature of each petitioner or his or her duly authorized representative
- A statement showing the following:
 - That each petitioner is entitled to file the appeal as an interested party in accordance with CCC 40.510.030(H)
 - The specific aspect(s) of the decision being appealed
 - The reasons why each aspect is in error as a matter of fact or law
 - The evidence relied on to prove the error
- The appeal fee

Please refer to the *Appeals* handout for more information and fees.

Attachments

- Exhibit A – Copy of Proposed Plan

A copy of the approved preliminary plan and Clark County Code are available for review at the Public Service Center, 1300 Franklin Street, Vancouver, WA 98660.

The Clark County Code is also available on our Web site at: www.clark.wa.gov/development.



CLARK COUNTY
WASHINGTON

COMMUNITY DEVELOPMENT
LAND USE REVIEW

Pre-application Final Report

Working together. Securing your safety. Protecting your investment.

Project Name: Cambodian Buddhist Temple Master Plan Development

Case Numbers(s): PAC-2021-00187

Location: Parcel: 200 NE 179TH ST, RIDGEFIELD, WA 98642
Location: Parcel: 102 NE 179TH ST, RIDGEFIELD, WA 98642

Parcel Number(s): 116522000, 116530000

Request: The Applicant requests a Pre-Application Conference for a phased Master Plan for a new two-story Sala/Pagoda, one-story Stupa, two-story gathering hall/kitchen and associated parking, utility, stormwater and other infrastructural improvements

Review Type: I

Applicant: Olson Engineering(360) 695-1385 - 222 E Evergreen Blvd Vancouver, WA 98660 USAsubmittals@olsonengr.com

Property Owner: CHHING SOHKA & MOM-CHHING CONNIE
P.O. Box 871354
Vancouver, WA 98687

Contact: Mike Odren(360) 695-1385 - 222 E Evergreen Blvd Vancouver, WA 98660 USAmikeo@olsonengr.com

Current Zoning: General Commercial - GC

Comp Plan Designation: Commercial

Neighborhood: Fairgrounds

Association:

Staff Name(s):

<u>Name</u>	<u>Email</u>	<u>Phone</u>	<u>Title</u>
Allister Dawson	allister.dawson@clark.wa.gov	(564) 397-6118	Engineer
Ariel Whitacre	ariel.whitacre@clark.wa.gov	(564) 397-4717	Biologist
Bryan Mattson	bryan.mattson@clark.wa.gov	(564) 397-4319	Planner
David Jardin	david.jardin@clark.wa.gov	(564) 397-2375	Concurrency Engineer
Donna Goddard	donna.goddard@clark.wa.gov	(564) 397-2186	Fire Marshal
Hunter Decker	hunter.decker@clark.wa.gov	(564) 397-4852	Forester

Conference Date: 05/27/2021

Report Issued: 6/8/2021

Applicable Regulations

The following identifies the applicable titles of the Clark County Code that must be addressed upon submittal of a full application for the subject development proposal.

- 14 (Building Safety)
- 15 (Fire Prevention)
- 40.200 (General Provisions)
- 40.230.010 (Commercial Districts)
- 40.320 (Landscaping)
- 40.330 (Crime Prevention and Safety)
- 40.340 (Parking and Loading)
- 40.350 (Transportation & Circulation)
- 40.350.015 (Pedestrian/Bicycle Circulation Standards)
- 40.350.020 (Transportation Concurrency)
- 40.360 (Solid Waste and Recycling)
- 40.370 (Sewer and Water)
- 40.386 (Storm Water & Erosion Control)
- 40.440 (Habitat Conservation)
- 40.450 (Wetland Protection)
- 40.500 and 40.510 (Procedures)
- 40.520.010 (Legal Lot Determination)
- 40.520.040 (Site Plan Review)
- 40.550.010 (Road Modifications)
- 40.570 (SEPA)
- 40.570.080 (SEPA Archaeological)
- 40.610 (Impact Fees)
- 24 (Public Health)

Reviewer Comments

LUR = Land Use Review Program

ENG = Engineering Program

WSH = Water, Soil, Habitat Program

FOR = Forestry Program

FIRE = Fire Marshal Program

Code Section	Findings
<p>LUR-40.200 040 Min Max Calculations</p>	<p>Minimum and Maximum Calculations:</p> <ol style="list-style-type: none"> 1. When determining maximum standards for planning related calculations (including density, parking setbacks, etc.), the final number in any calculation shall be rounded down to the nearest whole unit. However, if two (2) or more amounts must be added to figure a total, applicants shall use numbers accurate to two (2) decimal places (hundredths) when adding the amounts and round off only the total. For example, if the density for a project were determined to be 15.89 units, only fifteen (15) units would be permitted. 2. When determining minimum standards for planning related calculations (including density, parking setbacks, etc.), the final number in any calculation shall be rounded up to the nearest whole unit. However, if two (2) or more amounts must be added to figure a total, applicants shall use numbers accurate to two (2) decimal places (hundredths) when adding the amounts and round off only the total. For example, if the required parking for a project were determined to be 15.89 spaces, a total of sixteen (16) spaces would be required.
<p>LUR-40.230 010 Commercial Districts</p>	<p>Community Commercial (GC) District.</p> <p>These commercial areas provide a full range of goods and services necessary to serve large areas of the county and the traveling public. This district is limited to the general commercial comprehensive plan designation.</p> <p>The applicant is proposing to construct a 9,800sf Sala/Pagoda, a 2,400sf picnic structure, a 5,600sf 2-story gathering hall with kitchen, a 700sf Stupa, larger plaza areas, large symbolic gate, relocation of storage sheds, retention of the single-family residence, and associated parking and other supporting infrastructure.</p> <p>Table 40.230.010-1 (15) allows churches in the GC zone.</p> <p>Minimum setbacks in the GC zone will be determined by buffering and screening standards Contained in Chapter 40.320 and Table 40.320.010-1. Please note that in addition to normal setback requirements, an additional 1/2 foot will be required for each foot that the building exceeds 20' in height to a maximum setback requirement of 40'. Buildings in excess of 20 feet may be stepped. In order to qualify as being stepped, the building setback must equal the amount of the step back for the building.</p> <p>There is no maximum building height in the GC zone.</p> <p>Not less than fifteen percent (15%) of the total lot area shall be landscaped. Pedestrian plazas, other pedestrian amenities, and low impact development</p>

Code Section	Findings
	<p>stormwater management facilities may be used to meet the required landscaping at a one to one (1:1) ratio.</p> <p>Site Plan Review Standards. In addition to the site plan approval criteria contained in Section 40.520.040(E), the following shall apply to all development within the commercial district unless expressly exempted. The responsible official may modify these standards for the expansion of existing uses for site-specific issues:</p> <p>a. Primary pedestrian circulation routes connecting the street(s) to the primary building entry or entries shall be a minimum of eleven (11) feet (eight (8) feet of sidewalk/walkway with a minimum of three (3) feet of landscaping on one (1) side of the pedestrian route). The minimum three (3) foot landscaped area shall contain suitable tree species planted every twenty-four (24) feet to provide for a continuous tree canopy. The required landscape area should function as a buffer between auto drives and the pedestrian routes. Where the pedestrian circulation route crosses vehicular accessways the landscape area is not required. The proposed plan appears to be able to comply with this requirement.</p> <p>b. Landscaping is required along the side of all buildings where the primary pedestrian access is provided. Minimum requirements shall be trees, of a suitable species according to Section 40.320.010, provided every thirty (30) feet on center planted in a landscaped strip or tree wells along the length of the building.</p> <p>c. Landscape buffers required by Section 40.320.010 shall not apply between pad development sites and the remainder of the development site.</p> <p>d. Landscaping required between commercial developments may be altered where parking lots are adjoining as follows: a single, shared five (5) foot buffer instead of five (5) feet for each development; provided, that joint access is provided between parcels for auto and pedestrian access and trees are planted every twenty (20) feet on center along the length of the buffer.</p>
LUR-40.310 010 Sign Standards	Sign standards are put forth in Section CCC 40.310. The applicant did not include any details related to signage. Therefore, any signs shall comply with standards put forth in Section CCC 40.310 and will require separate permits.
LUR-40.320 010 Landscaping & Screening on Private Property	<p>(1) Based on Table 40.320.1 Landscaping Standards, the following landscape buffers apply to this site: North: L1, 5' wide / wetland buffers West: L1, 5' wide South: L2, 10' wide East: L1, 5' wide</p> <p>A minimum five (5) foot wide strip landscaped to at least an L2 standard shall be provided where vehicle parking, loading, or drive-through facilities abut a public road right-of-way.</p> <p>Any new parking areas of 7 or more spaces will be required to add landscape islands as directed and at least one (1) tree shall be planted in each landscape island.. The proposal does not seem to have a landscape island staggered for</p>

Code Section	Findings
	<p>each 7 spots.</p> <p>The L1 standard is for open areas. It is intended to be used where distance is the principal means of separating uses or development, and landscaping enhances the area between them. The L1 standard consists principally of groundcover plants, trees, and shrubs. There are two (2) ways to provide trees and shrubs to comply with an L1 standard. Shrubs and trees may be grouped. Groundcover plants, grass lawn or approved flowers must fully cover the landscaped area not in shrubs and trees. See Figure 40.320.010-1 for conventional and LID cross-sections that comply with the L1 standard. Where the area to be landscaped is less than ten (10) feet deep, one (1) tree shall be provided per thirty (30) linear feet of landscaped area.</p> <p>The L2 standard uses a combination of distance and low-level screening to separate uses or development. The standard is applied where a low level of screening sufficiently reduces the impact of a use or development, or where visibility between areas is more important than a greater visual screen. The L2 standard requires enough low shrubs to form a continuous screen three (3) feet high and ninety-five percent (95%) opaque year-round. In addition, one (1) tree is required per thirty (30) lineal feet of landscaped area or as appropriate to provide a tree canopy over the landscaped area. Groundcover plants must fully cover the remainder of the landscaped area with the exception of energy dissipation points at the locations of stormwater inlets. LID bioretention facility plantings may be used in combination with perimeter shrubs provided a continuous screen three (3) feet high and ninety-five percent (95%) opaque year-round can be achieved within two (2) years of planting. A three (3) foot high masonry wall or fence at an F2 standard or a berm may be substituted for shrubs, but the trees and groundcover plants are still required. When applied along street lot lines, the screen or wall is to be placed along the interior side of the landscaped area. See Figure 40.320.010-2.</p> <p>The F2 fence standard provides visual separation where complete screening is needed to protect abutting uses, and landscaping alone cannot provide that separation.</p> <p>A fence or wall that complies with the F2 standard shall be six (6) feet high and one hundred percent (100%) sight-obscuring. Fences may be made of wood, metal, bricks, masonry or other permanent materials. This shall not include chain link fences with slats or similar construction. See Figure 40.320.010-7.</p>
<p>LUR-40.320 010 Landscaping & Screening on Private Property</p>	<p>(2)</p> <p>Trees may be deciduous or evergreen. The required tree height shall be measured from the ground level at final planting to the top of the tree.</p> <ol style="list-style-type: none"> a. Required trees for parking and loading areas shall be a minimum caliper of two (2) inches and a minimum height of ten (10) feet at the time of planting. b. Required deciduous trees (other than street trees) shall be fully branched, have a minimum caliper of one and one-half (1 1/2) inches, and a minimum height of eight (8) feet at the time of planting. c. Required evergreen trees (other than street trees) shall be fully branched and a minimum of six (6) feet high at the time of planting. d. If the responsible official decides reducing the minimum size of trees will not detract from the desired effect of the trees, the minimum size of trees (other than street trees) may be reduced if the applicant submits a written statement

Code Section	Findings
	<p>by a landscape architect registered in Washington or expert in the growing of the tree(s) in question certifying that the reduction in size at planting will not decrease the likelihood the trees will survive.</p> <p>The applicant shall show and comply with the following:</p> <p>a. Plant materials will be installed to current nursery industry standards.</p> <p>b. Plant materials shall be properly supported to ensure survival. Support devices such as guy wires or stakes shall not interfere with vehicular or pedestrian movement.</p> <p>c. Existing trees and plant materials to be retained shall be protected during construction, such as by use of chain link or other sturdy fence placed at the dripline of trees to be retained. Grading, topsoil storage, construction material storage, vehicles and equipment shall not be allowed within the dripline of trees to be retained.</p> <p>The applicant shall install landscaping and screening required by this section consistent with the approved site plan or an approved modification thereto before the county issues an occupancy permit or final inspection for the development in question; provided, the responsible official may defer installation of plant materials for up to six (6) months after the county issues an occupancy permit or final inspection for the development in question if the responsible official finds doing so increases the likely survival of plants.</p> <p>All required groundcover plants and shrubs must be of sufficient size and number to meet the required standards within three (3) years of planting. Mulch (as a groundcover) must be confined to areas underneath plants and is not a substitute for living groundcover plants, lawn or approved flowers.</p> <p>a. Shrubs shall be supplied in a minimum of three (3) gallon containers or equivalent burlap balls, with a minimum spread of eighteen (18) inches to meet the L2 buffer requirement, and minimum of five (5) gallon containers or equivalent burlap balls with a minimum spread of thirty (30) inches to meet the L3 buffer requirements. Reduction in the minimum size may be permitted if certified by a registered landscape architect that the reduction shall not diminish the intended effect or the likelihood the plants will survive.</p> <p>b. Groundcover plants shall be placed not more than thirty (30) inches on center and thirty (30) inches between rows. Rows of plants shall be staggered for a more effective covering. Groundcover shall be supplied in a minimum four (4) inch size container or a two and one-quarter (2 1/4) inch container or equivalent if planted eighteen (18) inches on center. Reduction in the minimum size may be permitted if certified by a registered landscape architect that the reduction shall not diminish the intended effect or the likelihood the plants will survive. A lawn or flower bed of flowers approved by the responsible official may be substituted for groundcover plants.</p>
LUR-40.330 010 Crime Prevention and Safety Guidelines	To the extent practicable, all development subject to site plan review shall comply with the Crime Prevention and Safety Guidelines. Building orientation and public use areas shall take into consideration tenant's ability to monitor other doorways as a safety provision, exterior area where mailboxes will be located shall be lighted and exterior lighting levels shall be selected and light fixtures shall be oriented towards areas vulnerable to crime.
LUR-40.340	Parking and/or loading spaces on the perimeter of a parking lot or abutting

