

**BEFORE THE HEARING EXAMINER
FOR CITY OF VANCOUVER**

In the Matter of the Application of)	NO. PRJ-167564/LUP-82537
)	
)	
Veach Development, LLC)	NE 63rd Street Tier 1 Infill Subdivision
)	
)	
For Approval of a Tier I Infill Subdivision)	FINDINGS, CONCLUSIONS, AND DECISION
_____)	

SUMMARY OF DECISION

The request to subdivide 2.25 acres into 15 single-family residential lots consistent with the City’s tier I infill and narrow lot development standards is **APPROVED** subject to conditions.

SUMMARY OF RECORD

Request:

Veach Development LLC (Applicant) requested approval of a subdivision to divide 2.25 acres into 15 single-family residential lots pursuant to the tier I infill provisions of Vancouver Municipal Code (VMC) 20.920 and the Narrow Lot development standards of VMC 20.927. The subject property is located at 8312 NE 63rd Street, Vancouver, Washington.

Hearing Date:

The Vancouver Hearing Examiner conducted a virtual open record hearing on the application on November 15, 2022. In an abundance of caution, the record was held open two business days to allow for written public comment from members of the public who may have had technology or access barriers to joining the virtual hearing, with additional time arranged for responses by the parties. No post-hearing public comment was submitted, and the record closed on November 17, 2022.

No in-person site visit was conducted, but the subject property was viewed on Google Maps.

Testimony:

At the open record hearing the following individuals presented testimony under oath:

- Samuel Moss, SGA Engineering, Applicant Representative
- Scott Taylor, SGA Engineering, Applicant Representative
- Jason Mattos, SGA Engineering, Applicant Representative
- mark Person, Senior Planner, City of Vancouver
- Eric Hahn, City of Vancouver Transportation Department
- Greg Turner, Planning Manager, City of Vancouver

Exhibits:

At the open record hearing the following exhibits were admitted in the record:

Exhibit 1 Staff Report, dated November 1, 2022

- A. Application
- B. Applicant Narrative
- C. Development Plans
- D. Vancouver School District letter, dated January 18, 2022
- E. SEPA Checklist
- F. Ecology Letter, dated September 9, 2022
- G. Trip Generation & Distribution Report by Kelly Engineering, dated May 10, 2022
- H. TIF Calculation worksheet, dated September 29, 2022
- I. Road Modification Narrative by SGA Engineering and Design
- J. Notice of Application, Public Hearing & Optional SEPA Determination, dated August 10, 2022
- K. Final SEPA Determination, dated September 14, 2022
- L. Letter from Clark County Public Health, dated October 20, 2021
- M. Geotechnical Report prepared by Rapid Soil Solutions, dated October 19, 2021
- N. Preliminary Stormwater Report prepared by SGA, dated November 10, 2021
- O. Clark Regional Wastewater District Utility Review, dated July 26, 2021
- P. Public Comment
- Q. Critical Areas Report by Cascadia Ecological Services, dated February 14, 2022
- R. Wetland Bank Use Plan by Cascadia Ecological Services, dated June 3, 2022
- S. Approved Road Modification

Exhibit 2 Applicant PowerPoint Presentation

Exhibit 3 City PowerPoint Presentation

After considering the testimony and exhibits admitted in the record, the Hearing Examiner enters the following findings and conclusions:

FINDINGS

1. Veach Development LLC (Applicant) requested approval of a subdivision to divide 2.25 acres into 15 single-family residential lots pursuant to the tier I infill provisions of VMC 20.920 and the narrow lot development standards of VMC 20.927. The subject property

is located at 8312 NE 63rd Street, Vancouver, Washington.¹ *Exhibits 1, 1.A, 1.B, and 1.C; Samuel Moss Testimony.*

