

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

In the Matter of the Application of)	NO. PRJ-169474/LUP-84884
)	
)	
Section 30 Pit, LLC)	Harmony View Subdivision
)	
)	
For Approval of a Subdivision)	FINDINGS, CONCLUSIONS,
)	AND DECISION
_____)	

SUMMARY OF DECISION

The request to subdivide 12.11 acres into 118 single-family detached lots is **GRANTED** subject to conditions.

SUMMARY OF RECORD

Request:

Section 30 Pit, LLC requested approval of a subdivision to subdivide 12.11 acres into 118 single-family detached lots. The subject property is located on the east side of NE 172nd Street, approximately 300 feet south of NE 18th Street, in Vancouver, Washington.

Hearing Date:

The Vancouver Hearing Examiner conducted a virtual open record hearing on the application on June 17, 2025. The record was held open two business days to allow for written public comment from members of the public who may have had difficulty 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 June 19, 2025.

Testimony:

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

Dave Weston, Land Use Planner, Applicant Representative

Seth Halling, Civil Engineer, AKS Engineering

Mark Person, Senior Planner, City of Vancouver

Exhibits:

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

1. Staff Report, dated June 3, 2025
 - A. Application, dated January 29, 2025

- B. Applicant Narrative, dated February 2025
- C. Development Plans
- D. Letter from Evergreen School District, dated September 30, 2024
- E. SEPA Environmental Checklist, submitted February 12, 2025
- F. Letter from Department of Ecology, dated March 10, 2025
- G. Letter from Clark County Public Health, dated August 6, 2024
- H. Notice of Application, dated April 9, 2025
- I. Notice of Determination of Non-Significance, dated February 25, 2025
- J. Notice of Final Determination of Non-Significance, dated March 12, 2025
- K. Trip Generation and Distribution Report, Kittelson & Associates, dated January 24, 2025
- L. Traffic Impact Fee Calculation worksheet, dated May 14, 2025
- M. Geotechnical Report, Columbia West, dated December 23, 2024
- N. Preliminary Stormwater Report, AKS Engineering, dated February 2025
- O. Road Modification Request, AKS Engineering, dated February 10, 2025
- P. Memo re: Sanitary Sewer, AKS Engineering, dated February 10, 2025
- Q. Level V Tree Plan, Bennett Kocsis, dated January 2025
- R. 2006 Zoning Code
- S. Notice of Application mailing labels
- T. Hearing Staff Report mailing labels
- 2. Applicant PowerPoint
- 3. City of Vancouver PowerPoint
- 4. Pre-Annexation Development Agreement
- 5. Revisions to Staff Report and to recommended Condition of Approval 22.c

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

FINDINGS

1. Section 30 Pit, LLC (Applicant) requested approval of a subdivision to subdivide 12.11 acres into 118 single-family detached lots. The subject property is located on the east side of NE 172nd Street, approximately 300 feet south of NE 18th Street, in Vancouver,

Washington.¹ *Exhibits 1, 1.A, 1.B, and 1.C.*

2. Development of the subject property is governed by a Pre-Annexation Development Agreement (hereafter, “PADA”) recorded on December 8, 2006 under Clark County Auditor’s File No. 4258050. The PADA vests development to the land use ordinances and regulations in effect at the time that a use allowed by the PADA commences on the property. In this case, allowed uses were established as of the date the PADA was recorded. Consequently, the 2006 zoning code (Exhibit 1.R) applies to this subdivision application.² *Exhibits 1, 3, and 4.*
3. The subject property was annexed into the City of Vancouver in 2008, and the current zoning was adopted in 2009. *Exhibit 1.*
4. The Applicant owns a total of 40.38 acres, 30% of which (12.11 acres) may be developed with residential uses under the terms of the PADA. The proposed 12.11 acres of residential development falls within the residential allowance. *Exhibit 1.B.*
5. The proposal is not a re-plat of a prior subdivision. *Exhibit 1.*
6. The subject property is currently used for mining and as a rockery. Structures associated with these uses would be removed in conjunction with residential development of the site. *Exhibits 1.B and 1. C.*
7. Surrounding land uses include the following: Bonneville Power Administration (BPA) right-of-way to the north, with NE 18th Street north of the BPA right-of-way and single-family residences, Harmony Elementary School, and Pacific Middle School north of NE 18th Street; Pacific Community Park to the west of NE 172nd Avenue; and Applicant-owned undeveloped parcels to the south and east that appear to be part of the mine/rockery use. A single-family residential subdivision that is governed by the same PADA as the subject property is under construction on the east side of NE 179th Avenue. *Exhibits 1, 1.B, 1.C, and 2; Google Maps site view.*
8. The subject property is zoned Employment Center Mixed Use (ECX) with two overlays: Surface Mining Overlay District and Section 30 Employment Center Plan District. The adjacent parcels to the north, south, and east are also zoned ECX. The land north of NE 18th Street is outside the City limits, under Clark County jurisdiction, and zoned R1-6. The park land west of NE 172nd Avenue is zoned Public Facility (PF). *Exhibits 1, 1.B, and 3.*
9. Although the current zoning of the subject property is ECX, the PADA allows the Applicant to select the residential zone that will govern the project. The Applicant has