Code Section	Findings
010 Parking and Loading Standards	<p>interior landscaped areas or sidewalks shall include a wheel stop or curb at least four (4) inches high located three (3) feet back from the front of the parking and/or loading space. Include breaks in curbs, as necessary, to allow flow of stormwater to LID stormwater facilities.</p> <p>Parking and loading spaces and associated access and maneuvering drives shall be maintained in good repair at all times.</p> <p>Light fixtures in parking or loading areas shall be consistent with RCW 47.36.180 on public roadways and not cast significant light or glare off site on adjacent properties.</p> <p>All parking and loading spaces and related access drives, maneuvering, and vehicle storage areas shall be paved to standards, including the use of permeable pavements.</p> <p>Except as otherwise provided by the UDC, required off-street parking and loading spaces shall be improved and maintained as set forth in this section for all uses in all zoning districts.</p> <p>Table 40.340.010-4, provides minimum numerical parking requirements by use. For churches, the requirement is 1 space/4 seats, or 8 feet of bench length in the main auditorium. Additional parking for meeting rooms, classrooms and office use may be required. The development proposes several buildings but the basis for parking requirements is by seats or bench length so the applicant's narrative will need to indicate how many seats as wells as additional uses are proposed. It will be applicant's responsibility to either meet the parking standards or submit a justification of why they do not.</p> <p>The perimeter of a parking or loading area and access and maneuvering drives associated with them shall be improved with a curb, rail or equivalent so that vehicles do not extend over a property line, sidewalk or public or private street. Breaks must be provided along the perimeter feature to allow stormwater movement to LID stormwater features.</p> <p>Up to thirty percent (30%) of required parking spaces and all parking spaces in excess of minimum requirements may comply with the standards for compact cars in Table 40.340.010-5.</p> <p>All parking areas shall comply with applicable local, state and federal standards regarding parking for disabled persons. The proposed plan indicates 132 parking stalls. A parking lot that provides between 101 and 150 parking spaces is required to provide a minimum of 5 accessible space(s), of which 1 is required to be van accessible. The preliminary plan appears to comply with this requirement.</p> <p>Off-street parking areas shall meet the applicable requirements in Chapter 40.340 for parking space and aisle dimensional. As part of the final engineering the applicant shall show parking width, depth and aisle dimensions.</p> <p>Table 40.340.010-5 indicates that the minimum standard width of 90 degree angle parking spaces is 9' wide and 20' deep.</p>

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	<p>Compact spaces can be 7.5' wide and 15' deep for 90 degree parking and 8' wide and 19.1' deep. 30% of the required spaces can meet the compact standard.</p> <p>The aisle width needs to be at least 24' for 90 degree angled parking spaces and 14' wide for 45 degree angled spaces.</p> <p>Truck loading spaces are not required.</p>
LUR-40.340 020.A Access and Circulation Standards	<p>Pedestrian circulation and shall be improved with asphalt, concrete, permeable pavement or other approved all-weather surface; provided, pedestrian circulation routes through recreational or open space areas may be improved with a material consistent with their purpose and the characteristics of their location. Pedestrian circulation routes shall connect structures and uses on the site, such as buildings, vehicle and bicycle parking areas, children's play areas, required outdoor areas, open spaces, plazas, resting areas and viewpoints.</p>
LUR-40.360 010 Solid Waste & Recycling	<p>Solid waste and recycling collection shall apply to new multifamily residential buildings containing five (5) or more units, and nonresidential construction that is subject to site plan review.</p> <p>Storage areas for multiple uses on a single site may be combined and shared.</p> <p>This Section allows for vertical storage higher than 4 feet but no higher than 7 feet to accommodate the same volume of storage in a reduced floor space for a potential reduction of 43%. Where vertical or stacked storage is proposed, the site plan shall include drawings to illustrate the layout of the storage area.</p> <p>The project will need to provide 10 square feet of area with an additional 4sf per 1,000sf of gross floor area. Based on 18,500sf of RV storage building, 84 sf of solid waste and recycling storage area is required. If some of the building square footages should not be used to calculate this standard it will be up to the applicant to make their case in the narrative. It appears that the existing trash enclosure is insufficient in size and is located in violation of minimum setbacks.</p> <p>Indoor and outdoor storage areas shall comply with International Building and Fire Code requirements. Storage area space requirements can be satisfied with a single location or multiple locations, and can combine both interior and exterior locations. Outdoor storage areas can be located within interior side setback or rear setback areas. Outdoor storage areas shall not be located within a required front setback or in a setback abutting a public right-of-way or private street easement unless no alternative location is possible. Outdoor storage areas shall not be located in a side or rear setback which abuts property that is not within the same development. Exterior storage areas shall be located in central and visible locations on a site to enhance security for users. Exterior storage areas can be located in a parking area, if the proposed use provides at least the minimum number of parking spaces required for the use after deducting the area used for storage and access. The storage area shall be accessible for collection vehicles and located so it will not obstruct pedestrian or vehicle traffic movement on the site or on public streets adjacent to the site.</p> <p>Design of exterior storage areas shall comply with standards outlined in Chapter 40.386, Stormwater and Erosion Control, including roof cover, paving,</p>

Code Section	Findings
	<p>and runoff containment, to prevent non-stormwater discharges prohibited by Chapter 13.26A, Water Quality, from entering the stormwater drainage system.</p> <p>Exterior storage areas shall be enclosed by a screen to at least an F2 standard. A gate(s) through the fence shall allow access to users and haulers. The gate(s) for haulers shall be capable of being secured in a closed and open position.</p>
LUR-40.520 010 Legal Lot Determination	Staff was able to find a previous legal lot determination performed during the review of building permit C96H0542 in 1996 for parcel 116522-000, 200 (NE 179th Street). Staff was not able to find a previous legal lot determination for parcel 116522.000 (102 NE 179th Street). If parcel 116522-000 has not been changed (or changed in conformance with zoning size standards), then both lots could be combined as one single legal lot. If it is determined that parcel 116522-000 is also legal the owner could potentially boundary line adjust the parcels should they choose.
LUR-40.520 040 Site Plan Review	The purpose of this section is to provide a plan review process that is proportional to the potential impacts of a proposed development. With the exception of minor development proposals, site plan review is intended to provide public notice to encourage public participation, and help ensure a transparent review and approval process.
FOR-Forestry Conclusion-Forestry Findings	<p>Conclusion (Forestry)</p> <p>Staff finds that the proposed preliminary plan, subject to conditions identified above, meets the forestry requirements of the Clark County Code and does not require a Forest Practice Application.</p>
WSH-Wetland/Habitat Review Conclusion-Habitat	<p>Priority riparian habitat is mapped on the subject parcel. The Washington Department of Natural Resources indicates a Type Np (non-fish bearing perennial) stream exists on the north end of the parcels. Per the Habitat Protection Ordinance, streams are considered priority riparian habitat and are afforded a riparian conservation zone (HCZ) to protect ecological habitat and water quality values for the stream resource. The riparian HCZ for a Type Np stream extends outward from the OHWM to the edge of the one hundred (100) year floodplain or one hundred (100) feet, whichever is greater. The stream type classifications and riparian HCZ would be assessed during the habitat determination process. A determination and site visit would be required in order to verify the location and classification of the streams.</p> <p>The actual habitat on the site determines final assessments. The applicant is responsible for the identification of priority habitat on the parcel. The Habitat Conservation Ordinance follows a hierarchy of impacts with the first being avoidance of all impacts within a priority habitat area, if possible. The applicant may avoid a habitat permit by mapping the locations of these priority habitat types and establishing building envelopes that show the habitats are not impacted or disturbed; the building envelopes must be labeled on the plat and a note must be included on the face of the plat indicating that no construction will occur outside of development envelope areas. Any proposed clearing or development within a priority habitat area will require a Habitat Permit with applicable mitigation. Storm water designs and outflows need to avoid adverse impacts to priority habitat. A determination with site visit and applicable fees are required to verify the habitat onsite</p>
WSH-Wetland/Habitat Review Conclusion-Wetland	<p>Wetland indicators are present on the subject parcels.</p> <p>Wetland delineation is required as wetlands and/or wetland buffers may be</p>

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	<p>impacted by the proposed project (CCC40.450.030 (C)). Delineation will determine the presence, category, score and buffers required to protect wetland habitat and water quality functions. Comparing the Category and intensity of land use proposed on development sites are what define wetland buffers. A determination and site visit with applicable fees are criteria for a fully complete application. If wetlands are present (on or off-site), the location of any wetlands on the subject parcel require mapping on new plans and must show proposed impacts to wetlands and/or wetland buffers. If a wetland is located off-site and is inaccessible, the best available information shall be used to determine the wetland boundary and category.</p> <p>Wetland and buffer boundary data must be submitted in digital form (refer to CCC 40.450.030.D.3 for requirements and file specifications) in order to update the wetland layers in the County's GIS database.</p> <p>The Wetland Protection Ordinance follows a hierarchy of impacts, first being avoidance of all impacts within a wetland or wetland buffer. If avoidance is not possible, County staff shall determine if the proposed development meets the reasonable use Exception (CCC 40.450.010.B.4). The applicant shall provide documentation that any impacts have been minimized. Any unavoidable wetland or wetland buffer impacts shall require a wetland permit with applicable mitigation. Impacts within the water quality buffer may be considered indirect wetland impacts (CCC 40.450.040.D.5) and would be mitigated at the appropriate wetland mitigation ratios (Table 40.450.040-3). The responsible official may waive the requirements of Sections 40.450.030 (D) and (F) in certain cases where it is determined that all development is clearly separated from the wetlands and wetland buffers.</p> <p>a) Development envelopes shall be required for a fully complete preliminary application;</p> <p>b) Development envelopes shall be shown on the final site plan; and</p> <p>c) A note referencing the development envelopes shall be placed on the final site plan.</p> <p>Stormwater dispersion facilities that comply with the standards of Chapter 40.385 shall be allowed in all wetland buffers provided the outfalls comply with the standards of subsection C.4.b of the wetland protection ordinance (CCC 40.450.040.C.4). Enhancement of wetland buffer vegetation to meet dispersion requirements may also be considered as buffer enhancement for the purpose of meeting the buffer averaging or buffer reduction standards. Other stormwater facilities are only allowed in buffers of wetlands with low habitat function (5 points or less on the habitat section of the rating form), provided the facilities shall be built on the outer edge of the buffer and not degrade the existing buffer function and are designed to blend with the natural landscape. Any proposed stormwater impacts to wetlands and wetland buffers should be accounted for and indicated on the plans.</p> <p>Any development within a wetland, wetland buffer, or wetland mitigation site will require a wetland permit with applicable mitigation and fees; all wetland and wetland buffer impacts should be accounted for. The Department of Ecology and the U.S. Army Corps of Engineers may regulate wetland impacts over 1/10th of an acre or wetland fills requiring consultation and a 401-water</p>

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ENG-14.07 Grading Applicability	<p>quality certification or a 404 Clean Water permit, respectively.</p> <p>The Grading, Excavation, Fill and Stockpile ordinance applies to all land-disturbing earthwork activities unless exempted by Section 14.07.040(2). The purpose of this chapter is to safeguard property, minimize 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.</p>
ENG-40.350 Transportation Major Issues	<p>1. The project shall comply with the Clark County Transportation and Circulation Ordinance, CCC 40.350.</p> <p>2. NE 179th Street is classified as an Urban Principal Arterial 4-lane w/center turn and bike lanes. Frontage improvements and right-of-way (ROW) dedication are required. Half width improvements are per Standard Detail Drawing #2: 50-foot ROW dedication, 36-foot paved travel way, curb/gutter, and 5-foot detached sidewalk.</p> <p>3. Block Length. Block lengths shall be between one hundred (100) to eight hundred (800) feet; provided, that where a block is partially defined by an arterial or industrial road the block lengths along the arterial shall be no less than the minimum full access intersection spacing specified in Table 40.350.030-3.</p> <p>4. Spacing. When driveways on arterials are permitted, they shall be spaced in accordance with Table 40.350.030-4.</p> <p>5. A nonresidential two (2) way driveway shall be twenty-four (24) to forty (40) feet in width. [see Drawing F15, F16, F17 or F17a].</p> <p>6. Medians and Channelization Policy. In order to preserve capacity and promote safety, urban arterials shall generally include raised medians to restrict cross traffic movements.</p> <p>For commercial zones, raised medians will not be required on arterials where the average weekday traffic is projected to be less than twenty thousand (20,000) vehicles per day over the next five (5) year period and where the County Engineer makes the determination that the roadway will operate safely and without operational problems.</p> <p>7. Proposed private retaining walls are not allowed within the public ROW.</p> <p>8. Sight distance requirements must be met at all proposed driveways and intersections. Refer to CCC 40.350.030(B)(8)(A). A sight distance certification letter is required.</p> <p>9. If the applicant desires to gain approval of any proposal that does not meet code, including but not limited to the item(s) specifically mentioned in this report, a road modification must be justified and approved per CCC 40.550.010. The Road Modification Narrative Guideline Format for guidance in preparing the Road Modification(s) can be found at the following link: https://www.clark.wa.gov/sites/default/files/dept/files/public-works/Development_Engineering/RoadMod.pdf</p>
ENG-40.350.015	The County may require additional circulation in order to provide safe,

