

David Madore

July 31 at 11 45pm · Edited

Hyper density lots less than half the minimum allowable size.

We continue to discover inherited code that needs to be fixed. One example was demonstrated on Tuesday. Our July 28 agenda# 3 was a request to approve a subdivision with such high density that the largest lot does not even come close to the minimum allowed in that zone. <http://clark.wa.gov/thegrid/documents/SR153-15.pdf>

The single family home lots are 32 feet wide and as small as 2720 square feet for the entire lot when the minimum is supposed to be at least 6000. It packs 105 homes onto less than 12 acres. But it is too late to fix because our role at this stage is simply to ratify the plans that were approved in 2005.

<https://www.google.com/.../@45.6706045,-122.60.../data=!3m1!1e3>

The postage stamp size lots that negatively impact all the neighboring developments are a result of county code that, in my view, we've got to repeal. The code is called a Planned Unit Development (PUD). This code allows PUDs to be built in nearly every zone. Want one near your home?

<http://www.codepublishing.com/.../clarkc.../clarkco40520080.html>

The code was adopted with false assumptions including these:

"the PUD code reduces the restrictive impact of critical area ordinances" – The truth is that such high density has the highest impact on traffic, law enforcement, need for parks, overtaxing our schools, and more. There is virtually no room for the kids to play, or a garden, or fruit trees. The entire lot is basically concrete and roof. That maximizes the impact to our environment.

"Design that reduces automobile trips and encourages alternative modes of transportation." – in other words, they get extra points for not providing adequate room for parking. That way, the developer can claim that the residents will take the bus, because, well, there's not enough room to park a car.

"Alley vehicle access only for at least fifty percent (50%) of the units." – in other words, if the home can only be accessed through an alley, the developer can claim that the livability has been enhanced.

All of this is of course, nonsense. Keep in mind that these PUDs are all outside of city limits in the unincorporated areas of the county where we're suppose to have ample room for affordable single family homes.

The repeal of this code is on my list to restore some sanity and balance in place of the hyper-density agenda that forfeits the quality of life for county citizens.





Like

Comment

Share



Tracy Weedman, Pat Little, John Ley and 65 others like this

Most Recent

11 shares



Jerrilynn Coblentz Even 6000 feet is too small in my opinion

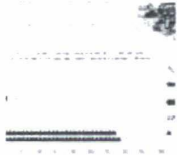
Like · Reply 3 August 1 at 12:56am



David Clark David—"All of this is of course, nonsense"

ME— You are one of the very few elected officials that recognizes this reality. Most of the rest think that if they force us to build like Europeans we will magically quit driving like Europeans – but they have never bothered to do their homework which would have shown that residents of the EU15 countries do almost 80% of their motorized travel in private cars and mass transit (except air) lost 20% market share in two decades. See <http://www.debunkingportland.com/eurotransistshareloss>

for more insight on city planners and their delusions see http://www.debunkingportland.com/planners_are_fascists.html and <http://www.debunkingportland.com/smart/smartgrowthlies.html>



EuroTranistShareLoss

Planners noticed that Europeans use transit more than Americans and then decided that we should do things...

DEBUNKINGPORTLAND.COM

Like · Reply · 5 · August 1 at 1:51am



Justin Council Is there an option to work with developers of future PUDs to include traffic calming measures and right of ways that will allow for smoother transportation and and around?

Like · Reply · August 1 at 4:08am



Lisa Anderson You are absolutely right on this!

Like · Reply · 1 · August 1 at 6:12am



Allen Hoff Isn't there suppose to be a 5 foot clearance from the property line before any permanent structure is built? If so, then there is quite a few that does not have that type of clearance.

Like · Reply · 1 · August 1 at 7:03am



Alyson Oler Try and find any house on a lot larger than 8000 sf anymore. It's impossible. We have been looking for two years in County so our dogs will have more room to play. Affordable is not what describes those houses if you can even find one!

Like · Reply · August 1 at 7:50am



Karen Vaughan Chidwick And speaking of micro-lots, have you seen the neighborhood going in on 172nd just north of Pacific Middle School and the Lennar Homes neighborhood on 187th! The lots are so small you can barely fit a house on them and the streets are so narrow one side has no parking allowed and it'll still have to be one-way streets! Forget having company. The traffic impact to the neighborhood is going to be frustrating. And are these developments contributing to the impact on the schools? They are already beyond maxed out!!

Like · Reply · August 1 at 8:08am



Bill Marshall Sounds like the barrios of brazil.

Like · Reply · August 1 at 8:55am



Eric Dattola greed

Like · Reply · August 1 at 9:08am



Bonnie Sabel Weite The high-density homes packed into 122nd St adjacent to Felida Park is posted "no parking" on one side of the street, to allow traffic in a larger community (Lakeshore/136th west to Lake River) to pass; the other side of the street has driveways so close together that one cannot legally park and be the required five feet from a driveway -- yet on almost any day or night you will find vehicles parked on both sides of the street, and two-way traffic usually has to pull over and stop to allow cars to pass. 122nd is posted "dead end" at 36th, so there is a lot of traffic in and out of this large neighborhood, even moreso for soccer games at Felida Park. What were the planners thinking?

Like Reply August 1 at 9 37am



Bonnie Sabel Welte Thanks, David, for continuing to bring Common Sense to County planning Your leadership is appreciated!