¹ The legal description of the subject property is: a portion of the NW ¼ of Section 30, Township 2N, Range 3E of the Willamette Meridian; it is known as Tax Parcel 986066372. *Exhibit 1.*

² Hereafter, this document’s references to Vancouver Municipal Code (VMC) Title 20 are to the 2006 version of the ordinance (Exhibit 1.R) unless otherwise indicated.

selected the R-18 zone as established by the 2006 ordinance. *Exhibit 1.B; Dave Weston Testimony.*

10. Single-family detached residences are allowed under the 2006 R-18 zoning regulations. *Vancouver Municipal Code (VMC) 20.420.030/Table 20.420-1.* The minimum net density in the R-18 zone is 3,600 square feet per unit, and the maximum net density is 2,400 square feet per unit. *VMC 20.420.040/Table 20.420-2.* In this case the subject property has a net area of 386,696 square feet (8.88 acres) requiring a minimum of 107 dwelling units and allowing a maximum of 161 dwelling units. The proposed 118 units would fall within the allowed range. *Exhibits 1 and 1.B.*
11. The applicable R-18 development standards require a minimum lot size of 1,800 square feet, a maximum lot coverage of 50%, a minimum lot width of 20 feet, and a minimum lot depth of 60 feet. Minimum required front and side street setbacks are 10 feet. The required side and rear yards vary depending on the height of the structure (a maximum height of 50 feet is allowed). For a building height of 30 feet, as proposed, the minimum side and rear setbacks are seven feet, or zero feet when a project is designed in compliance with the zero lot line development standards. Garages or carports must be set back 18 feet. A minimum of 10% of the net area of each lot must be landscaped. *Exhibit 1.B; VMC Table 20.420.050-1.*
12. All lots would be designed consistent with the R-18 standards. Each lot would be at least 2,880 square feet in area, at least 32 feet wide, and at least 90 feet deep. Compliance with the building height, setback, lot coverage, and landscaping standards would be reviewed and ensured at the time of building permit review. *Exhibits 1, 1.B, and 1.C.* The Applicant indicated that each lot would provide at least two, and up to four, off-street parking stalls in garages and driveways. *Dave Weston Testimony.*
13. The proposed lots would be designed consistent with the applicable subdivision technical standards of VMC 20.320.070. The side lot lines would be perpendicular to facing streets to the extent practical. All lots would have at least 20 feet of frontage on a public or private street. All blocks would be at least 180 but not more than 1,300 feet long. Street improvements would be provided consistent with City standards. *Exhibits 1, 1.B, and 1.C.*
14. The subdivision would be developed in phases as allowed by VMC 20.320.020.C. Up to three phases are proposed (1, 2, and 3), with Phase 1 corresponding to the eastern portion of the property, Phase 2 corresponding to the central portion of the property, and Phase 3 corresponding to the western portion of the property. *Exhibits 1.B and 1.C.*
15. Although the subject property is located in an area of high probability for archaeological resource discovery, nearly all of the property is exempt from the archaeological resource predetermination requirement of VMC 20.710 due to disturbance from previous mining activities. Planning Staff recommended as a condition of approval that the plat include a note incorporating the stop work/notice requirement of VMC 20.710.090 if archaeological materials are discovered during construction. *Exhibits 1 and 1.B.*