2. The application was submitted July 1, 2022 and deemed fully complete on July 29, 2022. The proposal is not a re-plat of an existing subdivision. *Exhibits 1, 1.B, and 1.J.*
3. The subject property is zoned R-9 and has a Comprehensive Plan land use map designation of Urban Low Density residential. All surrounding parcels share the site's R-9 zoning designation and are developed with single-family residences, except for the public park land to the west, which is designated Park. *Exhibits 1, 1.C, 2 and 3.*
4. The purpose of the R-9 zone is to accommodate detached single-family dwellings with or without accessory residential units at a minimum lot size of 5,000 square feet and a density of 5.9 to 8.7 units per net acre. *Vancouver Municipal Code (VMC) 20.410.020.D.* Detached single-family dwellings are permitted uses in the R-9 zone. *VMC Table 20.410.030-1.*
5. The subject property is eligible for development consistent with the infill development standards because it is in the R-9 zoning district, less than 2.5 acres in area, would be served by urban services at the time of final plat approval, and has urban development abutting the subject site on at least 50% of its non-street perimeter. *Exhibit 1; VMC 20.920.020.A.*
6. The tier I infill development standards require a minimum lot size of 4,000 square feet for single-family detached residential development in the R-9 zone. Tier I infill lots must provide a minimum lot width of 36 feet and minimum lot depth of 52 feet in the R-9 zone.² Tier I infill lots require minimum front setbacks of 18 feet for garages or carports and 10 feet for all other structures. Rear and side setbacks are those of the underlying zone, which for the R-9 zone are five feet, or 10 feet for street side yards. Maximum lot coverage by structure is 50%, and minimum landscaped open space per lot is 10%. At least one off-street parking space is required per lot. *VMC 20.920.050; VMC Table 20.410.050-1.*
7. The proposed 15 lots can comply with the Tier I infill development standards for the R-9 zone, as well as the technical requirements for lot configuration contained in the subdivision ordinance. Each lot would be at least 4,022 square feet in area, 38 feet wide, and 107 feet deep. No flag lots are proposed; each lot would have at least 20 feet of frontage. Side lot lines would run perpendicular to the adjacent streets. At least two off-street parking spaces would be provided for each lot. Compliance with setback, lot coverage, building height, parking, and landscaping requirements would be verified at time of building permit application. *Exhibits 1, 1.B, and 1.C; Samuel Moss Testimony.*

¹ The legal description of the subject property is a portion of the SE ¼ of Section 8, Township 2N, Range 2E, within the WM; also known as Parcel Number 105210000. *Exhibit 1.*

² These amounts represent a 20% reduction from the standard minimum lot width and lot depth required in the R-9 zone, as allowed by VMC 20.920.050(B).

8. Because 14 of the 15 lots would be less than 40 feet in width, the narrow lot criteria of VMC 20.927.030 and the development standards of VMC 20.927.040 apply. These criteria require that conflicts on narrow lots be eliminated, that adequate guest parking be provided, and that adequate solid waste and recycling collection and access be provided. The Applicant submitted project plans indicating that utilities, driveways, street trees, and other subdivision features have been located to minimize conflicts with each other and that adequate guest parking would be provided; however, the plans do not show proposed solid waste and recycling pick-up locations. Planning Staff recommended a condition of subdivision approval requiring that collection points be shown on the plans prior to civil plan approval. With respect to parking, the narrow lot development standards require one space per three narrow lots, meaning five guest parking stalls must be provided. In this case, due to location of NE 84th Avenue across NE 63rd Street, it is necessary to extend NE 84th Avenue essentially along the east property boundary, resulting in the Applicant's ability to provide 20 parallel guest parking spaces along the east side of the proposed internal extension of NE 84th Avenue, a number far exceeding ordinance requirements.³ *Exhibits 1 and 1.C; Testimony of Scott Taylor and Mark Person.*
9. With respect to parking, each new single-family residence is required to have one off-street parking space, required to be a minimum nine feet wide by 17 feet deep, paved, and located outside of the required setback. *VMC 20.945, Table 20.945.070-2.* The project would provide at least two off-street parking spaces per residence. Compliance with the off-street parking standard would be determined at the time of building permit review. *Exhibits 1 and 1.B.*
10. The proposed development would take access from NE 63rd Street via a new public street (NE 84th Avenue). All lots would front, and access by, NE 84th Avenue. *Exhibit 1.C.*
11. Northeast 63rd Street is designated as a collector arterial, requiring for the half-width street section a minimum of 35 feet of right-of-way and 23 feet of paved roadway per City standard plan T10-12. Along the property frontage, NE 63rd Street has sufficient right-of-way and pavement width to meet collector arterial standards and is improved with curb, gutter, sidewalk, ADA ramps, and storm drainage.⁴ However, some additional improvements are needed in conjunction with the proposed development, including removing and restoring existing driveways and curb cuts, restoring utility trenching, modifying the existing center turn lane striping, and installing any required lighting and traffic control. These requirements have been incorporated into the recommended conditions of subdivision approval. *Exhibits 1, 1.C, and 1.G; Testimony of Samuel Moss, Scott Taylor, and Eric Hahn.*