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Pedestrian/Bicycle Circulation Standards	convenient, and appropriate levels of access for pedestrians, bicyclists, and persons with disabilities. All sidewalks, driveway aprons, and road intersections shall comply with the Americans with Disabilities Act.
ENG-40.350.020 Transportation Concurrency Applicability	<p>A traffic (transportation) impact study shall be required for all development applications in which the proposed development is projected to have an impact upon any affected transportation corridor or intersection of regional significance. Unless waived or modified, a review shall address the issues in the Concurrency Administrative Manual.</p> <p>Traffic Impact Study: Any development generating 10 or more peak hour trips is required to complete a transportation impact study. A general outline is provided in the concurrency administrative manual. A traffic impact study shall analyze impacts according to the following:</p> <ul style="list-style-type: none"> - 50 or less new peak hour trips; one mile from site - 51-250 new peak hour trips; two miles from the site - 251 or more new peak hour trips; three miles from the site <p>If a traffic impact study is required, then a hard copy of the study, along with a CD with all of the hard copy submittals, including all of the figures, exhibits, and addendums shall be included. The files shall be in pdf format. If the CD is not submitted, along with the hard copy, the application will be fully incomplete. If a traffic impact study is required for a proposed development, the County will need to conduct a concurrency analysis for the proposed development. This analysis is done by outside consultants. The applicant will be required to reimburse the county for the cost of any outside (consultant) analysis.</p> <p>If a major traffic impact study is required, the applicant is encouraged to have the trip generation, distribution, pass-by, and assignment assumptions reviewed by the County, prior to the full traffic study submittal to the County.</p> <p>Traffic Profile: Where the proposed development will generate less than ten 10 peak hour trips, a traffic profile is required. A traffic profile shall include a summary of the development and the anticipated number of trips.</p>
ENG-40.350.020 Transportation Concurrency Traffic Study	<p>A traffic study is required to master plan 3.84 acres to include a new 2-story Sala/Pagoda, 1-story Stupa, a 2-story gathering hall/kitchen and associated parking, utility, stormwater and other infrastructure improvements.. The site is located at 200 NE 179th Street in Ridgefield.</p> <p>The applicant's traffic study will need to analyze the site access onto the public street network for operations, safety, as well as turn warrants, queuing and clear zone deficiencies.</p> <p>NE 179th Street is classified as a principle arterial (Pr-4cb). Per 40.350.030(4)(d)(3) a raised median shall be required along the site frontage, if access is allowed. This raised median will help to preserve roadway capacity, promoted safety, and restrict cross traffic movements. The intersection of Site Access/NE 2nd Avenue/NE 179th Street is not on the county's Arterial Atlas; therefore, this intersection is subject to the median and channelization policy. If the applicant proposes to retain full movement intersection at Site Access/NE 2nd Avenue/NE 179th Street and/or full access driveway on NE 179th Street, a</p>

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	<p>Road Modification Request will be required. The road modification request shall provide analysis and justification why a raised median should or should not be required based on the criteria found in this section. This analysis shall be done by a traffic engineer.</p> <p>The applicant is required to provide trip distributions contributing to Concurrency corridors and intersections within a 1-mile radius of the development sites. The applicant shall follow the requirements of the Concurrency Ordinance 40.350.020.</p> <p>The regionally significant intersections and corridors as identified in the study area shall be analyzed for weekday AM and PM peak hour(s) on each parcel, unless otherwise noted.</p> <p>Provide volume counts in each traveled direction and provide volume to capacity analysis and Peak Hour Trip Impact information on the corridors segment(s) to comply with CCC 40.350.020. Here are some regionally significant corridors within the study radius: NE 179th Street corridor segments between; NW 11th Avenue and NE Delfel Road (S) NE Delfel Road (S) and NE 10th Avenue NE 10th Avenue and NE 15th Avenue NE 15th Avenue and NE 29th Avenue NE 10th Avenue corridor segments between; NE 179th Street and NE 199th Street</p> <p>Provide traffic counts and analyze the regionally significant intersections corresponding with the corridor segments listed above and to comply with CCC 40.350.020. Also provide counts and analysis for the intersections impacted listed below. NE Union Road/NE 179th Street Delfel Road North/NE 179th Street I-5 Southbound Ramp/NE 179th Street I-5 Northbound On-ramp/NE 179th Street I-5 Northbound Off-ramp-NE 10th Avenue/NE 179th Street</p> <p>A signal warrant analysis shall be performed on any regionally significant unsignalized intersection within the concurrency study area that is determined to have a LOS E with, or without the proposed development of each parcel. Any signal warrant analysis shall be performed in compliance with the guidance found in the MUTCD.</p> <p>The applicant shall be responsible for mitigations necessary for any safety issue that is exacerbated by the proposed development of each parcel as a whole.</p> <p>The Washington State Department of Transportation (WSDOT) may have additional comments because of the proximity of these developments to Interstate 5.</p> <p>Traffic Impact Fees (TIF) will be assessed at the time of building permit.</p>
ENG-40.350.030 Street and Road	This section applies to any subdivision, short plat, site plan application, or conditional use permit; provided, that for the purposes of Sections

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Standards Applicability	40.350.030(B)(4) and (B)(8), it shall also apply to applications for building permits or other applications for access to a public road, or to projects within the public right-of-way. Unoccupied utility and wireless communication facilities shall only be subject to the provisions of Sections 40.350.030(B)(4)(c) – (e) and (B)(8). Private bridges are addressed in Section 40.350.040.
ENG-40.350.030 .B.1 Transportation Impact Study	<p>These issues are managed by Public Works. Their comments are in a separate section of this report, CCC 40.350.020 Transportation Concurrency. Call 564-397-4354 if there are any questions or concerns regarding the following:</p> <ul style="list-style-type: none"> - Transportation concurrency issues - Traffic impact studies - Traffic impact fees - Off-site safety issues - Requirements to construct raised medians, turning lanes, etc. - Frontage road improvement agreements - Signal participation agreements - Transportation “latecomer” agreements - County road projects
ENG-40.350.030 .B.2 Circulation Plan	<p>The purpose of a circulation plan is to ensure adequate cross-circulation in a manner which allows subsequent developments to meet these standards, and to provide a mechanism for integrating various streets into an efficient and safe transportation network. Developments that are required to construct frontage improvements or submit a traffic study shall submit a cross-circulation plan. The plan shall show block length and block perimeter dimensions. Provide a narrative with the plan that describes why the circulation plan is, or is not, in compliance with the standards.</p>
ENG-40.350.030 .B.3 Transportation Design Criteria	<p>The design criteria set out in Tables 40.350.030-2 and 40.350.030-3 are adopted as a portion of the Clark County standard specifications. Such criteria are applicable to roads located within and adjacent to a development. These criteria are intended for normal conditions. The responsible official may require higher standards for unusual site conditions.</p> <p>All urban roads except alleys consist of a core road section and a flex zone section.</p> <p>1. The core road consists of the traveled way portion of the road, as well as medians and turning lanes on higher classification roads. Core road features as shown on the Standard Detail Drawings allow little, if any, variation unless a road modification request is approved.</p> <p>a. Travel and turning lanes require impervious pavement on all rural roads, and urban arterials, collectors, industrial/commercial, and neighborhood circulator roads.</p> <p>b. Permanent median areas may utilize stormwater low impact development features including, but not limited to, bioretention swales and permeable pavement. Such features shall be subject to approval by the Public Works Director and shall be designed to ensure adequate public safety.</p> <p>2. The flex zone consists of that portion of the roadway outside of the core road. Flex zone features can include stormwater best management practice features, parking and bike lanes, sidewalks, and planter and utility strips, depending on</p>

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	<p>the road classification. These features may be designed with considerable flexibility subject to engineering approval by the county; however, all features applicable to the road classification shall be provided. Some flex zone features may require more right-of-way than is noted in Table 40.350.030-2.</p>
<p>ENG-40.350.030 .B.4. Access Management (Arterials)</p>	<p>All driveways shall comply with the Transportation Standards and the requirements of the Fire Marshal.</p> <p>Access to arterials:</p> <ul style="list-style-type: none"> -A residential road intersecting with an arterial shall be classified as a local residential access road or higher classification. -The minimum full-width of a roadway intersecting with an arterial shall be 36 feet at the intersection and may taper back as approved. -Driveways will not be permitted to access onto arterials unless no other access to the site exists or can be provided. -When driveways on a arterial are permitted, they shall be spaced in accordance with Table 40.350.030-4. -The number of driveways and driveway lanes on an arterial shall be based upon an estimate of site traffic generation in accordance with Table 40.350.030-6. -The County's Median and Channelization Policy applies to all driveways and intersections onto an arterial that are not designated on the Arterial Atlas
<p>ENG-40.350.030 .B.5 Frontage Roads/Improvement</p>	<p>Exceptions and Deferrals for Frontage Roads/Improvements</p> <p>Exception – urban area: Urban or rural centers developments that the County Engineer finds, based on an engineering traffic study, will not result in an increase of total site trip generations during the PM peak hour of more than 10 percent are exempt from half-width frontage roadway improvements; PROVIDED, that such otherwise exempted developments shall be required to make frontage improvements in accordance with CCC 40.350.030(B)(7) (intersection design requirements) and CCC 40.350.030(B)(8) (sight distance requirements) and such frontage road improvements as are necessary in order to provide minimally safe access to the development. Dedication of the minimum right-of-way shall still be required.</p> <p>Exception - rural area: Rural developments located outside Rural Centers are exempt from half-width frontage roadway improvements; PROVIDED, that such otherwise exempted developments shall be required to make frontage improvements in accordance with CCC 40.350.030(B)(7) (intersection design requirements) and CCC 40.350.030(B)(8) (sight distance requirements) and such frontage road improvements as are necessary in order to provide minimally safe access to the development. Dedication of the minimum right-of-way shall still be required.</p> <p>Deferral: Urban frontage road improvements may be deferred, in whole or in part, if the development proposes urban single family residential lots larger than one acre, and a covenant running with the land is recorded requiring such improvements when re-division is proposed at urban density. Dedication of the minimum right-of-way shall still be required.</p> <p>Deferral: Frontage improvement agreements with Clark County are permitted if those improvements are part of a County project to be constructed within six years.</p>

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	<p>For information concerning the Clark County Annual or Six-year Transportation Improvement Programs, please contact Public Works, 564-397-4444.</p> <p>For information concerning the County 20-year Transportation Program, please contact Public Works Transportation Planning, 564-397-4343.</p> <p>Deferral: Frontage road improvements, in whole or in part, may be deferred were the development is located in a rural center, and a covenant running with the land is recorded requiring the owner to contribute their share to a larger road or frontage improvement project when undertaken by the county. Dedication of the minimum right-of-way shall still be required.</p>
<p>ENG-40.350.030 .B.5 Frontage Roads/Improvement</p>	<p>Partial-width right-of-way dedications and improvements are required as follows:</p> <p>Street Name: NE 179th St Classification: Urban Principal Arterial Right-of-Way (ft): 50 Paved Width (ft): 36 Sidewalk Width (ft): 5 (detached) Std. DWG # 2</p> <ul style="list-style-type: none"> - Sidewalk shall be detached on all roads except Commercial/Industrial roadways - Landscaping is required on Collectors and Arterials per Section G of Standard Details Manual <p>Additional requirements:</p> <ul style="list-style-type: none"> - A traffic study is required for partial-width roads in commercial, office park, or industrial developments in order to verify the adequacy of the roadway for clearance and turning movements. - See "Right-of-way Standards" for minimum road standards in urban planned unit developments, multifamily developments, or commercial, office park, and industrial areas. - The minimum width for any roadway shall be 20 feet. - Parking shall be prohibited along partial-width roads - Minimally safe access includes safe and adequate vehicular passing clearance, turning movements, emergency vehicle access, and pedestrian safety - particularly the safety of children. The developer has the burden to consider potential hazards, evaluate their significance, and propose mitigation measures, as needed. - Pedestrian and traffic hazards frequently are brought to our attention by neighbors late in the review process. Approval of the development may be seriously delayed or the development may be denied if the applicant cannot address these hazards as perceived by the neighborhood. - Where frontage improvements are required, the County will perform pavement deflection testing to determine the adequacy of the existing pavement. Where remaining life of the pavement is less than five years, the road shall be reconstructed to current standards to the centerline or 22 feet, whichever is less. If remaining life is greater than five years, the road shall be cut back to a location where the structure is sound and the widening constructed.