16. The subject property does not contain any regulated critical areas. Steep slopes identified on the site as potential geologic hazards were the result of mining activity. Following reclamation and plat development, the final grades would range from zero to 10%, not exceeding 4% to 5% grade along the streets. Where the final grades are steeper, the project would install minor landscape walls in the rears of lots. It is not anticipated that any of these retaining walls would be higher than four feet. *Exhibits 1 and 1.M; Testimony of Dave Weston and Seth Halling.*
17. Pursuant to VMC 20.770, the project is required to preserve and/or plant trees sufficient to achieve a minimum of 30 tree units per acre, net of dedicated right-of-way and required pervious surfaces. *VMC 20.770.080.* A minimum of 267 tree units of trees is required for the proposed development, based on a net site area of 8.88 acres. Due to mining activities on-site, the only trees present on the subject property are along NE 172nd Avenue. All of these trees conflict with required frontage improvements and would need to be removed. The tree density requirement would be met by planting 267 new trees. *Exhibits 1, 1.C, and 1.Q; Dave Weston Testimony.*
18. The subject property is within Park Impact Fee District C. Provision for the acquisition of parks and open space would be made through payment of impact fees pursuant to current VMC 20.915. *Exhibit 1.*
19. With respect to parking, each new single-family residence is required to have one off-street parking space. *VMC 20.945, Table 20.945.070-2.* The Applicant proposes to provide at least two parking spaces per dwelling unit, including one in the driveway and one in the garage. Compliance with the off-street parking standard would be determined at the time of building permit review. *Exhibits 1 and 1.B.*
20. Vehicular access to the subdivision would be from NE 172nd Avenue and NE 179th Avenue, via proposed NE 16th Street, which would be improved along the southern property line. The proposed internal street network, consisting of NE 173rd Avenue, NE 175th Avenue, NE 178th Avenue, and NE 17th Street, would connect to NE 16th Street in three locations. All lots would take access from NE 173rd Avenue, NE 178th Avenue, NE 16th Street, NE 17th Street, or from one of two private streets (Tracts B and G); no lots would take access from existing NE 172nd Avenue. *Exhibit 1.C.*
21. Northeast 172nd Avenue is a minor arterial street (City standard plan T10-12). Additional right-of-way dedication, road widening, and frontage improvements including curb, gutter, planter strip, and detached sidewalk would be needed for the street to conform to City standards along the property frontage. In addition to providing these and associated lighting and striping improvements, City Staff recommended as a condition of plat approval that the Applicant install a pedestrian crossing of NE 172nd Avenue at its intersection with NE 16th Street to connect with the pedestrian path in Pacific Park. The crossing would have a “HAWK” (high intensity activated crosswalk) signal. *Exhibit 1; Mark Person Testimony.*
22. The approved street section for proposed NE 16th Street, a neighborhood circulator,

would include 36 feet of pavement, a curb, gutter, planter strip, and five-foot detached sidewalk along the north (project) side of the street, a curb and gutter on the south side of the street, and 54 feet of right-of-way. Some of the required right-of-way would be dedicated from Applicant-owned parcels to the south and east of the subject property. *Exhibits 1 and 1.C.*

23. The approved street section for NE 173rd Avenue, NE 175th Avenue, NE 178th Avenue, and NE 17th Street, all local access streets, would include 28 feet of pavement, a curb, gutter, planter strip, and five-foot detached sidewalk on each side of the street within 50 feet of right-of-way. City Staff recommended that the Applicant be allowed to defer sidewalk construction along the frontage of each lot taking access from these streets (and NE 16th Street) to the time of home construction, provided the sidewalk is constructed prior to final occupancy approval and the subdivision as-builts show the sidewalk sections being deferred. *Exhibits 1 and 5.*
24. With respect to the private streets, although City standards require a pavement width of only 12 feet, the Applicant proposes a pavement width of 20 feet. Shared access and maintenance agreements would be required for the lots taking access from the private streets. *Exhibits 1 and 1.C.*
25. The Applicant requested and obtained City approval of the following two road modification requests:
 - Modification of the requirement to space driveways at least five feet from the nearest property line and 10 feet from the nearest adjacent driveway, to allow driveways to be spaced less than one foot from the property line and less than 10 feet from adjacent driveways.
 - Modification of City Standard Plan T10-18, to allow inverted crowns on the private streets, which would allow stormwater runoff to be collected in the center of the streets.*Exhibits 1 and 1.O.*
26. With respect to pedestrian amenities, in addition to the proposed sidewalks and the crossing of NE 172nd Avenue, the Applicant proposes a pedestrian connection (Tract D) between the internal street system and the northern property boundary which would connect to a future County regional trail system in the BPA right-of-way. *Exhibits 1.C and 2; Dave Weston Testimony.*
27. The Applicant submitted a professionally prepared transportation analysis, based on the trip generation rates contained in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, which determined that the proposed subdivision would generate 1,113 average weekday daily trips, including 87 AM and 116 PM peak hour trips. *Exhibit 1.K.*