³ Of note, City standards require parallel parking stalls to measure eight by 20 feet. *Mark Person Testimony.*

⁴ It was submitted in testimony that at the time of pre-hearing review, the Transportation Department did not have the as-built plans for NE 63rd Street along the site frontage available. By the time of hearing, Transportation Staff confirmed that it was not anticipated that any additional right-of-way would need to be dedicated. *Eric Hahn Testimony.*

12. Proposed internal NE 84th Avenue is designated as a loop/cul-de-sac, requiring 50 feet of right-of-way and 28 feet of paved roadway per City standard plan T10-16, plus vertical curbs, detached five-foot sidewalks and five-foot planter strips on both sides of the street. As noted above, NE 84th Avenue would run along the eastern subdivision boundary in order to align with the street segment south of NE 63rd Street, with all residences accessing from the west side of the street. Properties to the east do not require access to NE 84th Avenue because they have access to NE 84th Place farther to the east. The Applicant requested and obtained City approval of a road modification to allow the Applicant to provide the required five-foot detached sidewalk and five-foot planter strip on the west side of the street only, and to provide a 10-foot planter strip in lieu of a five-foot detached sidewalk and five-foot planter strip on the east side of the street. The 10-foot width provides the full right-of-way width, and in the event of future redevelopment of the abutting property to the east of proposed NE 84th Avenue, the future developer could add a five-foot sidewalk within the 10-foot planter strip. It is expected that NE 84th Avenue would eventually extend to the north to connect with NE 66th Street. The project plans provide for a temporary cul-de-sac at the north plat boundary to provide a turnaround until such time that the extension occurs, although the Applicant does not anticipate that it would long be needed. *Exhibits 1, 1.I, 1.S, and 2; Samuel Moss Testimony.*
13. The Applicant submitted a professionally prepared trip generation and distribution report, which projected trip generation rates for the proposed lots from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, utilizing Land Use Code 210 – Single-Family Detached Housing. The report concluded that the proposed subdivision would generate 140 new average daily trips, including 10 new AM and 14 new PM peak hour trips. The subject property is within the #214 Transportation Analysis Zone and the subdivision would contribute PM peak hour trips to the City’s Fourth Plain Blvd concurrency corridor, including four trips to the segment from Andresen to I-205 and four trips to the segment from I-205 to 162nd Avenue. These traffic volumes are not expected to cause the corridor to drop below the adopted level of service standard. Traffic impacts would be mitigated through payment of a transportation impact fee pursuant to VMC 20.915. *Exhibits 1, 1.G, and 1.H.*
14. Based on analysis by a transportation engineer, the intersection of NE 63rd Street and NE 84th Avenue does not meet warrants for a traffic signal based on the criteria of the 2009 Manual on Uniform Traffic Control Devices. Further, the measured sight distance at the intersection, which exceeds 400 feet in both directions, meets AASHTO standards. *Exhibit 1.G.*
15. The subdivision would connect to City of Vancouver municipal water system from an existing water main in NE 63rd Street. City Staff determined that the application materials demonstrate that the standards for public water can be satisfied. Department of Health review determined that based on the dates of construction and the number of structures on the subject property, it is highly likely that a water well exists on-site. Any well actually

present on site would need to be properly decommissioned by a licensed well driller. *Exhibits 1, 1.B, and 1.C.*