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	<p>However, in no case, shall the reconstruction be less than four feet in width from the existing edge of pavement to the new edge of pavement or face of curb. The County may require reconstruction to the centerline or 22 feet, whichever is less, if the County Engineer determines the geometrics or other existing features are inadequate.</p> <ul style="list-style-type: none"> - Sufficient right-of-way and easement for any road must be provided to accommodate all necessary appurtenances required for construction including, but not limited to, cut or fill slopes or retaining structures, as needed. If sufficient right-of-way is not available, slope easements from neighboring properties may be an acceptable alternative. Such easements, as approved, shall be recorded with the final plat. - The County may require road cross-sections be submitted showing neighboring topography in order to determine if the road can be constructed as required.
<p>ENG-40.350.030 .B.7 Intersection Design</p>	<p>For the intersections, show, identify, and dimension the following on the plan:</p> <ul style="list-style-type: none"> - Separations from other road intersections (existing and proposed). - The angle of the intersecting centerlines, if not 90 degrees. - Centerline offset, if proposed. - Minimum curb return radii. - Minimum right-of-way chords. - Additional right-of-way for turning lanes, if required by Public Works. - Where connecting to a paved urban street, public or private, the connecting road or driveway shall be paved 25 feet back from the edge of the nearest travel lane or shall be equal to the minimum intersection radii, whichever is greater. - Rural driveways connecting with paved public roads shall be paved from the edge of the public road to the right-of-way or to 20-feet from the edge, whichever is greater. <ul style="list-style-type: none"> - Separations between road intersections shall be measured from centerline to centerline. - Separations between road intersections and driveways shall be measured from the point of tangency at the roadway curb-return to the nearest edge of the driveway. - Separations between driveways shall be measured from near edge to near edge of the driveways.
<p>ENG-40.350.030 .B.8 Sight Distances</p>	<p>The materials submitted for this pre-application conference do not provide sufficient information for staff to determine if the proposed development can comply with sight distance standards. Additional evidence shall be submitted with the proposed preliminary plan that shows the development complies with sight distance standards. Approval of a preliminary plan does not relieve the development from compliance with sight distance requirements.</p> <p>A written declaration by an engineer licensed in the State of Washington stating that the development complies with sight distance standards is acceptable evidence. The declaration shall be stamped with a valid seal of professional registration.</p> <p>Show and note on the preliminary plan any driveway or road intersection that does not comply with sight distance requirements.</p>
<p>ENG-40.350.030 .B.15 Right-of-Way</p>	<p>Additional right-of-way or easement may be required where necessary to accommodate slopes, sight distances, or other features necessary for</p>

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Standards	<p data-bbox="560 233 959 264">maintenance or to enhance safety.</p> <p data-bbox="560 300 1146 331">Urban planned unit and multifamily developments:</p> <ul data-bbox="560 331 1468 453" style="list-style-type: none"> - Parking may be deleted if 4 non-tandem off-street parking spaces per unit are provided and distinct signs and markings show that no parking is permitted. - Internal sidewalks may be replaced by approved public walkways that comply with Section 40.350.010. <p data-bbox="560 489 1081 520">Commercial, office park, and industrial areas:</p> <p data-bbox="560 520 1442 552">Roads in these areas shall comply with the following minimum requirements:</p> <ul data-bbox="560 552 1312 646" style="list-style-type: none"> - 32-foot width roadway. - 6-foot width sidewalks (urban) or approved alternate walkways. - Structural section to comply with minor arterial standards.
ENG-40.550.010 Road Modifications Applicability	<p data-bbox="560 646 667 678">Purpose:</p> <p data-bbox="560 678 1474 806">In cases where unusual topographic conditions, nature of existing development, unique or innovative development design or similar factors make strict adherence to the road standards undesirable, or cause undue hardships, or serve no useful purpose, the requirements of these standards may be modified.</p> <p data-bbox="560 842 727 873">Classification:</p> <p data-bbox="560 873 1468 1001">Modification requests shall be classified as either a minor deviation, technical road modification, or major road modification. Acceptance of a request under one category shall not preclude the county from reclassifying the request upon further review.</p> <p data-bbox="560 1037 773 1068">Approval Criteria:</p> <p data-bbox="560 1068 1435 1131">In reviewing a modification request, the county shall consider the applicable factors that include, but are not limited to, the following:</p> <ul data-bbox="560 1131 1468 1346" style="list-style-type: none"> a. Public safety, durability, cost of maintenance, function, and appearance; b. Advancing the goals of the comprehensive plan as a whole; c. Any modification shall be the minimum necessary to alleviate the hardship or disproportional impact; d. Potential benefits of low impact development or innovative concepts; e. Self-imposed hardships shall not be used as a reason to grant a modification request. <p data-bbox="560 1381 1435 1444">Modifications to the standards contained in Chapter 40.350 may be granted when the applicant demonstrates at least one (1) of the following:</p> <ul data-bbox="560 1444 1474 1856" style="list-style-type: none"> a. Topography, right-of-way, existing construction or physical conditions, or other geographic conditions make compliance with standards clearly impractical for the circumstances; b. A minor change to a specification or standard is required to address a specific design or construction problem which, if not enacted, will result in an unusual hardship; c. An alternative design is proposed which will provide a plan that is functionally equivalent or superior to the standards; d. Application of the standards of Chapter 40.350 to the development would be grossly disproportional to the impacts created; e. A change to a specification or standard is required to ensure consistency with existing features adjacent to or affected by the site where those existing features are not expected to change over time.

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	<p>Procedures: Modifications Requested with an Associated Preliminary Land Use Application.</p> <p>a. Minor deviations are reviewed and approved through the transportation review findings of the underlying land use application and do not require a separate application.</p> <p>b. Technical and major road modification requests shall be proposed under a separate application in conjunction with an application for the underlying development proposal in accordance with Chapter 40.500.2.</p> <p>Modifications Requested after the Preliminary Land Use Decision.</p> <p>a. Minor deviations may be approved during the engineering construction plan review process without a separate application.</p> <p>b. Technical or major road modifications requested after the preliminary land use decision shall be submitted with an application for post-decision review under Section 40.520.060 if the responsible official finds that the proposed modification has the potential to affect land use aspects of the original decision or has the potential for off-site impacts. If no post-decision review is required under Section 40.520.060, the modification shall be processed as a separate road modification application with the applicable fee listed in Title 6.</p>
<p>ENG-40.386 Stormwater Major Issues</p>	<p>1. The project shall comply with the Clark County Stormwater and Erosion Control Ordinance, CCC 40.386.</p> <p>2. To determine applicable stormwater minimum requirements, refer to page 19 of Book 1 of the 2015 Clark County Stormwater Manual. This development will result in greater than 5,000 square feet of new hard surface and must meet Stormwater Minimum Requirements (MR) #1 through #9.</p> <p>3. Per page 9 of Book 1 of the 2015 Clark County Stormwater Manual: Resurfacing by upgrading from dirt to gravel, asphalt, or concrete; upgrading from gravel to asphalt, or concrete; or upgrading from a bituminous surface treatment (“chip seal”) to asphalt or concrete: These are considered new impervious surfaces and are subject to the minimum requirements that are triggered when the thresholds identified for new or redevelopment projects are met.</p> <p>4. In addition, replaced impervious surface per page 14 of Book 1 of the 2015 Clark County Stormwater Manual is defined for structures as “the removal and replacement of impervious surfaces down to the foundations” and for other impervious surfaces as “the removal down to bare soil or base course and replacement.”</p> <p>5. No new development or redevelopment shall be allowed to materially increase or concentrate stormwater runoff onto an adjacent property or block existing drainage from adjacent lots.</p> <p>6. For projects proposing infiltration, refer to bullets 7, 8 and 9 on page 151, Book 1 of the 2015 CCSM for groundwater separation and monitoring requirements.</p> <p>7. Since there is a stream designated with aquatic life less than 1/4 mile away, enhanced treatment may apply.</p>

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	<p>8. Trash enclosures are required to be covered and connected to a dead-end sump.</p>
<p>ENG-40.386 Stormwater Preliminary Plan & TIR</p>	<p>A. General.</p> <ol style="list-style-type: none"> 1. An applicant proposing any new development, redevelopment, land-disturbing activity or drainage project governed by this chapter shall submit to Clark County the plans, studies, and information described in the Clark County Stormwater Manual. The purpose of the stormwater plan is to determine whether a proposal can meet the requirements set forth in this chapter. 2. All plans, studies, and reports submitted pursuant to this chapter must be stamped, signed and dated by an engineer, and other licensed professionals if appropriate, responsible for their preparation. 3. Stormwater site plans are exempt from the requirement to be prepared by an engineer for projects that only apply minimum requirements No. 1 through No. 5 for construction of agricultural or residential buildings and their appurtenances on an existing lot. Alterations to an existing site plan prepared by a licensed engineer are not exempt. <p>B. Preliminary Stormwater Plan.</p> <ol style="list-style-type: none"> 1. As part of a land-use application, the applicant shall submit a preliminary stormwater plan meeting the requirements of the Clark County Stormwater Manual for all new development, redevelopment, land-disturbing activities or drainage projects not exempted by Section 40.386.010(C). 2. The preliminary stormwater plan submittal shall consist of a preliminary development plan and a preliminary technical information report (TIR). The engineer shall include a statement that all required information is included and that the proposed stormwater facilities are feasible. <p>C. Final Stormwater Plan.</p> <ol style="list-style-type: none"> 1. The applicant shall submit a final stormwater plan and shall obtain approval of the final stormwater plan from the responsible official prior to beginning construction related to any new development, redevelopment, land-disturbing activity or drainage project not exempted by section 40.386.010(C). The final stormwater plan provides final engineering design and construction drawings in accordance with the Clark County Stormwater Manual. 2. The final stormwater plan must include a construction stormwater pollution prevention plan (SWPPP) prepared in accordance with the Clark County Stormwater Manual for any new development, redevelopment, land-disturbing activity or drainage project not exempted by Section 40.386.010(C) 3. If a Final Stormwater Plan differs from the approved Preliminary Stormwater Plan in a manner that, in the opinion of the Responsible Official, raises significant water quality or quantity control issues, it shall require another SEPA determination (if subject to the State Environmental Policy Act [SEPA]) and a post-decision review, in accordance with CCC Section 40.520.060.
<p>ENG-40.386 Stormwater MR Definitions</p>	<p>“Minimum requirements” (MRs) means the nine (9) sets of requirements that are part of the SMMWW, as follows:</p> <ul style="list-style-type: none"> Minimum requirement No. 1: Preparation of stormwater site plans; Minimum requirement No. 2: Construction stormwater pollution prevention; Minimum requirement No. 3: Source control of pollution; Minimum requirement No. 4: Preservation of natural drainage systems and outfalls; Minimum requirement No. 5: On-site stormwater management; Minimum requirement No. 6: Runoff treatment;

Code Section	Findings
	<p>Minimum requirement No. 7: Flow control; Minimum requirement No. 8: Wetlands protection; and Minimum requirement No. 9: Operation and maintenance</p>
<p>ENG-40.386 Stormwater Applicability</p>	<p>The Stormwater and Erosion Control Ordinance shall apply to all new development, redevelopment, land disturbing activities, and drainage projects consistent with the Clark County Stormwater Manual. Exemptions to the requirements of this chapter shall be granted for the specific activities listed in Section 40.386.010(C). The purpose of this chapter is to safeguard public health, safety and welfare by protecting the quality of surface and groundwaters for drinking water supply, recreation, fishing and other beneficial uses through the application of best management practices (BMPs) for stormwater management and erosion control.</p>
<p>ENG-40.386 Stormwater DOE Permit for Construction Stormwater</p>	<p>Department of Ecology Permit for Construction Stormwater - A permit from the Department of Ecology (DOE) is required for any land disturbing activities such as clearing, grading, excavating, stockpiling of fill material, and/or demolition that:</p> <ul style="list-style-type: none"> • Disturbs one or more acres of land.; OR • Are part of a common plan of development or sale that will ultimately disturb one or more acres of land. A common plan of development or sale is an area where multiple, separate, and distinct construction activities may be taking place on different schedules under one plan. In a common plan of development, the disturbed area of the entire plan is used to determine if a permit is required.; AND • Discharge stormwater from the site into surface water(s) of the state or into storm drainage systems, including ditches, which discharge to state surface waters. Surface waters of the state: Include wetlands, ditches, rivers, unnamed creeks, rivers, lakes, estuaries, and salt water. <p>The applicant shall Contact the DOE for further information. https://ecology.wa.gov/Regulations-Permits/Permits-certifications/Stormwater-general-permits/Construction-stormwater-permit</p>
<p>SEWER AND WATER Conclusion-Sewer and Water</p>	<p>Public Water and Sewer connection will be required unless the applicant can qualify for a Sewer (and/or Water) Waiver.</p>
<p>FIRE Building Construction</p>	<p>This application was reviewed by Donna Goddard in the Fire Marshal's Office. Donna can be reached at (564) 397-3323 or e-mail at donna.goddard@clark.wa.gov. Where there are difficulties in meeting these conditions or if additional information is required, contact Donna in the Fire Marshal's office immediately.</p> <p>Building construction occurring subsequent to this application shall be in accordance with the provisions of the county's building and fire codes. Additional specific requirements may be made at the time of building construction as a result of the permit review and approval process.</p>
<p>FIRE Fire Flow</p>	<p>Fire flow in the amount of 1500 gallons per minute supplied for 120 minutes duration is required for this application. Prior to obtaining building permits, submit proof from the water purveyor indicating that the required fire flow is available at the site. Water mains supplying fire flow and fire hydrants shall be</p>