28. To address the traffic generated by previously approved residential development in the vicinity, traffic signals are planned at the intersections of NE 179th Avenue/NE 18th Street and NE 187th Avenue/NE 18th Street to the northeast of the subject property. The signal at NE 179th Avenue/NE 18th Street would serve as a key connection to NE 18th Street for traffic generated by the proposed development. With the signal in place, the intersection of NE 179th Avenue/NE 18th Street would operate at level of service (LOS) A during the PM peak hour, the intersection of NE 172nd Avenue/NE 18th Street would operate at LOS B during the PM peak hour, and the site access at the intersection of NE 172nd Avenue/NE 16th Street would operate at LOS C during the PM peak hour. Without the signal, the intersection of NE 179th Avenue/NE 18th Street is expected to operate at LOS F during the PM peak hour with or without the traffic generated by the development, but the intersection would meet the City's volume-to-capacity standards with the improvements proposed at the intersection of NE 172nd Avenue and NE 16th Street. Thus, while the signal at the intersection of NE 179th Avenue/NE 18th Street is expected to be complete prior to occupancy of the residences within the proposed development, in the event of delay in construction of the signal, the traffic impact of the proposed development would not independently warrant construction of the signal. *Exhibit 1.K.*
29. The City collects proportionate share fees for intersection projects affected by traffic from development. The proposed subdivision would add trips to 13 proportionate share intersections, resulting in a total fee of \$211,716. *Exhibits 1 and 1.L.* The Applicant would also be required to pay traffic impact fees pursuant to VMC 20.915. These would be calculated on a per-lot basis and payable at the time of building permit issuance. *Exhibits 1 and 1.L.*
30. The subject property is within the # 1831 Transportation Analysis Zone, and the subdivision would contribute PM peak hour trips to 19 Transportation Management Zones, resulting in a concurrency modeling fee of \$1,500, payable prior to issuance of civil plan approval. *Exhibits 1 and 1.L.*
31. Pursuant to VMC 11.70.090, NE 162nd Avenue, NE 192nd Avenue, and NE 18th Street are designated as Category 1 concurrency corridors. The vehicle trips added to the corridors by the project are not expected to cause the corridors to drop below the City's adopted level of service standard. *Exhibit 1.*
32. The subdivision would connect to the City of Vancouver municipal water system from an existing water main in NE 172nd Avenue. The Applicant would extend a new main from NE 172nd Avenue to NE 179th Avenue in NE 16th Street. City Staff determined that the application materials demonstrate that the standards for public water can be satisfied. *Exhibits 1 and 1.C.*
33. The subdivision would connect to the City of Vancouver municipal sewer system from an existing sewer main in NE 179th Avenue. The Applicant would extend a new main from NE 179th through the site. City Staff determined that the application materials demonstrate that the standards for public sewer can be satisfied. *Exhibits 1 and 1.C.*

34. All stormwater runoff would be infiltrated on-site. Runoff from pollution-generating surfaces would be treated with catch basin filters prior to conveyance to infiltration trenches. The infiltration trenches would be designed to infiltrate all stormwater from a 50-year storm event. Overflow from the trenches would be piped south to an off-site infiltration facility on the adjacent parcel to the south, also owned by the Applicant, with appropriate easements provided. City Staff submitted that, as conditioned, the submitted stormwater plans demonstrate that the requirements of the City's stormwater ordinances can be satisfied. *Exhibits 1, 1.C, and 1.N; Testimony of Seth Halling and Mark Person.*
35. The subject property is within the Evergreen School District (School District). The School District commented that students attending Illahee Elementary, Shahala Middle, and Union High Schools would be bussed to school. The project's impacts to school capacity would be mitigated through payment of impact fees pursuant to current VMC 20.915. *Exhibits 1 and 1.D.*
36. Staff reviewed the proposed project for compliance with VMC Title 16 and the International Fire Code and determined that, with conditions, it can meet the applicable requirements. A recommended condition of approval requires the Applicant to submit a fire response plan, establish fire apparatus access roads, and provide fire extinguishers and temporary address signage during construction. *Exhibit 1.*
37. 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 determination of non-significance (DNS) on February 25, 2025. After considering comments submitted by the Department of Ecology, the City issued the final DNS on March 12, 2025. No appeals were filed prior to the March 26, 2025 appeal deadline. *Exhibits 1, 1.E, 1.F, 1.I, 1.J, and 3.*
38. Having heard all testimony, Planning Staff maintained their recommendation for approval of the subdivision subject to the conditions recommended in the staff report, with modifications as requested by the Applicant at the hearing. *Exhibits 1, 2, and 5; Mark Person Testimony.* The Applicant requested modification of recommended Condition 22.c, to which the City agreed, and otherwise waived objection to the recommended conditions. *Dave Weston Testimony; Exhibit 2, Slide 9.*