16. With respect to sanitary sewer, the subject property is located outside of the City's sewer service area but is within the service area of the Clark Regional Wastewater District, which has capacity for the project. The nearest point of sewer connection for the subdivision is northeast of the subject property at the intersection of NE 84th Place and NE 66th Street. The Applicant submitted a sewer plan depicting extension of the sewer from the connection point to the subject property through a proposed 20-foot easement and then through the site. Per the conditions recommended by City Staff, the Applicant would be required to obtain Clark Regional Wastewater District approval of the civil plans prior to obtaining City approval. Existing on-site septic systems would be required to be abandoned consistent with Clark County requirements. *Exhibits 1, 1.B, 1.C, 1.L, and 1.O.*
17. All stormwater runoff would be infiltrated on site. Road runoff would be treated by stormfilter catch basins prior to release into an infiltration trench beneath the internal public roadway, and the infiltration trench would be owned and maintained by the City. Roof runoff would be directed to an infiltration trench running along the rear yards of the lots, near the western subdivision boundary. City Staff submitted that the submitted stormwater plans demonstrate that the requirements of the City's stormwater ordinances can be satisfied. *Exhibits 1, 1.C, 1.M, and 1.N.*
18. A portion of an 80-foot wetland buffer associated with an off-site Category 3 wetland encroaches onto the northwest corner of the subject property. While most of the on-site buffer would be preserved within proposed Tract A (6,189 square feet total), up to 833 square feet of the outermost portion of the buffer would be eliminated, with 567 square feet incorporated into Lot 15, and 266 square feet incorporated into the temporary cul-de-sac, if needed. To compensate for the buffer loss, the Applicant proposes to purchase 0.028 wetland bank credits from the Terrace Wetland Bank, an amount consistent with the mitigation ratios specified by the US Army Corps of Engineers and Washington State Department of Ecology for indirect wetland impacts. The wetland bank credits would be used to re-establish high-quality wetlands and associated habitat where there are currently poor-quality conditions, and the completed project is expected to result in ecological benefits throughout many portions of the watershed. City Planning Staff submitted that the proposed mitigation is consistent with the City's critical areas standards. No critical areas other than the wetland buffer have been identified on the site. *Exhibits 1, 1.C, 1.Q, and 1.R.*
19. The proposal is subject to the requirements of the City's tree conservation ordinance, which requires tree preservation and planting to achieve a minimum of 30 tree units per acre, net of dedicated right-of-way. *VMC 20.770.080.* A minimum of 46 tree units of trees is required for the proposed development, based on a net area of 1.54 acres. The Applicant submitted a preliminary landscape and level V tree plan depicting the preservation of seven trees totaling 64.5 tree units and the planting of 17 additional trees in the back yards of the lots. In addition, the plan depicts that street trees would be

planted along both sides of NE 84th Avenue and along the subdivision's NE 63rd Street frontage as required by VMC 20.925.060. *Exhibits 1 and 1.C.*