Code Section	Findings
	installed, approved and operational prior to the commencement of combustible building construction. Fire flow is based on a 2400 square foot structure of Type VB construction.
FIRE Fire Hydrants	<p>Fire hydrants are required for this application. Either the indicated number or the spacing of the fire hydrants is inadequate. Provide fire hydrants such that the maximum spacing between hydrants does not exceed 300 feet and such that no portion of the building exterior is in excess of 300 feet from a fire hydrant as measured along approved fire apparatus access roads.</p> <p>The local fire district chief approves the exact locations of fire hydrants. As a condition of approval, contact Fire District # 6 at 360-576-1195 to arrange for location approval. Unless waived by the fire district chief fire hydrants shall be provided with appropriate 'storz' adapters for the pumper connection. Provide and maintain a three foot clear space around the entirety of every fire hydrant.</p>
FIRE Fire Apparatus Access	<p>Fire apparatus access is required for this application. The roadways and maneuvering areas as indicated in the application do not adequately provide required fire apparatus access. Provide fire apparatus access roads with an unobstructed width of not less than 20 feet, an unobstructed vertical clearance of not less than 13.5 feet, with an all-weather driving surface and capable of supporting the imposed loads of fire apparatus. Access roads shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building.</p> <p>Approved fire apparatus turnarounds are required for this project. The indicated provisions for turning around fire apparatus are not adequate.</p>
FIRE Fire Apparatus Access	Parking is prohibited on access roads that are less than twenty-four (24) feet wide. Roads that are less than twenty-four (24) feet wide shall be posted "NO PARKING-FIRE LANE".
FIRE Fire Apparatus Access Gate	No gate may be installed across a required fire department access road or driveway without first obtaining a permit from the fire marshal's office. Inspection and testing of the gate will be required. Split gates with a divided entry and exit side will need 15 feet on either side for a total gate width of 30 feet.
FIRE Fire Alarm System	An approved fire alarm system is required at the time of construction for buildings subject to this application. Such systems require separate reviews, permits and approvals issued by the fire marshal's office.
FIRE Fire Sprinkler System	<p>Buildings provided with automatic fire sprinkler systems shall be provided with a minimum of two fire hydrants. One fire hydrant shall be within 100 feet of approved fire department connections to the sprinkler systems.</p> <p>An automatic sprinkler system is required at the time of construction for buildings subject to this application. Such systems require separate reviews, permits and approvals issued by our office. Sprinkler system indicating valves for sprinkler systems consisting of fewer than 100 heads shall be wall or post indicating valves unless the control valves are located in a room with direct access to the exterior of the building within five feet of the sprinkler riser.</p>
FIRE Emergency Responder Radio Coverage	New and existing buildings must have approved radio coverage for emergency responders as outlined by Section 510 of the fire code and may require the installation of an Emergency Responder Radio Coverage System (ERRCS). Proof of adequate radio coverage will be required. A separate permit is required to install or modify an ERRCS and related equipment. For more information, contact CRESA Radio Department at (360) 992-9222.

SEPA

Code Section	Findings
SEPA-40.570 .080.C.3 Archaeological Resources	A SEPA review and Archaeological Predetermination will be required.

Process Summary

Category	Findings
1. Submittal Requirements	<p>The following list of applications must be submitted in order for the subject development proposal to be considered Counter Complete:</p> <ul style="list-style-type: none"> a. Development Engineering Master Application (EVR) b. Type II Site Plan Review c. SEPA d. Wetland and Habitat Review e. Technical Road Modification <p>The items listed below will not be required in order for the application to be determined Counter or Fully Complete because they are not applicable or are not required given the specifics of the development proposal:</p> <ul style="list-style-type: none"> a. Deed History (If combining the parcels) b. School Letter <p>The additional submittal items listed below will be required given the specifics of the development proposal and site. These items will be required in order for the application to be determined Counter Complete.</p> <ul style="list-style-type: none"> a. Transportation Plan b. Circulation Plan c. Stormwater Plan and Technical Information Report d. Sight Distance Certification e. Road Modification Narrative f. Current deed for parcel 116522-000 (if combining the parcels)
2. Preliminary Review Process for Type II, II-A and III Applications	<p>A detailed outline of the preliminary review process is included in the Clark County Code in 40.520.010 for Type II applications, 40.520.202 for Type II-A applications and 40.520.030 for Type III applications. In addition to the process outlined in the code, an “Early Issues Meeting” is held within 30 days of the application being determined fully complete. This provides the opportunity for staff and the applicant to discuss the application and identify possible plan review issues. Within a few days of this meeting, the applicant will be notified in writing or by email of the findings and whether there is any need for additional information or supplemental applications (e.g., road modification).</p>
3. Project vesting status	<p>An application which is subject to pre-application review shall be contingently vested on the date a fully complete pre-application is filed. The contingent vesting shall become effective if a fully complete application for substantially the same proposal is filed within 180 calendar days of the date the review authority issues the Pre-Application Conference Report.</p>

Category	Findings
	<p>This pre-application conference application was sufficiently complete to qualify for contingent vesting pursuant to CCC 40.510.020(G) or 030(G) as applicable. The application will be contingently vested on 4/27/2021 if a Fully Complete application for substantially the same proposal is submitted on or before 10/24/2021. Developments do not contingently vest to stormwater or concurrency standards.</p> <p>An appeal of the contingent vesting decision above must be filed with the Department of Community Development, Permit Services Center, 1300 Franklin Street, Vancouver, Washington, 98660, within fourteen (14) calendar days from the date the Pre-Application Conference Report is mailed to the applicant.</p> <p>All other challenges to staff code interpretations or decisions made at the conference or within the conference report may be addressed within the preliminary plan review application.</p>
4. Additional Information	<p>Many application(s) can be submitted on-line at www.clark.wa.gov or in person at:</p> <p>Permit Center Public Service Center 1300 Franklin Street, first floor Vancouver, WA 98660</p> <p>Phone: 564.397.2375 Email: landusereview@clark.wa.gov Web: www.clark.wa.gov/development</p> <p>For informational handouts with submittal requirements for development applications, please visit our website at www.clark.wa.gov/development For additional information about the next steps in the development and building process, please visit the county web pages listed below. Final construction plan review and development inspections: www.clark.wa.gov/publicworks/engineering/index.html Building permits: www.clark.wa.gov/development/fees/building.html</p>
5. Attachments	<p>a. Proposed plan b. Fee estimate c. CCPH Memo d. AT&T Response</p>

Impact fees

In 1990, the state legislature authorized counties and cities planning under the Growth Management Act to impose impact fees on development activity to provide partial funding for public system improvements (e.g. roads, schools, parks) which serve new development. Impact fees are due at the time of issuance of building permits and are **not** a lien placed against the property at the time of final approval. A note reflecting the fee shall be placed on the face of the plan or plat. If you have any questions regarding the Traffic Impact Fee (TIF), please contact Public Works at 564.397.6118. Impact fees include the following:

Traffic Impact Fee (Mt Vista)	\$134,984.07
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Note: The above impact fees are an estimate and subject to change. Impact fees are set at the time of the preliminary plan review decision. The impact fees were based on the total square footage for all new structures on the site. If some of these structures should be excluded from this calculation, then please address this in the narrative. The single-family residence that will remain will still function as a single-family residence and has therefore been excluded for the calculation of traffic impact fees.

Other fees

For fees and information about the next steps in the development and building process, please visit these county web pages.

Final construction plan review and development inspections:

www.clark.wa.gov/publicworks/engineering/index.html

Building permits:

www.clark.wa.gov/development/fees/building.html

Application(s) can be submitted at:

Permit Center
Public Service Center
1300 Franklin Street, first floor
Vancouver, WA 98660

For informational handouts with submittal requirements for development applications, please visit our website at www.clark.wa.gov/development. For additional information about the next steps in the development and building process, please visit the county web pages listed below.

Final construction plan review and development inspections:

www.clark.wa.gov/publicworks/engineering/index.html

Building permits: www.clark.wa.gov/development/fees/building.html



CLARK COUNTY
WASHINGTON

COMMUNITY DEVELOPMENT
LAND USE REVIEW

Pre-Application Conference Fee Sheet

PAC-2021-00187

Cambodian Buddhist Temple Master Plan Development

Working together. Securing your safety. Protecting your investment.

Fee Estimate

The following list of preliminary plan review fees (i.e., those items marked to the left) must be submitted with the development proposal to be considered Fully Complete.

A \$632 application submittal fee is required for the application to be considered counter complete. During fully complete review, staff will confirm whether the fees listed are accurate based on the application and provide the applicant a final list of fees due prior to a fully complete determination.

Land Use Review

	Application	Base Fee	Issuance Fee
<input type="checkbox"/>	Boundary Line Adjustment Base fee-first 2 lots Per lot over 2	\$355 \$124	\$53
<input type="checkbox"/>	Legal Lot Determination Type I base fee Per lot <u>each</u> additional lot	\$350 \$150	\$53 N/A
<input type="checkbox"/>	Type II base fee (includes innocent purchaser)-first 2 lots Per lot <u>over 2</u> lots	\$883 \$150	\$53 N/A
<input type="checkbox"/>	Public Interest exception	\$3,628	\$53
<input checked="" type="checkbox"/>	SEPA Project review	\$1,222	\$53
<input type="checkbox"/>	Non-projects (includes annual review applications	\$1,987	\$53
<input type="checkbox"/>	EIS review	Cost recovery	\$53
<input type="checkbox"/>	Sewer Waiver	\$222	\$53
<input type="checkbox"/>	Site Plan Review Type I base fee for up to 20 lots or up to 10,000 s.f.	\$1,621	\$94
<input checked="" type="checkbox"/>	Type II base fee for up to 20 lots or up to 10,000 s.f.	\$4,033	\$94
	Per lot/square foot charges (Type I and II)		
<input type="checkbox"/>	Residential-fee per unit for 21 units and greater	\$30	N/A
<input checked="" type="checkbox"/>	Commercial/Industrial etc.-fee per building square foot for 10,001 square feet to 50,000 square feet	\$0.10	N/A
<input type="checkbox"/>	Commercial/Industrial etc.-fee per building square foot for 50,001 square feet and greater	\$0.05	N/A
<input type="checkbox"/>	Unoccupied commercial or utility structure	\$2,429	\$94
<input type="checkbox"/>	Binding site plan stand alone	\$3,379	\$94
<input type="checkbox"/>	Binding site plan, if combined with site plan	\$1,621	N/A
<input type="checkbox"/>	60-day/concurrent review process (in addition to site plan review fees)	\$800	N/A

Public Service Center
1300 Franklin St., Vancouver, WA 98660
564.397.2375 devserv@clark.wa.gov
www.clark.wa.gov/community-development

For other formats, contact the Clark County ADA Office
Voice: 564.397.2322
Relay: 711 or 800.833.6388 Fax: 564.397.6165

Development Engineering

	Application	Base Fee	Issuance Fee
<input checked="" type="checkbox"/>	Road Modification		
<input type="checkbox"/>	Technical road modification	\$1,200	\$53
<input type="checkbox"/>	Major road modification	\$1,559	\$53
<input type="checkbox"/>	Minor Road Deviation (stand alone)	\$250	\$53
<input checked="" type="checkbox"/>	Site Plan Review		
<input type="checkbox"/>	Types I, II, and III	\$2,743	\$94
<input type="checkbox"/>	Unoccupied commercial and utility structures	\$601	\$94
<input type="checkbox"/>	Hwy 99 Subarea reviews	add 25%	N/A
<input type="checkbox"/>	Fast lane review	\$2,743	N/A
<input type="checkbox"/>	60-Day Review	standard fees	N/A

Wetland and Habitat Review

	Application	Base Fee	Issuance Fee
	Final Wetland Permit	\$1645	N/A
	Pre-Determination/Determination Concurrent with Permit Review		
	Standard determination (up to 40 acre site)	\$371	\$53
	Additional fee if both WEB and HAB determinations are combined	\$186	N/A
	Mapping Error Review only	Free	N/A
	Large/lineal/multi-site projects (sites over 40 acres in size or multiple non-contiguous sites) See ES staff prior to applying.	Cost recovery	\$53
	Site Inspection (including re-inspection)	\$288	N/A
	Type I Permit Reviews		
	First HAB or WET permit review (with valid determination)	\$658	\$53
	Additional fee if both WET and HAB determinations are combined	\$371	N/A
	Type II and III Permit Reviews		
	First HAB or WET permit review (with valid determination)	\$1974	\$53
	Additional fee if both WET and HAB determinations are combined	\$987	\$N/A
<input checked="" type="checkbox"/>	Land Use Application Submittal Fee	\$42	N/A

Fire Marshal

	Application	Base Fee
<input checked="" type="checkbox"/>	Site Plan Type II	\$626
<input type="checkbox"/>	Site Plan Type I and Planning Director Reviews	\$434
<input type="checkbox"/>	All other reviews	\$434
<input checked="" type="checkbox"/>	Road Modification	\$326



proud past, promising future

CLARK COUNTY
WASHINGTON

Clark County Public Health

Environmental Public Health

1601 E. Fourth Plain Blvd. ♦ PO Box 9825

Vancouver, WA 98666-8825

(360) 397-8428

WHAT IS A PUBLIC HEALTH EVALUATION

A Public Health Development Review Evaluation is a site investigation and record review to assess potential environmental public health impacts of a specific proposal, with emphasis on water supply and sewage disposal adequacy and decommissioning issues. The purpose is to provide predictability regarding Health Department requirements and procedures for project approval to the applicant and the Department of Community Development as early in the review process as possible. A Development Review Evaluation is valid for eight years.