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 (see Exhibit 1.R), 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.

RCW 58.17.110 requires as follows:

- (1) The city, town, or county legislative body shall inquire into the public use and interest proposed to be served by the establishment of the subdivision and dedication. It shall determine: (a) If appropriate provisions are made for, but not limited to, the public health, safety, and general welfare, for open spaces, drainage ways, streets or roads, alleys, other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and schoolgrounds, and shall consider all other relevant facts, including sidewalks and other planning features that assure safe walking conditions for students who only walk to and from school; and (b) whether the public interest will be served by the subdivision and dedication.
- (2) A proposed subdivision and dedication shall not be approved unless the city, town, or county legislative body makes written findings that: (a) Appropriate provisions are made for the public health, safety, and general welfare and for such open spaces, drainage ways, streets or roads, alleys, other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and schoolgrounds, and all other relevant facts, including sidewalks and other planning

features that assure safe walking conditions for students who only walk to and from school; and (b) the public use and interest will be served by the platting of such subdivision and dedication. If it finds that the proposed subdivision and dedication make such appropriate provisions and that the public use and interest will be served, then the legislative body shall approve the proposed subdivision and dedication. Dedication of land to any public body, provision of public improvements to serve the subdivision, and/or impact fees imposed under RCW 82.02.050 through 82.02.090 may be required as a condition of subdivision approval. Dedications shall be clearly shown on the final plat. No dedication, provision of public improvements, or impact fees imposed under RCW 82.02.050 through 82.02.090 shall be allowed that constitutes an unconstitutional taking of private property. The legislative body shall not as a condition to the approval of any subdivision require a release from damages to be procured from other property owners.

Conclusions Based on Findings:

1. As proposed and conditioned, the subdivision would make appropriate provisions for transportation, water, stormwater drainage, sewer, and erosion control. The provided street improvements would be consistent with applicable City standards and the approved road modification requests. The project satisfies the City's concurrency requirements. Traffic impacts would be mitigated through payment of impact fees and proportionate share fees. Public water and sewer would be provided to the lots. Stormwater would be treated and infiltrated consistent with City standards. *Findings 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, and 38.*
2. As conditioned, the proposed subdivision would make appropriate provisions for streets, utilities, and other improvements consistent with City and State standards. As conditioned, street improvements would be provided consistent with City standards as modified through the approved road modifications. Public water and sewer would be provided to all lots. Stormwater would be treated consistent with Department of Ecology and City standards. As conditioned, all infrastructure improvements would be designed and installed in conformance with applicable City standards. *Findings 20, 21, 22, 23, 24, 25, 26, 27, 28, 32, 33, 34, and 38.*
3. As conditioned, the subdivision would make appropriate provision for open space, parks, schools, dedications, easements, and reservations. There is an existing public park across the street from the subject property, and the Applicant would provide a HAWK signalized crossing. In addition, the Applicant would provide a pedestrian path between the subject property and a future regional trail system. Park and school impact fees would be paid. Easement requirements have been incorporated into the conditions of approval. *Findings 18, 21, 26, 35, and 38.*
4. The design of the subdivision takes into account the physical characteristics of the site. The soil conditions were evaluated in the technical reports that were submitted for the project. The subject property contains no critical areas regulated under the City Code. *Finding 16.*

5. The proposal is not a re-plat of an existing subdivision. *Finding 5.*
6. As conditioned, the proposed lots would comply with applicable 2006 R-18 development standards and the landscaping, parking, and all other applicable provisions of the zoning code. *Findings 9, 10, 11, 12, 13, 14, 15, 17, 19, and 38.*
7. As conditioned, the subdivision 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, sidewalks would be provided along the internal streets, and a HAWK signalized crossing would be provided across NE 172nd Avenue. School District bus service would be provided for school-aged residents of the plat attending public schools. The project was reviewed for compliance with SEPA, and no probable, significant, adverse environmental impacts were identified. The proposal would result in residential development that is consistent with the pre-annexation development agreement. *Findings 4, 21, 22, 23, 26, 35, 37, and 38.*

DECISION

Based on the preceding findings and conclusions, the request to subdivide 12.11 acres into 118 single-family detached lots is **GRANTED** subject to the following conditions.