20. Pursuant to VMC Chapter 20.925, at least 10% of the net lot area of each single-family lot must be landscaped. Satisfaction of this requirement would be verified at the time of building permit review for each lot. *Exhibit 1.*
21. The subject property is within Park Impact Fee District B. Provision for the acquisition of parks and open space would be made through payment of mitigation fees pursuant to VMC 20.915. *Exhibit 1.*
22. The subject property is in the Vancouver School District (District). Students residing in the subdivision would attend Walnut Grove Elementary, Gaiser Middle, and Fort Vancouver High Schools. The District would provide school bus service to students attending all three schools. *Exhibit 1.D.*
23. An archaeological predetermination report was prepared for the project because the subject property is within an area mapped as having a high probability for discovery of archaeological resources. The findings of the report did not suggest the presence of archaeological resources. Regardless, Planning Staff recommended a stop work/notification condition of approval to address unanticipated discovery of archaeological deposits during construction, consistent with VMC Chapter 20.710. *Exhibits 1 and 1.B.*
24. The Vancouver Fire Department reviewed the proposed project and determined that with conditions it can meet the requirements of VMC Title 16 and the International Fire Code. Recommended conditions require fire hydrants to be identified on civil plans, a fire response plan to be included in the civil and architectural plans, fire hydrants to be established and maintained prior to combustible construction, temporary address signage to be visible and legible during construction, and permanent address signage to be visible and legible prior to certificate of occupancy. *Exhibit 1.*
25. The Washington State Department of Ecology submitted written comments on September 9, 2022 to notify the Applicant and the City of applicable wetland protection, solid waste management, and water quality requirements. *Exhibit 1.F.*
26. Pursuant to the State Environmental Policy Act (SEPA), the City of Vancouver acted as lead agency for review of environmental impacts caused by the proposal. After review of the Applicant's environmental checklist and application materials, the responsible official issued a notice of application, remote public hearing, and optional SEPA determination of non-significance (DNS) on August 10, 2022. After considering comments, the City issued the final DNS on September 14, 2022. No appeals were filed prior to the September 28, 2022 appeal deadline. *Exhibits 1.E, 1.F, 1.J, 1.K, and 1.P; Mark Person Testimony.*
27. In response to the notice of hearing, two public comments were submitted to the City prior to the virtual hearing. One requested that the project be required to provide a connection to

the park along the west property line, since connections to the park from the future road extension to the north will be limited by the wetlands and buffers, suggesting that such a connection may be possible in Tract A. Both comments praised the proposal for removing the existing structures (characterized by the comments in unflattering terms) and emphasized that they offered no opposition to the project. *Exhibit I.P, Westin and Fetters comments*. In response to the request for connection to the future park, Planning Staff noted that access to the future park will be addressed as part of the park planning process. *Exhibit I*.

28. Having heard all testimony and considered all documents submitted, at hearing Planning Staff maintained their recommendation for approval subject to the conditions in the staff report. *Mark Person Testimony; Exhibit I*. The Applicant waived objection to the recommended conditions, except for condition 11 regarding underground water supply lines for fire sprinklering. An applicant representative noted that a fire hydrant is proposed between Lots 9 and 10, and that if the future homes end up being sprinklered, they would connect to the water main in NE 84th Avenue. *Jason Mattos Testimony*. After some back and forth on the matter on the record, Planning Staff agreed to strike recommended condition 11. Also, on questioning by the undersigned, Planning Staff noted that the “No Smoking” signage contemplated by condition 21 is boilerplate language typically related to commercial or mixed-use development and not appropriate in this single-family detached subdivision. Staff recommended condition 21 be stricken. *Mark Person Testimony*. Finally, Planning Staff requested that a condition be added requiring Tract A to be maintained in perpetuity by a homeowners association, even if it is intended to be kept in a natural condition, and that a note to this effect must be placed on the final plat. *Greg Turner Testimony*. An Applicant representative waived objection to this final recommended condition about ownership and maintenance of Tract A. *Samuel Moss Testimony*.

CONCLUSIONS

Jurisdiction:

Per Vancouver Municipal Code 20.210.020 Table 20.210-1, preliminary subdivisions are Type III development applications, which are decided by the Hearing Examiner.

Subdivision Criteria for Review:

Pursuant to VMC 20.320.040, to obtain approval of a preliminary subdivision, the Applicant must demonstrate compliance with all of the following criteria:

- A. Public facilities provision. Appropriate provisions to the extent necessary to mitigate an impact of the development have been made for transportation, water, storm drainage, erosion control and sanitary sewage disposal methods that are consistent with the City’s current ordinances, standards and plans;
- B. Proposed improvements. Appropriate provisions have been made for proposed streets, alleys and public ways, utilities and other improvements that are consistent with the City’s current ordinances, standards and plans, and Department of Health

and/or Washington State Department of Transportation standards and plans, where applicable;