Clark County Public Health makes land-use determinations based on information provided by the applicant, findings, technology, regulations, and policies in effect at the time of the evaluation. Applicants are required to adhere to regulations and policies in effect at the time an application is made. Whenever the regulations of the Clark County Public Health are in conflict with the regulations of another jurisdiction, (i.e. another county department or the state), the more stringent of the regulations applies.

****A Development Review Evaluation is required to reach “Counter Complete” status at the Preliminary Application Review phase with Clark County Community Development, or prior to grading whichever is first.**** Development Review Evaluation applications and applicant checklists are available at: <https://www.clark.wa.gov/public-health/land-development-review> Projects including food establishments, swimming pools/spas, schools, on-site septic systems, or wells require additional reviews by Public Health.

Standard Public Health Requirements for land divisions, site plans, and other projects

LOT SIZE: Clark County Code (CCC) 24.17; Washington Administrative Code (WAC) 246-272

Generally, the minimum lot size for creation of new parcels will be determined by the Department of Community Development. For lots proposing to use on-site sewage systems, minimum lot size requirements are based on both the soil type and the type of water supply. A site evaluation must be approved by the Health Department to make this soil type determination.

SEWAGE TREATMENT AND DISPOSAL: CCC 24.17, WAC 246-272

Sewer: When a project or land division will be served by public sewer, a Request for Utility Services or Review must be submitted with the Public Health Evaluation

On-site Sewage Disposal: For projects proposing use of an On-site Sewage System (OSS), a site evaluation for each proposed new OSS or lot on-site sewage (lot) must be submitted prior to or at the same time as the application for Development Review Evaluation. Proposals to continue use of existing OSS must demonstrate the existing OSS is adequate for the proposed continued use. An OSS verification application or soil evaluation is required when OSS records are incomplete. Test holes are required for individual site evaluations for new proposed lots and for verifications of existing on-site sewage systems. Application materials are available at: <https://www.clark.wa.gov/public-health/site-septic-system-forms>. Working with an OSS Designer early in the process is encouraged.

If the system has a peak design flow of greater than 3,500 gallons per day and less than 11,500 gallons per day, the system is a Large On-site Sewage System and falls under the jurisdiction of the Washington State Department of Health (DOH). Approval must be coordinated with DOH.

The applicant or applicant representative must submit adequate design flow and waste strength information with the site evaluation and Development Review applications.

WATER SUPPLY: WAC 246-272, WAC 246-290, WAC 246-291, WAC 173-160, RCW 58.17, Clark County Coordinated Water Supply Plan

A Request for Utility Services (RUS) or the equivalent from the purveyor must be submitted along with the Public Health evaluation application. The location of any existing wells on site (in use, not in use, or decommissioned) shall be indicated on the final plat or final site plan. A 100-foot radius zone of protection shall be shown for all wells. **Please refer to the following section matching your proposed water supply: public water, individual wells, two-party well, or a small public water supply (three or more connections).**

Public Water: The submitted RUS must confirm public water is or can be made available for the project. Any existing wells must be either approved to be retained as drinking water or irrigation wells by the Public Health or properly decommissioned (per WAC 173-160-381) by a licensed well driller.

Individual Well & Two-party Wells: When individual wells (defined as serving only one connection) or two-party wells (serving 2 connections) are proposed, the applicant must demonstrate adequacy via application for a Water Adequacy Verification Evaluation (WAVE). WAVE evaluations are valid for 5 years. Prior to drilling a new well, well site evaluation approval from Public Health is required for each well. WAVE and Well Site Evaluation application materials are available at: <https://www.clark.wa.gov/public-health/drinking-water-and-wells>.

A 100-foot radius zone of protection for all new wells must be located within the perimeter of project's lot lines. Existing wells with a radius outside of the project's lot lines must obtain a recorded protective covenant from the neighboring property owner(s).

Small Public Water Supply (SPWS): If public water is not available, proposals may be made for a well to serve more than 2 connections, or connection to a food service, residential treatment facility, transient accommodation, boarding home, child care center, or adult family care home must apply for a SPWS. The Clark County Coordinated Water System Plan requires that the water purveyor approve the creation of any new public water supplies located within their service area. The applicant should discuss the proposed SPWS with Public Health water resource and protection program staff at (360) 397-8428 prior to completing a SPWS application. Most SPWS must be designed by a knowledgeable engineer. The SPWS application form and workbook are available at: <https://www.clark.wa.gov/public-health/drinking-water-and-wells>.

The SPWS workbook and application must be submitted prior to or at the same time as the application for Development Review Evaluation.

Please contact Clark County Public Health at (360) 397-8428 if you have further questions regarding Public Health requirements.



May 12, 2021

Nicole Olsen
Clark County Public Works

NO CONFLICT

RE: REVISED Pre-Application Conference Agenda (05/27/21) – Cambodian Buddhist Temple Master Plan Development, Ridgefield – Sarkinen Brush Prairie Development, Brush Prairie – Sjodin-Bostick Short Plat, Cherry Grove – NE 152nd Ave Short Plat, Vancouver – Salmon Creek Memory Care, Vancouver.

Dear: Nicole

As authorized representative of Daniel McGeough, Senior Tech Project management, AT&T Corp. (Long haul), Pivotal Communications has reviewed the project documents submitted and offer the following response to your email inquiry dated 5/11/21 regarding the above referenced projects.

After reviewing your project location documents, please be advised that AT&T Network Services has no active facilities (Transcontinental Fiber Optics Lines) that may be in conflict with your improvement plans.

Thank you for notifying AT&T of the pending project referenced above. Notification of future proposed work in Southwest Washington should be directed to:

Hard Copies to: AT&T INQUIRIES
Attn: Pivotal Communications, LLC
4001 Main Street, Suite 110
Vancouver, WA 98663

Electronic Copies to: twalker@pivotalcomm.com

Should you have any questions or concerns regarding this project, please contact the Project Manager with Pivotal Communications at (360) 882-4268.

Please Note

AT&T Drawings are Proprietary Information Pursuant to Company instructions. This Office does not distribute drawings for Pre-Planning and Design Engineering purposes.

Please contact your local City, County, Utility Notification Center or AT&T On-Site Plant Protection workforce to determine AT&T facility locations prior to contacting AT&T Engineering. If you are referred to our office because of a possible conflict with AT&T lines, we will confirm and provide you with the appropriate drawings and pertinent information required to avoid a conflict with AT&T lines prior to the start of your construction project.

Sincerely,
PIVOTAL COMMUNICATIONS, LLC

Terrence Walker
360-882-4268 x- 125

4001 Main Street, Suite 110
Vancouver, WA 98663
Phone: (360) 882-4268
www.pivotalcomm.com

From: [Matt Hermen](#)
To: [Sarah Peru](#)
Subject: RE: Property info
Date: Monday, January 31, 2022 9:05:00 AM

You are correct. You won't be forced to sell the land. The requirements for the road building occur when a subdivision of your land occurs.

Thanks,



Matt Hermen, [AICP CTP](#)
(He, Him, His)
Planner III
PUBLIC WORKS

564.397.4343



From: Sarah Peru <saraheperu@yahoo.com>
Sent: Monday, January 31, 2022 9:03 AM
To: Matt Hermen <Matt.Hermen@clark.wa.gov>
Subject: Re: Property info

Wonderful. Thank you for helping us understand.

Just to clarify- if I instal a pool on my land where they want to put this road, I won't be forced to sell the land or have it taken unless I choose to sell it.

Sarah E. Peru

This e-mail and any attachments hereto are intended only for use by the addressee(s) named herein and may contain legally privileged and confidential information. If you are not the intended recipient of this e-mail, you are hereby notified any dissemination, distribution or copying of this e-mail, and any attachments thereto, is strictly prohibited. If you receive this e-mail in error please immediately notify me at (360)727-3775 and permanently delete the original copy and any copy of any e-mail, and any printout thereof.

On Jan 31, 2022, at 8:51 AM, Matt Hermen <Matt.Hermen@clark.wa.gov> wrote:

Good morning Ms. Peru,

The planned collector has been on the long range circulation plan (the Arterial Atlas) since 2009. The road is only built as development is permitted on the property. Since your property has not redeveloped to smaller lots, the roads has not been built. If your property never subdivides, the road will not be built. Your property is private property and you have rights to that property, meaning that developers cannot build a road on your property. The apartments that have been permitted are conditioned to build the road. The planning effort is intended to lay out a planned street network that will be built as development proceeds. So if you choose to sell your property to a developer, the planned roads will guide the street locations. Again, if you choose to never redevelop, it will remain as a line on the map and not a road.

I hope this provides clarification. Please let me know if more information is needed.

Thanks,



Matt Hermen, [AICP CTP](#)

(He, Him, His)

Planner III

PUBLIC WORKS

564.397.4343



From: Sarah Peru <saraheperu@yahoo.com>

Sent: Monday, January 31, 2022 8:17 AM

To: Matt Hermen <Matt.Hermen@clark.wa.gov>

Subject: Re: Property info

Hi Mr Herman,

We have a proposed road being planned that runs through our yard. I wanted to get

some info on how/why someone can try to propose a road and what homeowners can do to oppose it. I believe it's being proposed by the gentleman that is buying a bunch of property around us. We currently have a lot of open land with no homes on them that could be used. Developers have purchased most of it to build apartments. We also have roads like 29th ave that run through and are located a couple blocks east. So we're wondering why the county would allow it and if there's an open house for proposed roads. Does owning more property allow him to push a proposed road? Or can any developer propose a road anywhere. We are between 20th and 29th Ave. This is regarding the hot pink road that is in this photo.



Please let me know how this process works.

Thank you for your help.

Sarah E. Peru

This e-mail and any attachments hereto are intended only for use by the addressee(s) named herein and may contain legally privileged and confidential information. If you are not the intended recipient of this e-mail, you are hereby notified any dissemination, distribution or copying of this e-mail, and any attachments thereto, is strictly prohibited. If you receive this e-mail in error please immediately notify me at (360)727-3775 and permanently delete the original copy and any copy of any e-mail, and any printout thereof.

On Jan 31, 2022, at 8:01 AM, Matt Hermen
<Matt.Hermen@clark.wa.gov> wrote:

Ms. Peru,

Please let me know what questions I can answer via this email. The email address below will not work as my last name is spelled incorrectly.

Thank you,



Matt Hermen, [AICP CTP](#)
(He, Him, His)

Planner III
PUBLIC WORKS

564.397.4343



From: Scott Sawyer <Scott.Sawyer@clark.wa.gov>
Sent: Monday, January 31, 2022 7:56 AM
To: Sarah Peru <saraheperu@yahoo.com>
Subject: RE: Property info

Good morning Ms. Peru,

The gentleman to speak with is named Matt Herman. He can be reached at matt.herman@clark.wa.gov or (564) 397-4343.

Regards,

Scott P. Sawyer, P.E.
Capital Project Manager
Clark County Public Works
Scott.Sawyer@clark.wa.gov
(564) 397-4364



From: Sarah Peru <saraheperu@yahoo.com>
Sent: Saturday, January 29, 2022 12:13 PM
To: Scott Sawyer <Scott.Sawyer@clark.wa.gov>
Subject: Property info

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

Hello,

Who do we speak to regarding the proposed road in this photo? It's the pink one.



Sarah E. Peru

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receive this e-mail in error please immediately notify me at (360)727-3775 and permanently delete the original copy and any copy of any e-mail, and any printout thereof.

From: [Scott Sawyer](#)
To: hikerjas@aol.com
Subject: FW: Project questions for Jan 27 meeting
Date: Thursday, January 27, 2022 9:00:32 AM
Attachments: [image001.png](#)
[image007.png](#)

Good morning Ms. Simms,

My sincere apology that it took this long to respond to your email.

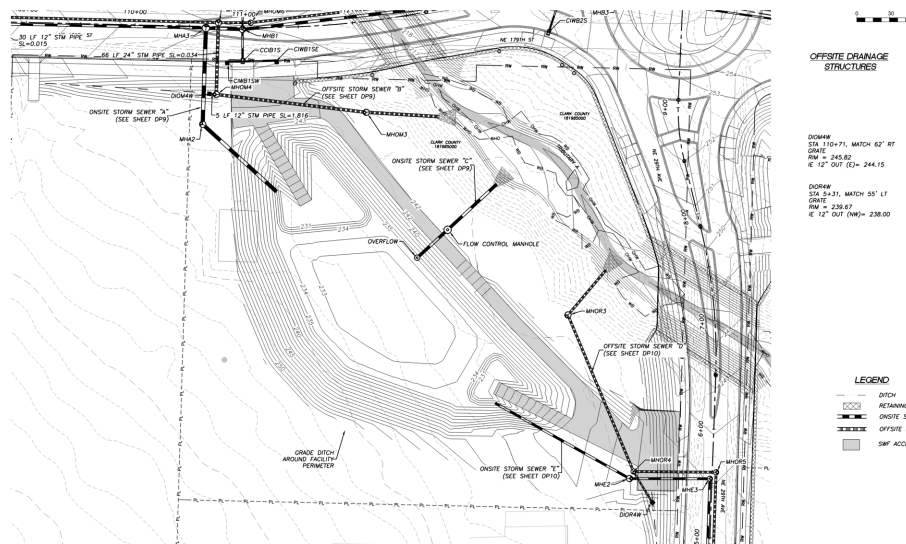
In regards to your questions:

- I would like to know how the 179th street intersection remake will impact Mill Creek. There is a small tributary south of the intersection that now flows under 29th.