Prior to Civil Plan Approval

1. Upload the civil plan review set showing the revisions requested as well as all necessary reports (geotechnical, hydrology, traffic analysis, road modification, etc.). Include a detailed site plan in the civil plan review set. For questions on these requirements, please contact (360) 487-7804.
2. Grading plan review fees will be due upon submittal of civil plans for review. Contact Permit Center staff at (360) 487-7802 to obtain a fee quote.
3. Pay concurrency modeling fees totaling \$1,500.
4. Pay proportionate share fees on a per phase basis totaling \$211,716.
5. Place the following note on the engineering plans:

“If any archaeological deposits are found during construction, work shall stop, and the City of Vancouver’s Community Development Dept. and the Washington State Department of Archaeology and Historic Preservation shall be notified.”
6. Place this note on the Engineering Plans:

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

7. Include this note on final landscape plans:
“All shrubs within sight distance triangles shall be maintained so that foliage height above pavement does not exceed 2.5 feet. Street trees within sight distance triangles shall be limbed up to a height of 10 feet consistent with ANSI A300 standards to provide for sight distance visibility.”
8. Add a note on the water utility pages as follows:
“Underground fire sprinkler supply mains shall be installed only by contractors in compliance with WAC 212-80 and endorsed in accordance with VMC 16.04.095 under separate permit.”
9. A Stormwater Pollution Prevention Plan (SWPPP) must be uploaded for review and approval.
10. Current City of Vancouver erosion control details must be included within the plan set or the City of Vancouver standard note added to the cover sheet.
11. Submit a fire response plan.

Prior to or During Construction

12. Comply with the applicable comments in the Department of Ecology letter, dated March 10, 2025.
13. Secure construction permits and schedule and attend a pre-construction meeting. Construct new public sewers and laterals as shown on the approved subdivision plans. Satisfy construction services inspection requirements and secure construction acceptance. Satisfy submittal and other requirements itemized in the Notifications of Civil Plan Approval, and secure final civil project acceptance.
14. All fire hydrants for emergency use shall be established and maintained clear for emergency use.
15. Fire apparatus access roads shall be established.
16. Temporary address signage shall be visible and legible from the street fronting the property for emergency response during construction.
17. Fire hydrants shall not be obstructed in any manner.
18. Fire apparatus access roads shall be maintained clear for emergency response.
19. Fire extinguishers and no smoking signs shall be provided during construction.

Prior to final plat approval

20. Tracts A-I are to be owned and maintained by the Homeowners Association.

21. The following improvements to NE 172nd Avenue must be provided on a per phase basis, per the appropriate City of Vancouver standards:
 - a. Dedicate additional public right-of-way as necessary to provide 35 feet of half-width right-of-way, per T10-12.
 - b. Remove the existing curb and install additional street pavement as necessary to provide 23 feet of half-street width, per T10-12.
 - c. Install curb, gutter, planter strip, and detached sidewalk, per T10-12.
 - d. Construct a standard stop-controlled T-intersection at the intersection with proposed NE 16th Street. The curb return radii must be 35-foot.
 - e. Install a pedestrian crossing of NE 172nd Avenue at the north corner of the proposed 16th Street intersection, connecting with the pedestrian path in Pacific Park on the west side of NE 172nd Avenue. Due to traffic volumes and speeds on NE 172nd Avenue, this pedestrian crossing must be equipped with a HAWK signal. The connection to the park path will be on Clark County property; the design of the ramp and pedestrian connection must be coordinated with Clark County staff.
 - f. Stripe the north leg of the intersection of NE 172nd Avenue and NE 16th Street to provide a dedicated southbound left turn lane with at least 100 feet of storage.
 - g. Construct a dedicated northbound right turn lane on the south leg of the intersection of NE 172nd Avenue and NE 16th Street. The turn lane must have a 160-foot total length (40-foot taper length plus 120-foot deceleration length). Since the intersection is stop-controlled on the east leg, there is no need for any storage length.
 - h. Street lighting must be installed to current standards, see street lighting comments below.
 - i. Install traffic control devices as warranted and storm drainage as required by the City stormwater ordinance.
22. The following improvements to NE 16th Street must be provided on a per phase basis, per the appropriate City of Vancouver standards:
 - a. Dedicate 54 feet of public right-of-way, per T10-14. This will require additional dedication of right-of-way from the neighboring parcel to the south and the neighboring parcel to the east.
 - b. Construct finished street with curb and gutter on both sides of the street and 36-foot curb-to-curb pavement width, per T10-14.
 - c. Construct curb, gutter, planter strip, and five-foot detached sidewalk on the project side (north side) of the street, per T10-14. (Please note, construction of the sidewalk along the frontage of the buildable lots may be deferred to time of home construction. However, the sidewalk must be constructed for each lot prior to issuance of final occupancy approval for the lot. Also, the subdivision as-builts must clearly show the sections of sidewalk that are being deferred.)