- C. Open space and dedications. Appropriate provisions to the extent necessary to mitigate an impact of the development have been made for open space, parks, schools, dedications, easements and reservations;
- D. Physical characteristics. The design of the proposed short subdivision or subdivision site has taken into consideration the physical features of the site, including but not limited, to: topography, soil conditions, susceptibility to flooding, inundation or swamp conditions, steep slopes or unique natural features such as wildlife habitat or wetlands;
- E. Re-platting of existing subdivisions. When re-platting an existing subdivision, the short subdivision or subdivision shall comply with all of the terms and conditions of the existing subdivision's conditions of approval;
- F. Compliance with all requirements of this title. The proposed short subdivision or subdivision complies with all applicable requirements of this title unless modified through the approval; and
- G. Compliance with State requirements. That the proposed short subdivision or subdivision complies with the requirements of RCW 58.17.110.
- H. Narrow Lot Additional Criteria. Land divisions which contain one or more residential lots having a width of less than 40 feet shall meet additional criteria of VMC 20.927.030 A, B and C.

Conclusions Based on Findings:

1. As conditioned, the proposed plat would make adequate provisions for transportation, water, stormwater management, sewer, and erosion control. Street improvements would be installed consistent with City standards and the approved road modification request. The new site access would meet AASHTO sight distance standards. Traffic mitigation fees would adequately mitigate the incremental impacts of the project's modest traffic volumes. The plat would be connected to public water and sewer utilities. Stormwater would be treated and infiltrated on site consistent with City standards. *Findings 10, 11, 12, 13, 14, 14, 16, and 17.*
2. As conditioned, the proposed plat would make appropriate provision for streets, utilities, and other improvements consistent with City and State standards. As conditioned and with the approved street modification, street improvements would be provided consistent with City standards. Public water and sewer would be provided, and any existing water wells or septic systems would be properly decommissioned in accordance with state public health requirements. Stormwater would be treated consistent with Department of Ecology and City standards. Parking would be provided consistent with the narrow lot development standards. As conditioned, all infrastructure improvements would be

designed and installed in conformance with applicable City standards. *Findings 8, 9, 10, 11, 12, 15, 16, 17, 24, and 25.*

3. The plat would make provision for open spaces, parks, and schools through payment of park and school impact fees pursuant to City ordinance, and through preservation of the wetland buffer in proposed Tract A. There is a future City park to the west of the site. The conditions of approval address easement requirements, and ownership and maintenance requirements with respect to Tract A. *Findings 18, 21, 22, 27, and 28.*
4. The design of the subdivision takes into account the physical characteristics of the site. Most of the on-site wetland buffer would be preserved within Tract A. Compensation for the small area of wetland buffer eliminated by the project would be provided through purchase of wetland bank credits. No geologic hazards were identified during the review process. *Finding 18.*
5. The proposed plat is not a re-plat of an existing subdivision. *Finding 2.*
6. As conditioned, the proposed lots would comply with all R-9 development standards as modified by the tier I infill standards, and would comply with the archeological resource protection, tree conservation, landscaping, parking, and all other applicable provisions of the zoning code. *Findings 4, 5, 6, 7, 8, 9, 19, 20, 23, and 28.*
7. As conditioned, the plat would comply with the subdivision standards of RCW 58.17.110. These standards have been substantially incorporated into the City's subdivision criteria for approval addressed in the foregoing conclusions. With respect to safe walking conditions, students residing within the subdivision would be bussed to school, and sidewalks would be available along NE 84th Avenue and NE 63rd Street. The project was reviewed for compliance with SEPA and no probable, significant, adverse environmental impacts were identified. The proposal would result in residential development consistent with the City's Comprehensive Plan and the adopted zoning designation for the site, increase the City's housing supply, and facilitate infill development in an area that is largely developed and has existing urban services. *Findings 3, 4, 5, 11, 12, 22, 26, 27, and 28.*
8. As conditioned, the project would comply with the narrow lot criteria. *Finding 8.*

DECISION

Based on the foregoing findings and conclusions, the request to subdivide 2.25 acres into 15 single-family residential lots pursuant to the tier 1 infill and narrow lot development standards is **APPROVED** subject to the following conditions to be satisfied by the Applicant or successors in interest:

Prior to civil plan approval

1. Upload the civil plan review set showing all the revisions requested as well as all necessary reports (geotechnical, hydrology, traffic analysis, road modification, etc.).