The current plan is to replace the existing culverts under NE 179th St. and NE 29th Ave. with bridges and enhance the streams channels.

- Will there be a retention pond or bioswale for the extra runoff created?

Yes. A stormwater treatment and detention pond is proposed for the SW corner of the intersection.



- Will the project cause any change in the speed limit on 29th Ave?

The intent of this project is to improve the intersection with the addition of a roundabout so I do not believe it will result in a change to the speed limit on NE 29th Ave. The roundabout will be designed to slow motorists down as they travel through the intersection.

- How long will the project last?

The construction phase of the project is anticipated to last approximately 2 construction seasons.

- How far south on 29th will be impacted by changes?

Improvements on NE 29th Ave. south of the intersection are anticipated to be approximately 675 feet.



ABOUT AT NE 179TH ST AND NE 29TH AVE

I hope that information is helpful and that you are able to attend this evening's Virtual Open House to learn more about the upcoming project.

Regards,

Scott P. Sawyer, P.E.

Capital Project Manager

Clark County Public Works

Scott.Sawyer@clark.wa.gov

(564) 397-4364



From: Cnty PW 179thStreetProject <179thStreetProject@clark.wa.gov>

Sent: Tuesday, January 25, 2022 12:59 PM

To: Scott Sawyer <Scott.Sawyer@clark.wa.gov>

Cc: Matt Hermen <Matt.Hermen@clark.wa.gov>

Subject: FW: Project questions for Jan 27 meeting

Cindy

From: hikerjas@aol.com <hikerjas@aol.com>

Sent: Thursday, January 20, 2022 11:18 PM

To: 179thstreetproject@clark.wa.gov <179thstreetproject@clark.wa.gov> <179thstreetproject@clark.wa.gov> <179thstreetproject@clark.wa.gov>

Subject: Project questions for Jan 27 meeting

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

Hello,

Here are my concerns and questions:

- I would like to know how the 179th street intersection remake will impact Mill Creek. There is a small tributary south of the intersection that now flows under 29th.
- Will there be a retention pond or bioswale for the extra runoff created?
- Will the project cause any change in the speed limit on 29th Ave?
- How long will the project last?
- How far south on 29th will be impacted by changes?

Thank you,
Jennifer Sims

Clark County Public Works
1300 Franklin Street
PO Box 9810
Vancouver, WA 98666-9810

Mr. and Mrs. Leland Tangen
17710 NE 34th Avenue
Ridgefield, WA 98642

February 10, 2020

Dear Mr. and Mrs. Tangen,

Thank you so much for your letter and for attending our virtual open house on January 27, 2022. We very much appreciate your thoughts and your suggestions for future presentations. I have to concur with your assessment that online presentations are very challenging to structure. I look forward to this pandemic reaching the point where we can once again have face to face open houses and spend the time to answer everyone's questions the best we can.

With assistance of my co-workers on the long-range planning side of the house, we have attempted to research the questions you asked to the best of our ability.

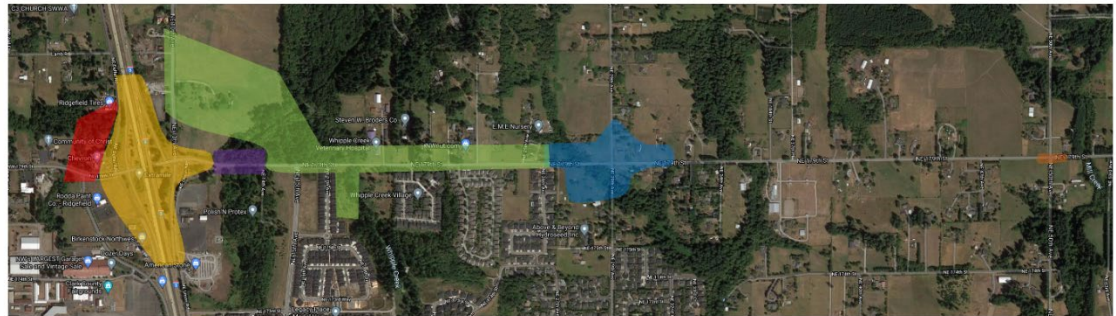
1.) What are the approximate start dates slash end dates for the various planned projects (please include county, Washington state, and locally funded)? Ideally, we would like to see a visual timeline so overlapping constructions are visible. We would like this timeline to include all the projects including 179th St from NW 11th to NE 50th, as well as those projects on NE 29th and NE 50th. If multiple visuals are necessary, that would be fine. Please be sure to include the following projects:

- Exit 9 relocation and I-5 Freeway Construction
- Redesign of 10th and 15th Avenues
- Start/End dates for 29th Avenue Roundabout
- Start/End Dates for changes to 50th Avenue Intersection
- Closure dates for West-bound traffic on 179th Street between 29th Avenue and 50th Avenue

Corridor Project Planning Display – Roundabout at Delfel Rd. & Interim NE 50th Ave. Option

Design/ROW/Environmental Construction

Project	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
NE 10th Ave. (TACC)	█	█											
Delfel Rd. Realignment (Roundabout - Multi-Project Stormwater)		█	█	█	█	█	█						
I-5/179th St. Interchange Reconstruction					█	█	█	█	█				
179th St. (Interchange Improvements to NE 15th Ave. Improvements)										█	█	█	
NE 15th Ave. (NE 179th St. to NE 10th Ave.) & (15th Ave. to NE 26th Ave.)		█	█	█	█	█	█						
NE 179th St. & NE 29th Ave. Intersection		█	█	█	█	█	█						
NE 179th St. & NE 50th Ave. Intersection - Interim Project		█	█	█	█	█	█						



- Closure dates for driveways along 179th

The closure of driveways along 179th are dependent on the properties developing so I cannot provide you with a date.

- Anticipated dates for widening 179th Street west of 29th Avenue

Please see the visual timeline above for improvements planned between Delfel Road and NE 29th Ave. I am not aware of any active projects identified at this time associated with the widening NE 179th St. between NW 11th St. and Delfel Road.

- Anticipated dates for widening 179th Street east of 29th Avenue

My understanding is that the widening of NE 179th Street east of NE 29th Avenue is included in the County's 20-year capital facilities. It is not in the 6-year transportation improvement program. I am not aware of any active project moving forward at this time which will focus on widening 179th east of 29th Ave. (with the exception of the improvements identified at the intersection of NE 179th Street and NE 50th Ave.).

- 2.) Is the road alteration between NE 34th Avenue and NE 37th Place designed as a type of above ground bridge that animals and/or people could traverse beneath? Or will the new road be constructed by "fills"? Although your presentation mentioned "fills" and "cuts" we were unclear about what you mean.

The road alteration between 34th Ave and 37th place has not been designed to date. However, the stream will need to be accommodated in the design. We are proposing that this will also act as a wildlife corridor. The wildlife corridor will not only accommodate the stream but also serve as a refuge for wildlife to pass underneath 179th St without conflict from

vehicles. Fills will be necessary in this section of roadway in order to bring the future four lane road to its design standards. By planning for this wildlife corridor today it can be designed for this purpose in the future. This may allow pedestrians to pass and wildlife but the passage has not been designed yet.

- 3.) What is the proposed timeline for start/end of the project between 34th Ave and 37th place?

The construction of 179th St between 34th Ave and 37th place is in the 20-year capital facilities plan. It is not in the 6-year transportation improvement program. Therefore, the design and construction of 179th St in this specific area will not occur until at least six years from now or further.

- 4.) Will driveways along 179th St only be closed after future developers build the neighborhood collectors? If not, when will driveways be closed?

Your access to 179th St will remain intact until your property redevelops. If you choose to never redevelop or subdivide your property you will continue to have access onto 179th St via your driveway. We cannot make you redevelop your property. You have private property rights that allow you to choose what you want to do with your property. We have to allow you to access the public road network. The proposal is to set up a future network four when development occurs and roads can connect to one another.

- 5.) When does the county anticipate notifying property owners along 179th St how much of their road front property will be taken for the 100-foot roadway?

Right of way widening along 179th Street, near your property, will occur when this section of street receives funding. As mentioned previously, the construction of 179th St between 34th Ave and 37th place is in the 20-year capital facilities plan. It is not in the 6-year transportation improvement program. Therefore, the design and construction of 179th St in this specific area will not occur until at least six years from now or further. The county will not be seeking additional right-of-way from the property owners for at least another 6 years, if not further.

- 6.) When does the county plan to start the actual widening of 179th Street?

As mentioned previously, the construction of 179th St between 34th Ave and 37th place is in the 20-year capital facilities plan. It is not in the 6-year transportation improvement program. Therefore, the design and construction of 179th St in this specific area will not occur until at least six years from now or further.

- 7.) When does the county plan to block off 179th St West of 33rd Ave and institute the designated detour routes?

The exact dates associated with the closure of the NE 179th St at NE 29th Avenue intersection and implementation of the detour route will not be known until we have a contractor on board and this can be worked out with them. We will be advertising this once we have good information to share.

- 8.) What if a property owner does not want to build the designated neighborhood collector? Will the current driveway remain open? (For example, unbeknownst to us, you designated a collector road along the West side of our property off 34th Ave and another road that would bisect our current home property, in fact taking out our swimming pool and pool house. This road would also affect several other property owners near us).

The current driveway will remain open until properties re-develop into smaller properties, known as subdivision. The neighborhood circulator will remain as a line on the map, if you choose to never subdivide your property. If you do choose to subdivide your property, the road construction will be required as part of the development for new lots.

- 9.) Will the county assume responsibility for maintenance of the collector roads? If not, whose responsibility is it?

The county maintains all public roads. This includes collector classified roads.

- 10.) Would you please verify whether the new speed limit on 179th street is to be 50 mph? (Your presentation did not state this information; However, I found a chart of St classifications and specifications that provided some information.)

The design speed of 179th Street is 50 mph. The posted speed can be less than the posted speed to ensure safety of the traveling public. 179th Street between 34th Ave and 37th place has not been designed. Therefore, the final design speed and posted speed remains uncertain.

- 11.) Is the new speed limit along 29th Ave to be 40 mph?

29th Avenue (north of 179th St.) is classified as a 4-lane minor arterial with a center turn lane and bike lanes. It has a design speed of 40 mph.

- 12.) Who are these developers that may plan to buy a blocks of land for future development? It seems as if most of the large blocks are already being purchased.

Unfortunately, we are unable answer this question. "Developers" are professionals that specialize in the redevelopment of land. They will approach land owners who may be interested in subdividing their property. The decision to sell and develop property is between the property owners and developers.

- 13.) Has the county secured all the funding necessary for each of the projects planned? Specifically, the projects listed below:

- 10th Ave redesign
- 15th Ave redesign
- 29th Ave roundabout
- 37th place roundabout
- 50th Ave redesign

- Storm water collector at 50th Ave
- Environmental preservation and wildlife access to crossings

The county has not secured all the funding necessary for each of the projects planned at this time. This is an ongoing process that occurs associated with activities such as the collection of traffic impact fees and applying for grant funding, etc. Funding is anticipated to be in place based on the project schedules identified above.

14.) One map you included indicated changes are also targeted for 199th St. What is the timeline for these changes? Are roundabouts plan for the intersections of 199th/ 29th and 199th/ 50th?

These improvements are identified in the 20-year capital facilities plan. They are not in the 6-year transportation improvement program. The intersection improvement types (roundabout, signal or stop controlled) at 199th Street/29th Avenue and 199th Street/50th Avenue have not been determined as of yet.

15.) Will water and sewer be required slash provided along the neighborhood collectors? If so, who pays for these improvements?

Public utilities will be extended as development occurs. New lots will be required to be served by water and sewer. The developer's pay for the extension of these utilities.

16.) How will wildlife get it access across 179th between 34th Ave and 37th place? This is a major route for deer, coyotes, and other wildlife.

Please see answer to question 2.

17.) Will a comprehensive list of all questions submitted and their responses be provided?

All public comments are available on the project website (<https://clark.wa.gov/public-works/179th-st-access-management-and-circulation-plan>) for the public, Planning Commission and County Council to consider.

Sincerely,

Scott Sawyer
Project Manager

17710 NE 34th Avenue
Ridgefield, Washington 98642

February 3, 2022

Mr. Scott Sawyer
Project Manager
Clark County Public Works
1300 Franklin Street
PO Box 9810
Vancouver, WA 98666-9810

Matt Hermen

RECEIVED
Clark County

FEB 07 2022

Dept. of Public Works

Dear Mr. Sawyer:

Thanks to you and your fellow presenters for the presentation on January 27, 2022, regarding the changes to 179th Street (29th to 50th Avenues) and its adjacent properties. We appreciated the planning and professionalism involved; however, we do have some questions and a few suggestions.

We realize you have been meeting with some stakeholder groups for several months, but, for many of us, this information was new. Had you made detailed information about the plans available in advance and provided a way for participants to submit questions in advance of the online meeting, you might have used that information to structure the presentation.

We also think one 2-hour meeting would have better serve the audience, as presenters would not have had to repeat themselves and more time would have been available for questions. Online presentations can be challenging to structure, but some way to provide for more respondents and prevent some individuals from monopolizing the conversation is needed.