- d. All intersections constructed on NE 16th Street must be constructed to City standards with 25-foot curb return radii and standard ADA ramps.
 - e. Street lighting must be installed to current standards, see street lighting comments below.
 - f. Install traffic control devices as warranted and storm drainage as required by the City stormwater ordinance.
23. The following improvements to internal streets must be provided, per the appropriate City of Vancouver standards:
- a. Dedicate 50-feet of public right-of-way, per T10-15B.
 - b. Construct finished street with 28-foot curb-to-curb pavement width, per T10-15B.
 - c. Construct curb, gutter, planter strip, and five-foot detached sidewalks on both sides of the street, per T10-15B. (Please note, construction of the sidewalk along the frontage of the buildable lots may be deferred to time of home construction. However, the sidewalk must be constructed for each lot prior to issuance of final occupancy approval for the lot. Also, the subdivision as-builts must clearly show the sections of sidewalk that are being deferred.)
 - d. All internal intersections in the subdivision must be constructed to City standards with 20-foot curb return radii and standard ADA ramps.
 - e. Install “No Parking - Fire Lane” signage on one side of all these streets.
 - 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.
24. Provide the following items for the private streets, per City of Vancouver standards:
- a. Dedicate an appropriate easement or private tract to accommodate the required street improvements.
 - b. Per T10-18, install a paved street surface with a minimum width of 12 feet. (The Applicant may opt to increase the width of the street, if desired.)
 - c. Install a standard driveway approach where the private streets intersect with the public street.
 - d. Install “No Parking” signs on both sides of the private streets.
25. An agreement shall be recorded on all parcels that are party to the private roadway. Shared access and maintenance agreements shall be provided.
26. Submit a final plat application. Applications can be found under Building, Planning, and Environment on the City of Vancouver website, at www.cityofvancouver.us.

27. 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

28. “If any archaeological deposits are found during construction, work shall stop, and the City of Vancouver’s Community Development Department and the Washington State Department of Archaeology and Historic Preservation shall be notified.”
29. “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.”

Prior to Issuance of any Building/Development Permits

30. All required fees, including Transportation, School, and Park Impact fees, shall be paid.

Decided July 7, 2025.

By:



Sharon A. Rice
City of Vancouver Hearing Examiner

Note: The hearing examiner’s decision may be appealed to the Vancouver City Council within 14 calendar days after the date the examiner’s decision is distributed. Appeals must be made in writing and be received within this time period. The letter of appeal shall state the case number designated by the City and the name of the applicant, the name and signature of each petitioner, a statement showing that each petitioner is entitled to file the appeal under VMC Chapter 20.210.130.B, the specific aspect(s) of the decision being appealed, the reasons each aspect is in error as a matter of fact or law, and the evidence relied upon to prove the error (VMC 20.210.130.A). A fee of \$2,468.00 must accompany the appeal. However, if the aggrieved party is a recognized neighborhood association, the fee assessed is \$186.00. The association must demonstrate at the time of appeal submittal that the decision to appeal was made pursuant to association bylaws. Due to the limited days the permit center is open for walk-in assistance, the appeal request shall be emailed to eplans@cityofvancouver.us as well as to the case manager’s e-mail address below and the appeal fee electronically paid to the City of Vancouver. For questions or additional information, you may contact the case manager by telephone at (360) 487-7885, or by e-mail at mark.person@cityofvancouver.us.