Include a detailed site plan in the civil plan review set. For questions on these requirements please contact 360-487-7804.

2. Grading plan review fees will be due upon submittal of civil plans for review. Contact Permit Center staff at 360-487-7802 to obtain a fee quote.
3. Show tree protection and measures on Grading and Tree Plan.
4. Revise plans to show at completion of construction all new landscaped areas within this project shall have compost amended soils. All existing landscaped areas within project shall have three inches of compost applied to the top of the landscaped areas, keeping the compost three inches from tree trunks.
5. Revise plans to show designated collection point for two carts per lot as required in code. Adequate minimum frontage shall be provided; 10-foot set out for each lot is required.
6. Pay concurrency monitoring fees totaling \$488.
7. Revise and complete the sanitary sewer design shown on the application drawings. Prepare according to Clark Regional Wastewater District design criteria. Address all District redline comments.
8. Secure Clark Regional Wastewater District civil plan approval prior to submitting plans for City plan approval.
9. New and existing fire hydrant locations shall be shown.
10. Fire department connections shall be shown to be located within 150 feet hose lay of a hydrant.
11. An approved fire response plan shall be included in both the civil plans and the architectural plans.

Prior to combustible construction

12. Fire hydrants for emergency use shall be established and maintained.
13. Fire apparatus access roads shall be established and maintained.
14. Site security measures shall be installed to prevent unauthorized access.

During Construction

15. Submit a copy of the executed Clark Regional Wastewater District Developer Extension Agreement to the City of Vancouver.

16. Secure construction permits and schedule and attend pre-construction meetings. Construct new public sewers and service laterals as shown on the approved civil plans. Satisfy district testing and inspection requirements and secure construction acceptance.
17. Submit a copy of the Clark Regional Wastewater District Physical Completion Letter to the City of Vancouver.
18. Temporary address signage shall be visible and legible from the street fronting the property for emergency response during construction.
19. All fire safety provisions of the International Fire Code shall be adhered to.
20. Site security shall be maintained to prevent unauthorized access.
21. Consideration for emergency vehicle access shall be taken when staging materials for construction.

Prior to Final Plat Approval

22. Submit a final plat application along with two size copies and one reduced 8 ½ x 11 copy of the proposed plat and tree/landscape plan. Applications can be found under Building, Planning and Environment on the City of Vancouver website, www.cityofvancouver.us.
23. Provide the following improvements to NE 63rd Street, per City of Vancouver standards:
 - a. Dedicate additional right-of-way *if necessary* to meet the minimum half-width right-of-way requirement, per T10-12.
 - b. Remove all existing driveways and curb-cuts. Driveway removals shall be replaced with, but not limited to, pavement restoration, curb and gutter, sidewalk, planter strip and any necessary street improvements related to the street frontage classification and applicable Standard Details.
 - c. Utility trenching shall be restored per T05-04A&B and T05-06A&B (CDF). Asphalt restoration shall meet T05-01B and T05-07. A single continuous width restoration is required.
 - d. Street lighting must be installed or updated to current standards. See street lighting comments below.
 - e. Modify the existing center turn lane striping to account for the new intersection at NE 84th Avenue.
 - f. Install traffic control devices as warranted, and storm drainage as required by the city stormwater ordinance.
24. Provide the following improvements to NE 84th Avenue, per City of Vancouver standards:
 - a. Dedicate 50 feet of right-of-way to meet the full-width right-of-way requirement, per T10-16.