The information presented was very important and useful, but hopefully the conversations are only beginning. My husband and I have lived at our property in this neighborhood for nearly 50 years, so we have seen 179th Street go from being a quiet country road to the high traffic busy street it is today. We know changes are necessary, but it also means our making some hard decisions about changes to our lifestyle. We need information to make those decisions proactively.

Because we have quite a few questions, we have included a list of them with this letter. We look forward to receiving their responses and developing a more complete understanding of the big picture, as well as the fine details, of these planned changes.

Thanks to you, and all the other Public Works staff who provided information.

Sincerely,

Leland C. Tangen
Leland C. Tangen

Frances A. Tangen
Frances A. Tangen

cc: Matt Hermen, Doug Sarkinen

Leland and Frances Tangen
17710 NE 34th Avenue
Ridgefield, WA 98642
Phone 360-713-4074

Questions Regarding Road Construction Projects in Fairgrounds Neighborhood and 179th Street

1. What are the approximate start dates/end dates for the various planned projects (please include County, WA State, and locally funded)? Ideally, we would like to see a visual timeline so overlapping constructions are visible. We would like this timeline to include all the projects involving 179th Street from NW 11th to NE 50th, as well as those projects on NE 29th Avenue and NE 50th. If multiple visuals are necessary, that would be fine. Please be sure to include the following projects:
 - Exit 9 relocation and I-5 Freeway Construction
 - Redesign of 10th and 15th Avenues
 - Start/end dates for 29th Street roundabout
 - Start/end dates for changes to 50th Avenue intersection
 - Closure dates for west-bound traffic on 179th Street between 29th Avenue and 50th Avenue
 - Closure dates for driveways along 179th
 - Anticipated dates for widening of 179th Street west of 29th Avenue
 - Anticipated dates for widening of 179th Street east of 29th Avenue
2. Is the road alteration between NE 34th Avenue and NE 37th Place designed as a type of above ground bridge that animals and/or people could traverse beneath? Or will the new road be constructed by "fills"? Although your presentation mentioned "fills" and "cuts," we were unclear about what you mean.
3. What is the proposed timeline for start/end of the project between 34th avenue and 37th Place?
4. Will driveways along 179th Street only be closed after future developers build the Neighborhood Collectors? If not, when will driveways be closed?
5. When does the County anticipate notifying property owners along 179th Street how much of their road front property will be taken for the 100 foot roadway?
6. When does the County plan to start the actual widening of 179th Street?
7. When does the County plan to block off 179th Street west of 33rd Avenue and institute the designated detour routes?

Leland and Frances Tangen
17710 NE 34th Avenue
Ridgefield, WA 98642
Phone 360-713-4074

8. What if a property owner does not want to build the designated Neighborhood Collector? Will the current driveway remain open? (For example, unbeknown to us, you designated a collector road along the west side of our property off 34th Avenue and another road that would bisect our current home property, in fact taking out our swimming pool and pool house. This road would also affect several other property owners near us.)
9. Will the County assume responsibility for maintenance of the collector roads? If not, whose responsibility is it?
10. Would you please verify whether the new speed limit on 179th Street is to be 50 MPH? (Your presentation did not state this information; however, I found a chart of Street Classifications and specifications that provided some information.)
11. Is the new speed limit along 29th Avenue to be 40 MPH?
12. Who are these "Developers" that may plan to buy up blocks of land for future development? It seems as if most of the large blocks are already being purchased.
13. Has the County secured all the funding necessary for each of the projects planned? Specifically, the projects listed below:
 - 10th Avenue redesign
 - 15th Avenue redesign
 - 29th Avenue roundabout
 - 37th Place roundabout
 - 50th Avenue redesign
 - Storm water collector @ 50th Avenue
 - Environmental preservation and wildlife access to crossings
14. One map you included indicated changes are also targeted for 199th Street. What is the timeline for these changes? Are roundabouts planned for the intersections of 199th/29th and 199th/50th?
15. Will water and sewer lines be required/provided along the Neighborhood Collectors? If so, who pays for these improvements?
16. How will wildlife get access across 179th between 34th Avenue and 37th Place? This is a major route for deer, coyotes, and other wildlife.
17. Will a comprehensive list of all questions submitted and their responses be provided?

From: [Scott Sawyer](#)
To: [Kathryn Thompson](#)
Subject: RE: Intersection ideas
Date: Monday, January 31, 2022 7:48:21 AM
Attachments: [20717-018_179th Street Corridor_Final Report Only_2020-05-12_HJS-signed.pdf](#)

Good morning Mrs. Thompson,

Thank you for your email and for sharing your thoughts regarding the redesign of the intersection. As part of the pre-design process, A traffic engineering firm was hired to review the intersection(s) and provide their recommendation for the type of intersection that would be most appropriate at the intersection of NE 179th St. & NE 29th Ave. and NE 179th St. & NE 50th Ave. Please see attached for a copy of the Traffic Control Alternatives Analysis (minus the appendices). This document was reviewed by senior management and the direction I received was to proceed with the roundabout option.

Regards,

Scott P. Sawyer, P.E.
Capital Project Manager
Clark County Public Works
Scott.Sawyer@clark.wa.gov
(564) 397-4364

-----Original Message-----

From: Kathryn Thompson <kgertgal@gmail.com>
Sent: Friday, January 28, 2022 11:22 AM
To: Scott Sawyer <Scott.Sawyer@clark.wa.gov>
Subject: Re: Intersection ideas

Again, 29 ave and 179th street should have a full 4 way stop light. This would be safer and better visibility for all. It is needed for traffic control also. Right now people often don't even stop at the 4 way Stop sign... it's dangerous!
KT

Sent from my iPad

> On Jan 27, 2022, at 9:26 AM, Scott Sawyer <Scott.Sawyer@clark.wa.gov> wrote:

>

> Good morning Mr. and Mrs. Thompson,

>

> I apologize for the delay in responding. Thank you so much for your email and for your suggestions at these two intersections.

>

> The County's intent is to move forward with a roundabout at the intersection of NE 179th St. & NE 29th Ave. As you mentioned, the topography will make it a bit more challenging but our engineers feel it can be done. At the intersection of NE 179 St. & NE 50th Ave. our intent is to proceed with an interim project which will add left-turn lanes on the East and West legs of the intersection. This interim improvement is anticipated to meet the needs of the traffic in the area until approximately 2035 at which time the intent is to move forward with the construction of a roundabout.

>

> Thank you again for your email and please do not hesitate to contact me if you have any follow up questions.

>

> Regards,

>

> Scott P. Sawyer, P.E.

> Capital Project Manager

> Clark County Public Works

> Scott.Sawyer@clark.wa.gov

> (564) 397-4364

>

>

>

>

>

>

> -----Original Message-----

> From: Cnty PW 179thStreetProject <179thStreetProject@clark.wa.gov>

> Sent: Tuesday, January 25, 2022 1:15 PM

> To: Scott Sawyer <Scott.Sawyer@clark.wa.gov>

> Cc: Matt Hermen <Matt.Hermen@clark.wa.gov>

> Subject: FW: Intersection ideas

>

>

>

> Cindy

>

> -----Original Message-----

> From: Kathryn Thompson <kgertgal@gmail.com>

> Sent: Monday, January 24, 2022 7:13 PM

> To: Cnty PW 179thStreetProject <179thStreetProject@clark.wa.gov>

> Subject: Intersection ideas

>

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

>

> I have lived in this area my entire lifetime. The GMP sure is pressing a lot of people together.

> My husband and I have ideas for these 2 intersections. The 179th St and 29th Ave, because of the topography and limited site lines at that intersection should definitely have a Regular Stop light (Red, Yellow, Green) in that intersection!

> Now 50th Ave and 179th St. intersection is pretty visible from all 4 stops! A Roundabout would likely work there.

>

> Sincerely,

> Kathryn and Jerry Thompson

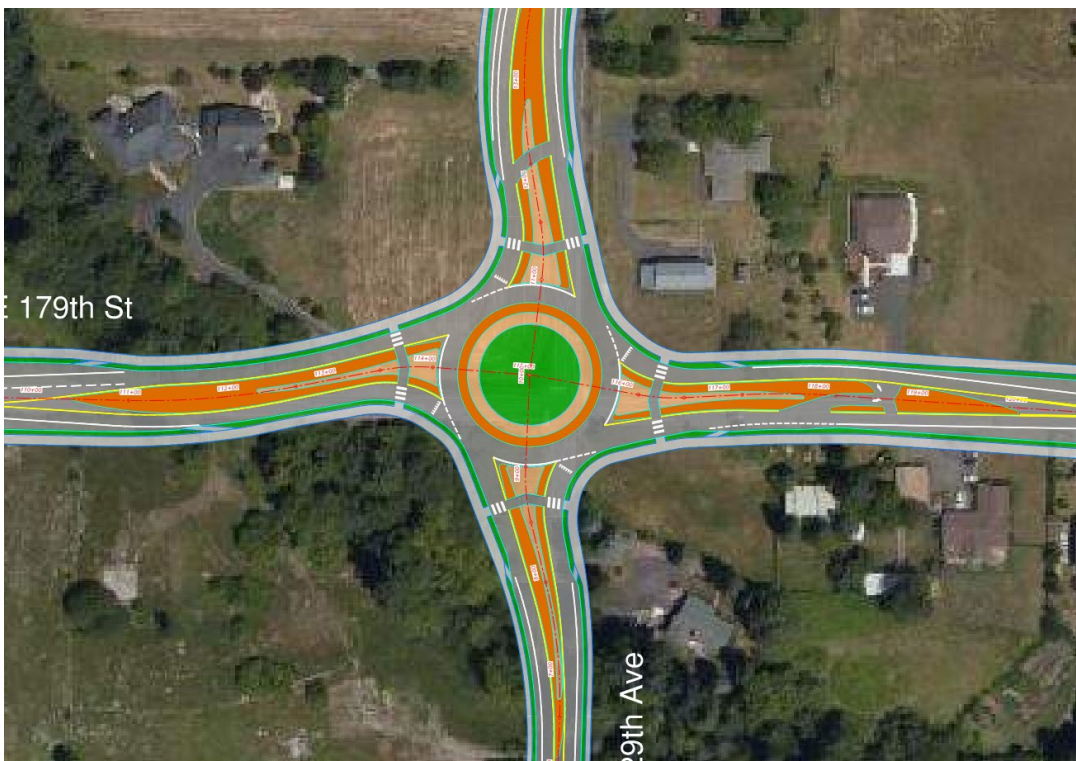
> Sent from my iPhone

From: [Scott Sawyer](#)
To: janowa85@gmail.com
Subject: FW: bike access
Date: Thursday, January 27, 2022 9:14:27 AM
Attachments: [image001.png](#)

Good morning Ms. Verrinder,

I apologize for the delay in responding to your message.

In regards to your question about how the new design will work for you while riding your bike, as part of the roundabout that is intended to be constructed at this intersection, a 10' multi-use pathway will also be installed along the outside of roundabout for both pedestrians and bicyclists. Pedestrians and bicyclists will be able to cross the road at designated crosswalks. More advanced bicyclists may choose to stay within the travel lane of the roundabout however it should be noted that a dedicated bike lane will not be included.



I hope that answers your question.

Regards,

Scott P. Sawyer, P.E.
Capital Project Manager
Clark County Public Works
Scott.Sawyer@clark.wa.gov

(564) 397-4364



From: Cnty PW 179thStreetProject <179thStreetProject@clark.wa.gov>
Sent: Tuesday, January 25, 2022 1:15 PM
To: Scott Sawyer <Scott.Sawyer@clark.wa.gov>
Cc: Matt Hermen <Matt.Hermen@clark.wa.gov>
Subject: FW: bike access

Cindy

From: Jan V <janowa85@gmail.com>
Sent: Sunday, January 23, 2022 10:41 PM
To: Cnty PW 179thStreetProject <179thStreetProject@clark.wa.gov>
Subject: bike access

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Hi, I ride my bike through this intersection. How will the new design work for me?

Thanks,

Jan Verrinder

360-607-3271

From: [Matt Hermen](#)
To: [Kaley McLachlan-Burton](#)
Cc: [Scott Sawyer](#)
Subject: RE: Comment regarding presentation
Date: Monday, January 31, 2022 8:19:00 AM

Ms. Winkleback's email comment will be entered in the record for my planning project. She has not asked a question seeking a response.

Thanks,



Matt Hermen, [AICP CTP](#)
(He, Him, His)
Planner III
PUBLIC WORKS

564.397.4343



From: Cnty PW 179thStreetProject <179thStreetProject@clark.wa.gov>
Sent: Friday, January 28, 2022 12:58 PM
To: Scott Sawyer <Scott.Sawyer@clark.wa.gov>; Matt Hermen <Matt.Hermen@clark.wa.gov>
Subject: FW: Comment regarding presentation

Could one of you respond with information about what part of the process she can share her input with council?

Thank you.

From: Sherry Winkleblack <slwink@comcast.net>
Sent: Thursday, January 27, 2022 6:04 PM
To: Cnty PW 179thStreetProject <179thStreetProject@clark.wa.gov>
Subject: Comment regarding presentation

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

Thank you very much for the informative meeting today regarding the 179th and NE 29th intersection. I hope that continued maintenance of the pathway and landscaping will be included and funded by the County Council. I envision something like the

pathway along Padden Parkway which is a great asset but also can look shabby and unmaintained. I look forward to being able to use the paths and the removal of the road dips.

Best regards,
Sherry Winkleblack