Like Reply August 1 at 9 38am



Jamon Holmgren If the county would zone existing land (of which there is plenty) as 1 acre or 0.5 acre lots, reasonably sized lots for new homes would be plentiful My father-in-law owns a 49 acre farm but can only put two houses (including his own) on it If you want to blame people for tiny lots, blame the county, not developers or builders who have to work with what they're given.

Like Reply 2 August 1 at 9 40am Edited



Karen Vaughan Chidwick Are the developers required to put a certain number of homes onto a lot and that is why they squeeze in as many homes as they can or are they trying to make as much money as possible? Their goal is to sell as many homes as possible not to make the neighborhood livable. I understand some people like to buy large homes on tiny lots with narrow streets so it works to build some. But it's getting harder to find new homes on "average" sized lots with streets wide enough to park on and still have two-way traffic Even a 10000 sq ft lot would be huge compared with most new homes Do developers really want the city and county to control development even more by telling them lot size and street width or would they rather use common sense in consideration of lot size and street width and give up a little bit of profit so people can buy homes with a little bit of breathing room?

Like August 1 at 12 58pm



Kevin Questad I am not sure about Clark County's code, but up in the greater Puget Sound area we are required to build a certain amount of houses on a lot The government REQUIRES very high density in many areas, even if we want larger lots per house. No choice

Like August 1 at 1 33pm Edited



Write a reply



Jonathan Johnson Liberal logic. "We need high density housing to preserve open space." The truth is that HDH provides no guarantee of open space, but low density housing guarantees open space, though distributed among the lots It may not be common space, but the environment doesn't care whether the open space is publicly or privately owned

What happens when you allow HDH PUDs? You can end up with them covering the landscape so there is no open space at all

Some of them might have open space, but what I've seen is that the open space turns out to be a stormwater facility that's completely fenced off to the public That provides no benefit to the community

Like Reply 1 August 1 at 10 12am



Jason Granneman There are several of these neighborhoods throughout the county. The parking is ridiculous causing ingress egress problems for EMS and LE services There are constant neighbor complaints regarding parking leading to anti harassment orders which clogs our courts I whole heartedly support ditching this planning philosophy and returning to a neighbor and EMS friendly plan.

Like Reply 4 August 1 at 11 04am



Janice Hall Waddell Sounds like Agenda 21

Like Reply August 1 at 1 15pm



David Clark Janice Hall Waddell --- "Sounds like Agenda 21 "

ME--- It is "new urbanism" or "smart growth" heavily promoted by the Sierra Klub and similar money grubbing multinational multi million dollar corporations that pretend to be defenders of the environment See More



Planners Are Fascists

"It must always be remembered how cost-effectiveness works in the public sector: the...

PORTLANDFACTS.COM

Like · 1 · Yesterday at 12:14am



Janice Hall Waddell David, that is exactly what Agenda 21 is. It is not a myth, but happening all over the country.

Like · Yesterday at 7:31am



Write a reply...



Kay Bridges Coming to your neighborhood ...IF YOU DON'T WISE UP. ATTENTION.

Like · Reply · August 1 at 1:24pm



Vicki Caldwell Kraft Thank you David, for doing the hard work to dig into the details and then work hard for what is right!

Like · Reply · 1 · August 1 at 2:39pm



Tony Carlson We lived on 103rd St near 117th. Some developer bought a 7.5 acre farm and proceeded to put up around 50 houses. You could cut the lawn with scissors.

Like · Reply · August 1 at 4:12pm



Linda Shroyer Carlson I purchased a townhouse without realizing parking would be such a problem. There were 48 houses on one city block. I was happy to get out and surprised the city/county would approve the building plans.

Like · Reply · August 1 at 5:31pm



Tracy O. Doriot Good work David Madore. The slogan of these developments should be : Building tomorrow's slums Today!

Like · Reply · 1 · August 1 at 7:10pm



John Breuer Isn't the GMA the cover for these? -look at Green Mt. - 1400 units that will put thousands of trips on SR 500 at 199th but hey "it's not our jurisdiction", per the Camas PC - so no traffic remediation required- but the GMA legally mandates density for the urban growth boundry.

Like · Reply · August 1 at 8:05pm · Edited



David Madore John Breuer, every jurisdiction is required to comply with their concurrency requirements before the permit can be granted. If Camas is the jurisdiction, they should be able to provide you with that proof.

Like · August 1 at 8:28pm



John Breuer Help me here, what is 'concurrency.'" When we pointed out to Camas PC that they would fail SR 500 with another 2000 trips a day from 199th to SR500, (aka ne 58th there,) they responded no mediation- no even a stop signal, required- because it's a srate route over which they have no jurisdiction.

Like · Reply · August 1 at 9:33pm



David Madore John Breuer, here is a link to Clark County's Concurrency Ordinance:<http://www.codepublishing.com/.../clarkco40350020.html> I see that we need to update it to the latest. Camas is required by law to have adopted their own ordinance that they must also follow. You ought to get a copy.

Section 40.350.020

This section applies to applications for subdivision, short subdivision, conditional use permit approvals, and site plan review, except for those site plan reviews for unoccupied utility and wireless communication facilities which have a potential vehicular impact on the level of service of a se .

CODEPUBLISHING.COM

Like August 1 at 9 44pm