- b. Install full-width asphalt street and install curb and gutter on both sides of the street. Install a five (5)-foot detached sidewalk with five (5)-foot planter strip on the west side of the street and install a 10-foot planter strip on the east side of the street, per the applicable City standards and the conditions of the approved road modification.
 - c. Construct a new intersection on NE 63rd Street with 35-foot curb radii and standard ADA ramps, per the applicable City standards. The intersection must align with the existing south leg of NE 84th Avenue on the opposite side of NE 63rd Street. Install a street sign, stop sign, and stop bar at the intersection.
 - d. Construct a temporary cul-de-sac bulb with a 45-foot radius. Install “No Parking – Fire Lane” signs around the cul-de-sac.
 - e. Install ‘No Parking – Fire Lane’ signs at appropriate spacing along one side of the street.
 - f. Street lighting must be installed to current standards, see street lighting comments below.
 - g. Install traffic control devices as warranted, and storm drainage as required by the City stormwater ordinance.
25. The location of the outer perimeter of the wetland and buffer shall be marked in the field, and such marking shall be approved by the shoreline administrator prior to the commencement of permitted activities. Such field markings shall be maintained throughout the duration of the permit.
26. A permanent physical demarcation along the upland boundary of the wetland buffer shall be installed and thereafter maintained. Such demarcation may consist of fencing, hedging or other prominent physical marking that allows wildlife passage, blends with the wetland environment, and is approved by the shoreline administrator.
27. Permanent fencing of the wetland buffer on the outer perimeter shall be erected and thereafter maintained when there is a substantial likelihood of the presence of domestic grazing animals within the property unless the shoreline administrator determines that the animals would not degrade the functions of the wetland or buffer.
28. Permanent signs shall be posted at an interval of one per lot for single-family residential uses or at a maximum interval of 200 feet, or as otherwise determined by the shoreline administrator, and must be perpetually maintained by the property owner. The sign shall be worded as follows or with alternative language approved by the shoreline administrator: “The area beyond this sign is a wetland or wetland buffer. Alteration or disturbance is prohibited by law. Please call the City of Vancouver for more information.”
29. Tract A shall be owned and maintained by the subdivision’s homeowners association.

30. Show, note, and specify a public sanitary sewer easement to the Clark Regional Wastewater District.
31. A final summary report by the geotechnical engineer of record shall be prepared and submitted to the City of Vancouver that states that the project soils were prepared in accordance with the governing geotechnical report and construction documents. Provide a current report with lot specific conditions and compaction test results by final grading.

Notes Required on Plat

32. If any archaeological deposits are found during construction, work shall stop, and the City of Vancouver's Community Development and the Washington State Department of Archaeology and Historic Preservation shall be notified.
33. All lots within this plat are subject to a specific tree plan on file with the City of Vancouver. Required trees shall be planted on a per lot basis prior to final occupancy. No tree within the plat shall be removed without a permit.
34. All lots in this subdivision are subject to Development standards VMC 20.920 Tier 1 Infill Development for the R-9 zoning district.
35. Tract A is to be owned and maintained by the subdivision's Homeowners Association (HOA).

Prior to Issuance of any Building/Development Permits

36. All required fees, including Transportation, School and Park Impact Fees shall be paid.
37. Submit a copy of the District Final Project Acceptance Letter from Clark Regional.

Prior to Certificate of Occupancy Issuance

38. Street and address signage shall be visible and legible from the street fronting the property for emergency response. If applicable, individual suite numbers shall be posted at the suite doors. Where applicable, apartment building designations shall be visible and legible from all potential fire lane approaches.
39. Required fire lane signage shall be installed.
40. Any fire protection features identified as being required during the construction permit review shall be installed and approved prior to occupancy.
41. If a fire department Knox-Box was identified as a requirement during the construction permit review, it shall be installed at an approved location and locked with the required content.
42. Permanent vehicle gates crossing required fire lanes shall remain unlocked or open until approved by the fire department.

43. Conditions identified in the construction permit shall be met.
44. All requirements of the applicable fire and building codes and their referenced standards shall be met notwithstanding approved construction plans.

Decided December 2, 2022.

By:



Sharon A. Rice
City of Vancouver Hearing Examiner